

CITY EXHIBIT LIST

HEARING DATE: Thursday, November 21, 2019, at 9:00 a.m.

FILE NUMBER: HEX2019-028 (LU19-0163)

FILE NAME: Applicant: 4501 6th Avenue, LLC / John Gibson, Governor

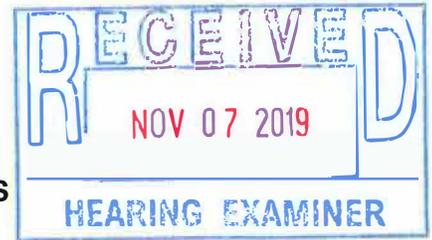
EXHIBIT NUMBER	EXHIBIT DESCRIPTION	SUBMITTED BY	A	E	W	COMMENT
EX. C-1	Staff Report Prepared by PDS	City of Tacoma, Planning & Development Services ("COT, PDS")	X			
EX. C-2	Mitigated Determination of Non-significance, issued by Planning and Development Services, dated October 21, 2019, including SEPA checklist	COT, PDS	X			
EX. C-3	Site Plan and Conceptual Building Plans	COT, PDS	X			
EX. C-4	Applicant Narrative for Rezone	COT, PDS	X			
EX. C-5	Comment memo, City Staff	COT, PDS	X			
EX. C-6	Comment Letters, Reviewing Agencies	COT, PDS	X			
EX. C-7	Public Comment	COT, PDS	X			
EX. C-8	Response to SEPA Comment	COT, PDS	X			
EX. C-9	Applicable Zoning Regulations	COT, PDS	X			
EX. C-10	Excerpts from Comprehensive Plan	COT, PDS	X			
EX. C-11	Prior Site Rezone	COT, PDS	X			
EX. C-12	Owner Authorization	COT, PDS	X			
EX. C-13		COT, PDS				
EX. C-14		COT, PDS				

KEY

A = Admitted

E = Excluded

W = Withdrawn



**CITY OF TACOMA
PLANNING AND DEVELOPMENT SERVICES
PRELIMINARY REPORT
HEARINGS EXAMINER HEARING
November 21, 2019 – 9:00 am
Council Chambers**

4501 6th Avenue Site Rezone

File No. LU19-0163

A. SUMMARY OF REQUEST:

The applicant proposes to rezone one parcel from R-3 Two-Family Dwelling District to R-4-L Low-Density Multiple-Family Dwelling District for the eventual construction of four 4-plexes (total of 16 units) on a 24,300 square-foot site, to include demolition of the existing buildings and improvement of the site. All parking would be accessed off the alley. The rezone application also requires review under the State Environmental Policy Act (SEPA). The Planning and Development Services (PDS) Director issued a final mitigated determination of nonsignificance (MDNS) on October 21, 2019. The MDNS was not appealed; conditions of the determination are incorporated into this staff report in section K.

B. GENERAL INFORMATION:

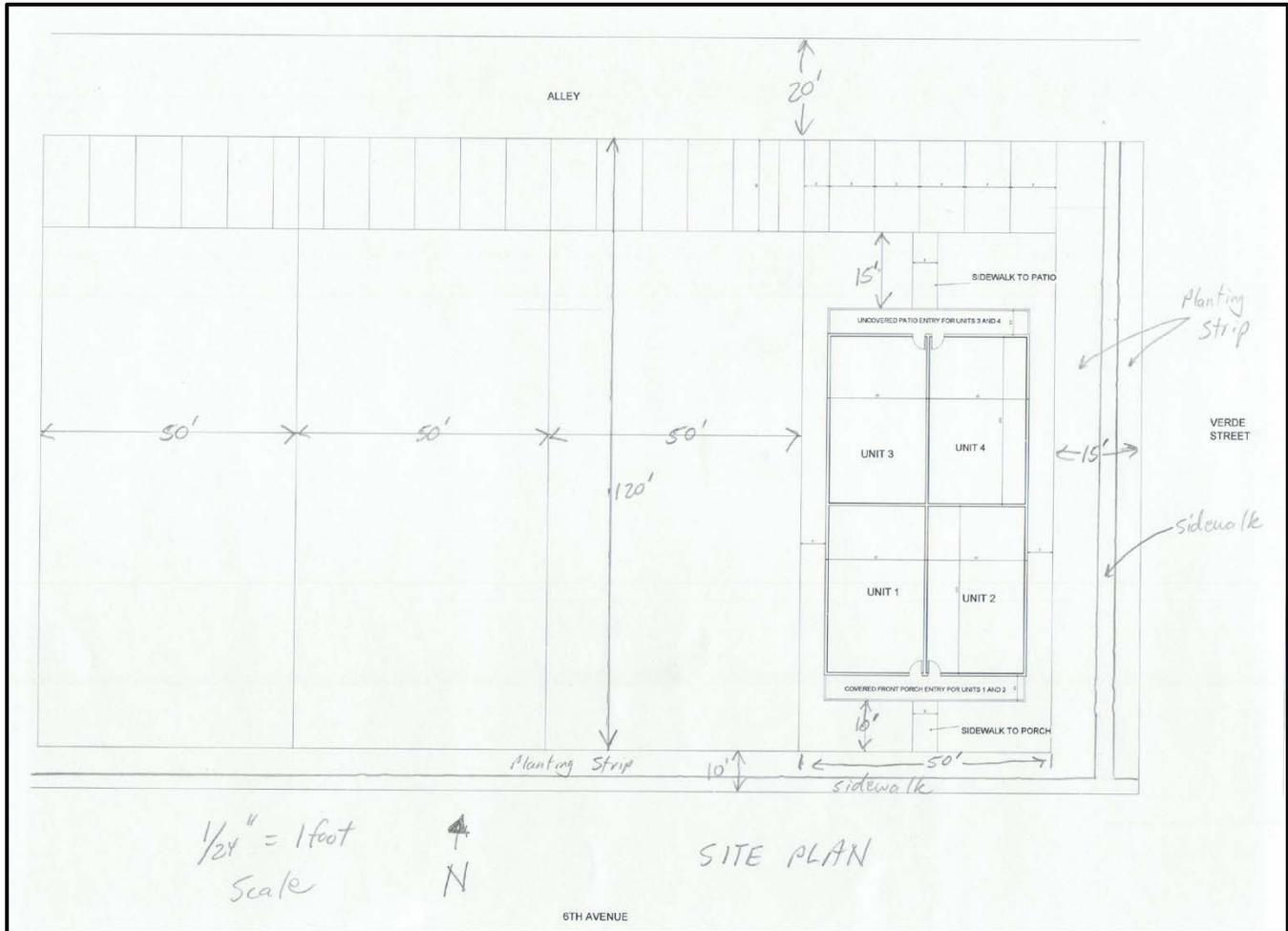
1. Applicant: John Gibson
4021 North 31st Street
Tacoma, WA 98407
2. Property Owner: John Gibson/4501 6th Ave LLC
4021 North 31st Street
Tacoma, WA 98407
3. Location: The site is located in North Tacoma at the northwest corner of 6th Avenue and North Verde Street and the address is 4501 6th Avenue. The associated parcel number is 39000000921 and is located within Section 1, Township 20, Range 02, Quarter 21, Tacoma, Washington.

C. PROJECT DESCRIPTION:

The proposal is for the demolition of the church and associated structures on the site, parcel segregation into 4 parcels, and construction of four 4-plex structures (total of 16 dwelling units on the site). A minimum of 18 parking stalls will be provided for the 16 units; all parking and vehicular access would be located off the alley on the north of the site.

The applicant indicates that he proposes to build the units in phases, completing the 4-plex on the westerly end of the property prior to demolishing the church and building the remaining three structures. The applicant has provided preliminary plans and all development would meet all requirements of the R4-L zoning district.

Fig. 1 Proposed Site Plan



D. ADDITIONAL INFORMATION:

1. Existing Site Conditions

The site is a single, relatively flat parcel measuring 202.5 feet along 6th Avenue and 120 feet in depth from north to south. The total site area is 24,300 square feet. The parcel consists of 8 underlying platted lots, each 25 feet wide (except the easternmost lot, at 27.5 feet).

The site is currently occupied by an approximately 8,500 square-foot church, which was constructed in 1950 and has been in use since that time. The church pre-existed the adoption of the City’s zoning ordinance in May of 1953, and is considered an existing conditional use. Variances were granted to the church in 1955 and 1982 for a sign and for a rear setback encroachment, respectively.

The remainder of the site is informally used for parking but has never been developed as a parking lot.

2. Surrounding Conditions

The site is bounded by 6th Avenue on the south, South Verde Street on the east, and a 20-foot alley on the north. 6th Avenue is a 65-foot wide principal arterial. It is designated as a pedestrian street by the City’s Comprehensive Plan and the Land Use Code. See Page 2-48 and Figure 7 of the Urban Form Element and TMC 13.06.100.C.3. South Verde is a 60-foot-wide residential street.

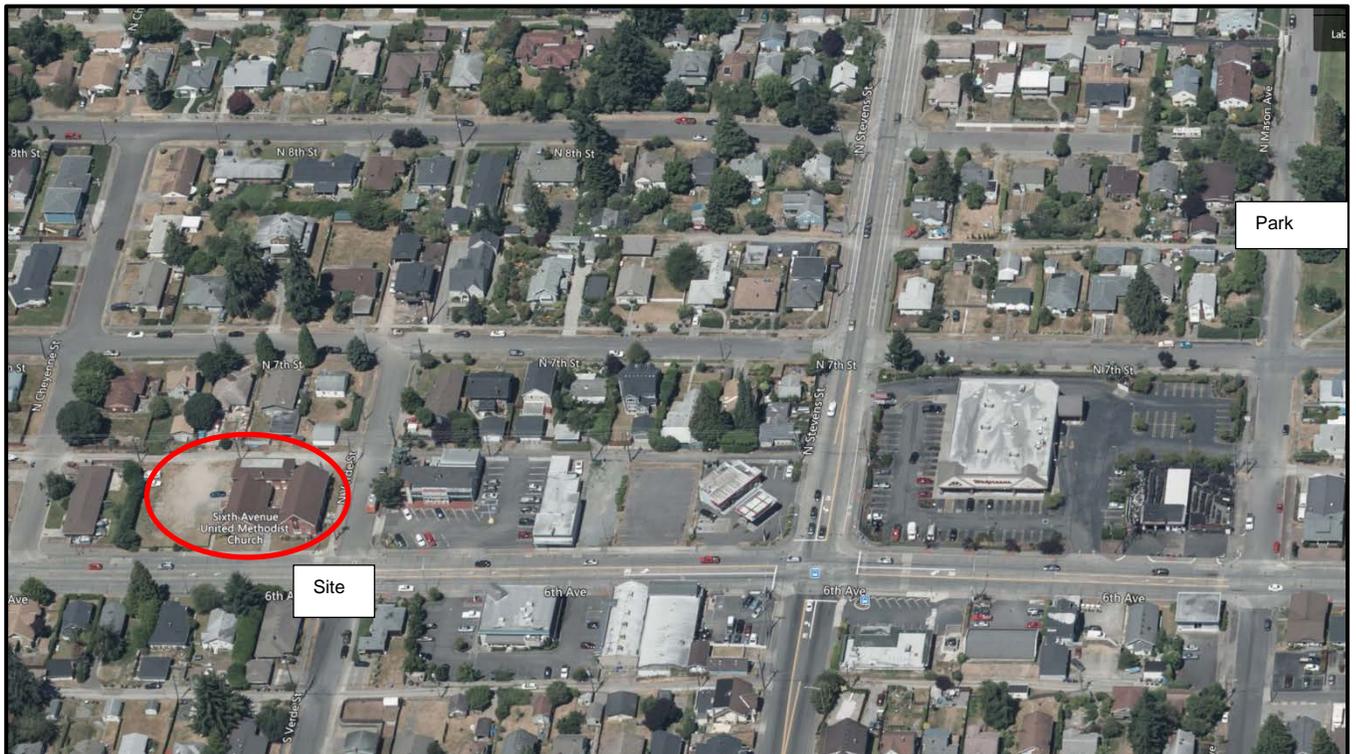
Both streets are fully built-out with curb, gutter, and sidewalk. The alley is currently unpaved and the alley approach is substandard.

Pierce Transit bus stops are located on 6th Avenue between 400 and 600 feet from the site. The Route 1 serves 6th Avenue with 15-minute peak-hour service.

3. Surrounding Uses

The surrounding area is a diverse neighborhood with commercial - retail, single-family and multi-family residential uses. To the west of the site is a duplex, to the north and south are single-family dwellings, and to the east is an area of small-scale commercial uses. Jefferson Park is located approximately 1000 feet (2.5 blocks) to the northeast of the site.

Fig. 2 Surrounding Neighborhood



4. Site Permitting History

The majority site was originally zoned R-2 One-Family Dwelling District in 1953 when the City's zoning code was established. In 1960 this parcel and the adjacent parcel were rezoned to R3 Two-Family Dwelling district with Ordinance 16533 (as amended by ordinance 16541). The ordinance did not place any special conditions on the rezone or on future development/use of the site other than the requirements for the R3 district. See Exhibit C.11.

Staff found historic permit records for both the church and the adjacent duplex.

5. Neighborhood Zoning

There have been other rezones in the vicinity, along 6th Avenue. The sites on both sides of 6th Avenue on the east side of Verde were rezoned to C1 Neighborhood Commercial in 1954, consistent with the original C1 zoning surrounding 6th and Stevens/Mason. Otherwise the remainder of the neighborhood retains its original R2 Single-Family Dwelling District zoning.

Fig. 3 Historic Zoning Map

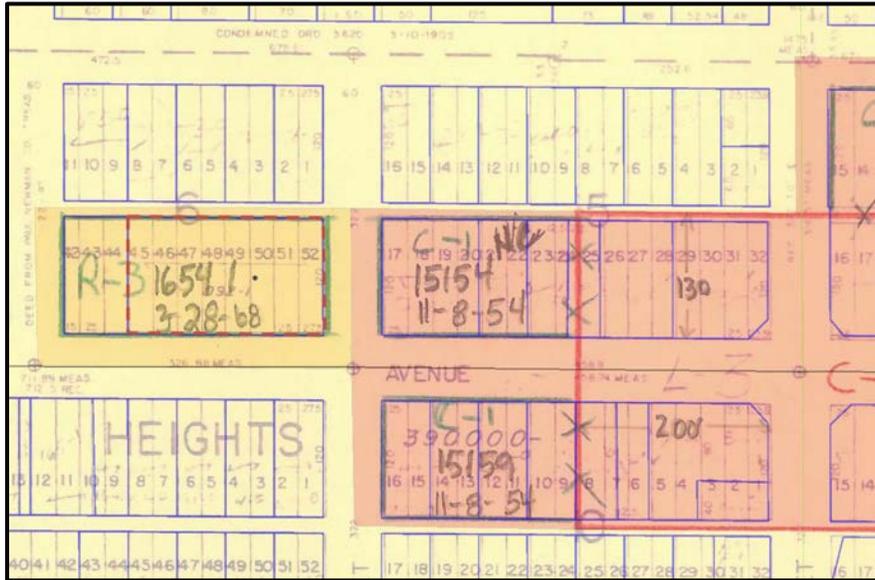
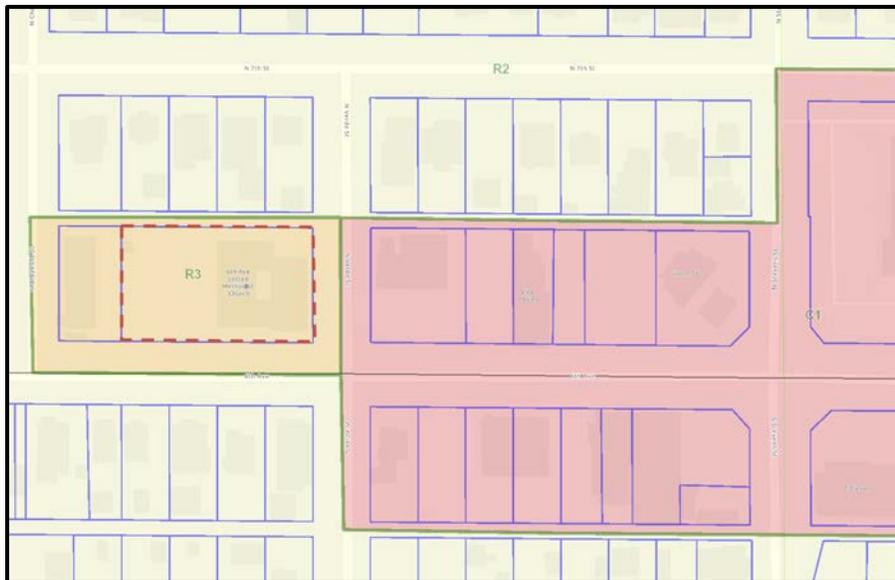


Fig. 4 Current Zoning Map



6. Comprehensive Plan Designation

The City's Comprehensive Plan Future Land Use Map designates the site as being located within the "Multi-Family (Low Density)" land use category. This designation would support zoning of R3 (current) or R4-L, as proposed. The target density is 14-36 dwelling units per net acre. In this area the land use designations follow the current zoning designations.

7. Application History and Notification

The application was determined technically complete on August 8, 2019.

The Public Hearing Notice was issued on September 24, 2019 and was mailed to owners of record and/or taxpayers of record for property within 400 feet of the site and mailed and/or e-mailed to the North End and Central Neighborhood Councils, qualified neighborhood and business groups, City staff, and outside agencies. In addition, property information signs were posted on the site, the Public Hearing Notice was posted on the City's website along with the application documents.

E. SEPA – ENVIRONMENTAL EVALUATION:

1. SEPA MDNS Determination

Review under SEPA is required because rezone applications are not exempted as minor land use decisions. Pursuant to the State's SEPA Rules (WAC 197-11) and the City of Tacoma's Environmental Code (TMC 13.12), the Director issued a MDNS for the proposed action on October 21, 2019.

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

2. Required Mitigation

The Washington Department of Ecology (Ecology) provided mitigation recommendations for the SEPA review that were incorporated within the MDNS and if this application is approved, are included in the recommended conditions of approval in Section K of this staff report.

3. Advisory Comments

Comments also received from the City's Site Development Group, Public Works, Tacoma Power, and Tacoma Fire. These comments have been provided as advisory comments to the applicant team for the required City building and development permits should the rezone be approved. These advisory comments are included in Section K of this staff report and can be reviewed in full within Exhibit C.5.

The appeal deadline for the MDNS was November 4, 2019. While no appeals were filed, one written comment was submitted regarding the proposal during the SEPA comment period. This comment was included with the MDNS documents with an advisory note that those comments applicable to the associated land use applications would be addressed in this staff report. All SEPA MDNS documents, written comments received for the SEPA review deadline, and special studies are included in Exhibits C.2, C.6, and C.7.

F. WRITTEN PUBLIC COMMENTS:

The written public comment that was received by the October 15, 2019 SEPA comment deadline was from Megan Ricks, a neighbor of the project site. See Exhibit C.7 for a copy of the comment. Staff and the applicant provided a response to comments, see Exhibit C.8.

G. STAFF ANALYSIS OF APPLICATION REVIEW CRITERIA UNDER THE TMC:

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

Site Rezone. TMC 13.06.650.B. provides that an applicant seeking a change in zoning classification must demonstrate consistency with all of the criteria listed below. The applicant's Narrative/Justification for the Site Rezone is included as Exhibit C.4 of this staff report.

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

Staff Response – The site’s current zoning of R3 Two-Family Dwelling District is one of the zoning districts that is listed as appropriate for the “Multi-Family (Low Density)”, as is the R4-L Low-Density Multiple-Family Dwelling District. Per the Comprehensive Plan:

This district enjoys many of the same qualities as single-family neighborhoods such as low traffic volumes and noise, larger setbacks, and small-scale development, while allowing for multi-family uses and increased density along with community facilities and institutions. The Multi-Family (low-density) district can often act as a transition between the single-family designation and the greater density and higher intensity uses that can be found in the Multi-Family (high density designation) or commercial or mixed-use designations. This designation is more transit-supportive than the Single Family Residential areas and is appropriate along transit routes and within walking distance of transit station areas.

The primary difference between the R3 and R4-L districts is that the latter allows for approximately twice the density based on minimum lot size per dwelling unit (3,000 square feet versus 1,500 square feet). Further, while the R3 allows for townhouse-style development, it does not allow for multifamily development as the developer proposes. Under current zoning, the R3 designation would require approximately 9 units, while the minimum density under R4-L is approximately 13 units.

Most other requirements for open yard space, tree canopy coverage, building setbacks, and parking are the same for the two districts. Applicable zoning regulations are included as Exhibit C.9.

Further, 6th Avenue is a key transit route in the City of Tacoma, one of the few arterials with 15-minute peak-hour transit service. The street is designated as a potential location for future transit improvements, including Bus Rapid Transit.

Neighboring properties to the east are commercial (and intended to remain commercial), whereas the properties to the west are intended per the comprehensive plan to remain low-density residential. 6th Avenue is a busy arterial and the houses to the north of the project site are low-density residential. This location is a transition area that can act as a buffer between the more intensive uses and the single-family residential area, while providing residential units with access to transit and convenience commercial.

The Comprehensive Plan policies which are highlighted in Exhibit C.10 have been identified by staff and the applicant to support this application.

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

Staff Response – The zoning and use pattern in the area has not changed significantly since the late 1960s with rezones and commercial development in the area. However, 6th Avenue has remained an active transportation corridor and is planned for more activity over time. The City’s Comprehensive Plan contains multiple policies related to providing increased residential densities along transit corridors; the proposed rezone would allow development which would support those policies.

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

Staff Response – The intent of the R4-L Low-Density Multiple-Family Dwelling District is “primarily for low-density multiple-family housing, mobile home parks, retirement homes and group living facilities. It is similar to the R-4 Multiple-Family Dwelling District, but more restrictive site development standards are intended to minimize adverse impacts of permitted and conditional uses on adjoining land. The district is characterized by amenities and services associated with single- and two-family residential districts, and it is located generally along major transportation corridors and between higher and lower intensity uses.”

As noted in the discussion of the Comprehensive Plan goals and policies, above, the site proposed for rezone to R4-L is a transition area between land use intensities, with the proposed development meeting the development standards to ensure compatibility with neighboring uses.

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

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

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

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

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

Finally, the City has multiple goals and policies related to the creation of multiple types and styles of housing to be available to multiple types of households. The applicant proposes to provide 16 additional units of housing along a major transportation corridor, in walking distance to services.

H. APPLICABLE COMPREHENSIVE PLAN GOALS & POLICIES:

The City's Comprehensive Plan is intended to provide a basis for land use and zoning decisions. The excerpts from Comprehensive Plan are goals and policies provided in Exhibit C.10 are those that staff, the applicant, and commenters have identified as applicable to the development of multifamily residential properties.

I. PROJECT RECOMMENDATIONS AND ADVISORY COMMENTS:

As part of the City's standard review process for the required land use applications for this proposal, notice of this application and environmental determination was emailed to various City departments as well as many outside governmental and non-governmental agencies. These agencies have provided advisory comments and/or recommended conditions to the Planning and Development Services Department regarding this proposal. These comments, where appropriate, have been incorporated in the “Recommended Conditions” along with the required mitigation from the SEPA

MDNS “Advisory Comments” in Section K of this staff report. City staff and outside agency responses are contained with Exhibits C.5 and C.6.

J. BURDEN OF PROOF:

The applicant bears the burden of proof to demonstrate that the proposal is consistent with the criteria for the approval of the site rezone (TMC 13.06.650).

K. RECOMMENDATION AND CONDITIONS OF APPROVAL:

Staff recommends approval of the requested zoning reclassification.

1. LAND USE

- a. Any future development of the site shall be consistent with the R-4-L Low-Density Multiple-Family Dwelling District development standards (TMC 13.06.100), the Landscaping Code (TMC 13.06.502), Parking Code (TMC 13.06.510), Transit Support Facilities (TMC 13.06.511), Bicycle and Pedestrian Support Standards (TMC 13.06.512), all other applicable sections of the Tacoma Municipal Code, and the conditions of this land use decision.
- b. A Lot Segregation may be pursued prior to issuance of the building and development permits. The TIP Sheet at <http://tacomapermits.org/tip-sheet-index/lot-segregations-and-combinations> may be used to start the application process.
- c. The applicant shall demonstrate, at the time of permitting, how the design of the buildings is used to create high-quality development that fits in with the surrounding neighborhood. In addition to compliance with the design standards for the R4-L district and 6th Avenue pedestrian standards, this could include façade variety among the four structures, enhanced site design for landscaping and paved areas, building detailing, and/or architectural lighting.
- d. The required Landscape Plan shall provide the type, size and location of trees, shrubs, and groundcover plan for the site, to include open yard space, site perimeter, and tree canopy coverage.

2. ENVIRONMENTAL HEALTH

- a. A permit for the handling, use, storage or disposal of hazardous wastes is required. Please contact David Bosch of the Tacoma-Pierce County Health Department at 253-798-6574.
- b. According to the Ecology facility/Site Atlas, the site is located within the Tacoma Smelter Plume with an area that exceeds 20.0 ppm for arsenic levels. Prior to issuance of a development permit, the applicant shall demonstrate to the City of Tacoma, Planning and Development Services (PDS) Division that the following steps have been taken:
 - Sample the soil and analyze for arsenic and lead following the 2012 Tacoma Smelter Plume Guidance. The soil sampling results shall be sent to Ecology for review.
 - If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.
 - If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
 - 1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology.
 - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local land use permitting agency the opinion letter from Ecology.

- 3) Prior to finalizing site development permits, provide to the local land use permitting agency “No Further Action” determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.
 - If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces, yards, and children’s play areas. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.
 - Prior to a development permit being issued by the City of Tacoma, the applicant shall attend a pre-construction meeting with representatives of the City. The pre-construction meeting may also include a representative from Ecology’s MTCA staff. The scope of the pre-construction meeting shall be to discuss the conditions of the permit being issued and integration of the development activities with Ecology’s approved cleanup plan.
 - The applicant shall comply with regulations regarding worker protection for contaminants. The applicant shall contact the Washington State Department of Labor and Industries for minimum standards and requirements.
3. General. Prior to obtaining building or grading permits, the proponent shall contact the appropriate City departments and outside agencies to make the necessary arrangements for all required improvements. The required departmental approvals shall be acquired from, but not necessarily limited to, Planning and Development Services (253-591-5030), Tacoma Power (253-383-2471), Tacoma Water (253-383-2471), and Public Works Department (253-591-5525) the Tacoma-Pierce County Health Department and Washington Department of Ecology.

ADVISORY COMMENTS:

The following comments are advisory and will be applicable to required building and development permits associated with this proposal:

1. Stormwater Management

- a. The proposal shall comply with all applicable requirements contained in the City of Tacoma Stormwater Management Manual, Side Sewer and Sanitary Sewer Availability Manual, Tacoma Municipal Code 12.08, Tacoma Municipal Code 2.19, Tacoma Municipal Code 10.14, Tacoma Municipal Code 10.22 and the Right-of-Way Design Manual in effect at time of vesting land use actions, building or construction permitting.
- b. Any utility construction, relocation, or adjustment costs shall be at the applicant's expense.
- c. A site development permit is required. This project must comply with the SWMM in effect at time of vesting. Regulatory Citation: TMC 2.19.030, TMC 12.08.007
- d. Based on the information provided Minimum Requirements that may be applicable to this project include: MRs #1-10. This project appears to be a Redevelopment Project. Regulatory Citation: SWMM Volume 1, Chapter 3, Flowchart Figures: 1-5 through 1-9
- e. This project appears to trigger Minimum Requirements #1-10 which would require on-site stormwater to be managed in accordance with Onsite Management BMPs List #2 or demonstrate compliance with the LID Performance Standard to achieve MR#5 compliance. Design of onsite stormwater systems may require a soil analysis prepared by a qualified soils professional per the SWMM, Volume 3. Regulatory Citation: SWMM Volume 1 Sections 3.4.5; Volume 3

- f. Minimum Requirement #6 will likely need to be evaluated for this project. On-site and off-site pollution generating hard surface (PGHS) areas shall be all be added together to determine the project PGHS total. If any thresholds of Minimum Requirement #6 are met, the project shall construct water quality treatment facilities. Separate water quality facilities shall be provided for on-site and off-site PGHS. Regulatory Citation: SWMM Volume 1 Chapter 3, Sections 3.3 & 3.4.6
- g. If the project site meets the MR #6 (water quality treatment) threshold and discharges to natural resources restoration sites or sensitive areas, enhanced treatment per Volume 1, Section 2.5.11 of the SWMM shall be required. Regulatory Citation: SWMM Volume 1, Section 2.5 & Sections 3.3 & 3.4.6
- h. Minimum Requirement #7 will likely need to be evaluated for this project. On-site and off-site improvements shall be considered to determine whether any thresholds of MR #7 are met. If so, flow control requirements vary by watershed and can be reviewed in Volume 1, Section 3.3.7 of the SWMM. This project is in the Leach Creek watershed. Regulatory Citation: SWMM Volume 1 Chapter 3, Sections 3.3.7 & 3.4.7
- i. Per SWMM Minimum Requirement #10, all projects shall include a qualitative offsite analysis as described in Volume 1 of the SWMM. Regulatory Citation: SWMM Volume 1 Section 3.4.10
- j. Any private storm drainage system will require a Covenant and Easement Agreement for maintenance and access. Regulatory Citation: SWMM Volume 1 Section 3.4.9

2. Utilities (Sanitary Sewer, Power, Water)

- a. Tacoma Power has overhead facilities on the South side of the alley and on the West side of N Verde St. New services to cottages can be overhead or underground depending on service size. Be aware of WAC rule regarding clearances from power lines. Tacoma Power recommends a 14' clearance from our power lines to the nearest roof/building. Questions can be directed to Tony Daniels at (253) 502-8076. Any modification's, relocation's, or additions to Tacoma Power facilities will be at the developers expense.
- b. Each new Multi-unit Building shall have a new, independent connection to the City sanitary sewer. Regulatory Citation: Side Sewer & Sanitary Sewer Availability Manual, Sec 3.6
- c. Each abandoned side sewer, or part thereof, that will not be reused in accordance with WAC 246-272 shall be plugged or capped at the public sanitary sewer main to eliminate the potential for infiltration of groundwater and dirt into the public sanitary sewer system via the abandoned side sewer. The side sewer shall be abandoned in the presence of the site inspector. Regulatory Citation: Side Sewer & Sanitary Sewer Availability Manual, Sec 3.2.M
- d. If the existing side sewer is to be re-used for a proposed new building, it shall be television inspected and pressure tested per City standards. If the side sewer is found through television inspection to have any illegal connections or cannot pass the pressure test, all illegal connections shall be disconnected and the side sewer shall be repaired, replaced, or rehabilitated and retested until the side sewer passes the pressure test to ensure it is watertight. Permits for this work shall be obtained. Regulatory Citation: Side Sewer & Sanitary Sewer Availability Manual, Sec 3.5
- e. Dumpsters that will be used for wet or moist trash and all garbage compactors shall be located on a stand-alone pad that drains to the sanitary sewer system. Cardboard compactors are not required to drain to the sanitary sewer. Regulatory Citation: SWMM Volume 4, Section 4.5

3. Streets, Driveways, and Sidewalks

- a. Consistent with Transportation Master Plan policies for active transportation, accessibility for all users, and neighborhood livability, Traffic will be recommending that sidewalks along 6th Avenue meet current Design Manual standards, curb ramps adjacent to the site at Verde and 6th Avenue are upgraded to meet current ADA standards, bulbouts are installed on 6th Avenue, and vehicular access will be from the alley.
- b. There is an old streetlighting series circuit and can have voltages up to 5000v - extra care shall be taken if working along 6th Ave. Coordination with City crews will be required.
- c. This project appears to be subject to off-site improvements, which will be issued at time of building permit. The following are improvements likely to be required. Regulatory Citation: TMC 2.19
- d. Street Trees are required per TMC 13.06.502 Landscaping and buffering standards.
Approved list of trees -
<http://cms.cityoftacoma.org/surfacewater/UrbanForestManual/APPENDIX%207.pdf>
Regulatory Citation: TMC 13.06.502
- e. Any broken, damaged, or hazardous curb and gutter abutting the site on N Verde Street and 6th Avenue shall be removed and replaced. Regulatory Citation: TMC 2.19 replaced to the approval of the City Engineer.
- f. Any damaged and/or defective sidewalk abutting the site on N Verde Street and 6th Avenue shall be removed and replaced to the approval of the City Engineer. New sidewalk shall meet Public Right-of-Way Accessibility Guidelines and requirements set forth by the Americans with Disabilities Act. Regulatory Citation: TMC 2.19, ROW Design Manual Chapter 4 Section 1.2 & Section 7
- g. The type, width, and location of all driveway approaches serving the site(s) shall be approved by the City Engineer. Regulatory Citation: ROW Design Manual Chapter 4 Section 6.5
- h. Directional cement concrete curb ramps shall be constructed at the intersection of N Verde Street and 6th Avenue. Ramps shall be installed on the NW corner with receiving ramps on the NE and SW corners of the intersection and align with current Tacoma and ADA standards. Regulatory Citation: ROW Design Manual Chapter 4 Section 1.2 & Chapter 8
- i. N Verde Street fronting the property shall be restored in accordance with the Right-of-Way Restoration Policy. The City's records indicate that this Block of N Verde Street is Asphalt Concrete Pavement. Restoration shall be in accordance with Tacoma standard plan SU-15A. Regulatory Citation: Right-of-Way Restoration Policy
- j. 6th Avenue fronting the property shall be restored in accordance with the Right-of-Way Restoration Policy. The City's records indicate that this Block of 6th Avenue is Portland Cement Concrete. Restoration shall be in accordance with Tacoma standard plan SU-14C which includes replacement of full panels. Regulatory Citation: Right-of-Way Restoration Policy
- k. The alley approach shall be upgraded to current Public Works Standards. It appears that a Type 2, per SU-08 is appropriate for this alley. Regulatory Citation: TMC 2.19, ROW Design Manual Chapter 4 Section 6.8
- l. The alleyway access shall be improved to Public Works Standards to a minimum width of 16 feet. The minimum roadway section shall meet City Design Standards at time of submittal. It shall include necessary drainage. Regulatory Citation: TMC 2.19

m. A Work Order is required. A licensed professional civil engineer must submit the street plans for review and approval following the City's work order process. To initiate a work order, contact the Site Development Group at (253) 591-5760. A performance bond is required for all work orders. Regulatory Citation: TMC 10.22.070.F

4. City Noise Code

Per the City Noise Code, noise levels during construction shall not exceed the maximum limits under the City's Noise Code, TMC 8.122.060 and TMC 8.122.070, or as amended:

- i. No more than 5 dBA above ambient at night (10 pm – 7 am) and 10 dBA above ambient during the day (7 am to 10 pm). – See TMC 8.122.060;
- ii. All construction devices used in construction and demolition activity shall be operated with a muffler if a muffler is commonly available for such construction device. – See TMC 8.122.070; and
- iii. Construction and demolition activity, excluding emergency work, shall not be performed between the hours of 9:00 p.m. and 7:00 a.m. on weekdays or between the hours of 9:00 p.m. and 9:00 a.m. on weekends and federal holidays, except as otherwise provided in this code. – See TMC 8.122.070.

5. Protection of Adjacent Properties

With the development of the project, the proponent shall be responsible for adverse impacts to other property abutting the project. The project shall be designed to mitigate impacts including, but not limited to, discontinuities in grade, abrupt meet lines, access to driveways and garages, and drainage problems. Slopes shall be constructed with cuts no steeper than 1-1/2:1, and fills no steeper than 2:1, except where more restrictive criteria is stipulated by the soils engineer. When encroaching on private property, the project engineer shall be responsible to obtain a construction permit from the property owner. The design shall be such that adverse impacts are limited as much as possible. When they do occur, the project engineer shall address them.

6. Building Code

a. Construction shall comply with the adopted Building Code(s) at the time of building permit application acceptance.

7. Tacoma Fire Department

a. Construction shall comply with the adopted Fire Code at the time of building permit submittal. The applicant is advised that all structures will require fire sprinklers.

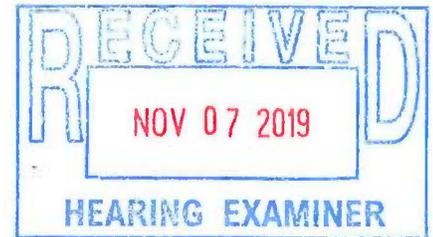
8. Environmental Health – Washington Department of Ecology

The Department of Ecology provided the following advisory comments for the building and development permit construction phase:

- a. All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from the local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department for proper management of these materials.
- b. Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.
- c. Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water

Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

- d. Construction Stormwater General Permit: The proposed construction activities of Gibson Rezone/Demolition/Site Improvements may require coverage under the Construction Stormwater General Permit (CSGP). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice. The applicant may apply online or obtain an application from Ecology's website at:
<http://www.ecy.wa.gov/programs/wq/stormwater/construction/> - Application.



Mitigated Determination of Nonsignificance (MDNS)

File Number: LU19-0163 Rezone 4501 6th Avenue

To: All Departments and Agencies with Jurisdiction
Subject: Mitigated Determination of Nonsignificance

In accordance with Washington Administrative Code (WAC) 197-11-350, a copy of the Mitigated Determination of Nonsignificance (MDNS) for the project described below is transmitted.

Applicant: John Gibson
Proposal: The applicant proposes to rezone approximately 24,300 square feet (one parcel) from R-3 Two-Family Dwelling District to R-4-L Low-Density Multiple-Family Dwelling District for the eventual construction of four 4-plexes (total of 16 units), to include demolition of the existing buildings and improvement of the site. All parking would be accessed off the alley.
Location: 4501 6th Avenue, parcel 3900000921.
Lead Agency: City of Tacoma
City Contact: Shirley Schultz, AICP
Principal Planner, Planning and Development Services
747 Market Street, Room 345, Tacoma, WA 98402
shirley.schultz@cityoftacoma.org | 253-591-5121

The Responsible Official for the City of Tacoma hereby makes the following findings and conclusions based upon a review of the environmental checklist and attachments, other information on file with the City of Tacoma, and the policies, plans, and regulations designated by the City of Tacoma as a basis for the exercise of substantive authority under the Washington State Environmental Policy Act (SEPA) pursuant to RCW 43.21C.

Findings of Fact:

General:

1. The applicant proposes to rezone approximately 24,300 square feet (one parcel) from R-3 Two-Family Dwelling District to R-4-L Low-Density Multiple-Family Dwelling District for the eventual construction of four 4-plexes (total of 16 units), to include demolition of the existing buildings and improvement of the site. All parking would be accessed off the alley.

An environmental review is required for the proposal in accordance with SEPA, RCW 43.21C, Washington Administrative Code (WAC) 197-11, and Tacoma Municipal Code (TMC) 13.12 Environmental Code. Zoning reclassifications (rezones) are not exempted as administrative actions and all rezones require SEPA review.

2. Notice of the Preliminary Determination was distributed on September 24, 2019, using the Optional DNS process set forth in WAC197-11-355. Agency and public comments are attached to this Final Determination; where applicable, responses are incorporated into the findings and conditions of this Determination. (Responses to public comment are incorporated into that attachment, as well.)

Earth:

3. The project proposes to comply with all regulations including the International Building Code (IBC) Appendix J (Grading) as adopted and amended by the City of Tacoma, as well as TMC Chapter 13.06 Zoning and Chapter 13.11 Critical Areas Ordinance.
4. Soil contamination issues associated with the Asarco Plume are addressed in the Environmental Health subsection of this document.

Air:

5. Watering of exposed soil during construction to suppress dust will ensure that no impacts to ambient air quality will result from the project.
6. Comments were provided by Puget Sound Clean Air Agency (attached), advisory to the applicant for the permitting process. Demolition and construction at the site will be subject to all applicable agency regulations. The regulations are designed to prevent and mitigate any impacts to air quality during demolition and construction; no further mitigation is required.

Water:

7. The project will meet all requirements of the current and any future revisions to the Stormwater Management Manual, the Critical Areas Ordinance and other City regulatory requirements related to stormwater. Runoff from the site will not affect adjacent properties, all erosion control requirements will be met.
8. No regulated wetlands, streams, or associated buffers have been identified on the project site pursuant to TMC 13.11 Critical Areas Ordinance.
9. The site is not located within a flood hazard and/or coastal high hazard area as regulated by TMC 13.11.600, 13.11.610 and 13.11.620 and Sections 2.12.040 and 2.12.050.

Plants:

10. The proposed project will meet TMC 13.06.502 Landscaping/Buffering Standards. This will include open space standards for building residents, tree canopy coverage, perimeter landscaping, and street tree plantings along the property frontage.

Animals:

11. No state or federal candidate, threatened or endangered plant or animal species, or habitat has been identified on the project site.

Energy and Natural Resources:

12. The proposed project will comply with the City's Energy Code.

Environmental Health:

13. The subject property is located within the footprint of the area known as the "Asarco Plume." Properties within the plume are known to contain contaminants associated with the operation of the former Asarco smelter located in North Tacoma and Ruston.
14. The Tacoma-Pierce County Health Department (TPCHD) and Washington Department of Ecology (Ecology) have been provided information regarding potential contaminant levels on

the site. TPCHD provided comments about demolition and potentially contaminated soils. Ecology provided a response to the contaminants found on site and identified measures that should be taken to protect the environment and human health. Ecology's comments are attached.

15. The City's Comprehensive Plan provides the following policy guidance relative to environmental health:
 - Policy EN-1.14 Continue to partner with other public and non-profit organizations to inform citizens of the stewardship needs of Tacoma's environmental assets, and to develop, offer and support restoration training opportunities and practical information resources.
 - Policy EN-1.21 Encourage the identification and characterization of all contaminated sites which adversely affect the City's shoreline areas, surface waters, groundwater and soils.
 - Goal EN-3 Ensure that all Tacomans have access to clean air and water, can experience nature in their daily lives and benefit from development that is designed to lessen the impacts of natural hazards and environmental contamination and degradation, now and in the future.
16. All requirements of the Tacoma-Pierce County Health Department (TPCHD) and Ecology will be met.
17. All WAC noise levels shall be met and all construction hours shall be observed.
18. Activities at the site shall comply with all applicable provisions of TMC 8.122 Noise Enforcement.

Land Use:

19. The project is a permitted use within the R4-L District if the site is successfully rezoned and can be developed within applicable regulations without needing a discretionary permit.
20. The Comprehensive Plan Future Land Use designation for the site is Low-Density Multifamily Residential, supporting a zoning designation of R4-L with associated densities of 14-36 dwellings per net acre.

Housing:

21. The project will provide up to 16 units of housing. No adverse impacts to housing will result from the proposal.

Aesthetics:

22. The proposed project will meet TMC 13.06.501 Building Design Standards for multifamily residential, TMC 13.06.502 Landscaping/Buffering Standards, and TMC 13.06.503 Residential Compatibility Standards.

Recreation:

23. The project will not be developed on property designated as open space or public recreation area. Open space will be provided on site for resident use. No adverse impacts to recreation will result from the proposal.

Historical and cultural preservation:

24. The project is not located within or adjacent to any property listed on the Tacoma, Washington State or National Registers of Historic Places, and is not within proximity to any known archaeological site or archaeological site that is inventoried by the State of Washington Department of Archaeology and Historic Preservation. Additional review of impacts to cultural resources may be required for projects under the jurisdiction of federal agencies under Section 106 of the National Historic Preservation Act (36 CFR 800).

Transportation:

25. The project will comply with TMC 13.06.510 Off-street parking and storage areas.
26. The Public Works Engineering Division indicates that the traffic volumes generated by the proposal will not result in significant adverse impacts to the City's street system, if the project is developed as required (i.e., paving the alley, meeting all regulations for vehicular access, driveway widths, etc.). Further, the Division offers an advisory comment that construction permits will be conditioned to limit construction traffic to using arterials unless otherwise approved.

Public Services/Public Utilities:

27. Project concurrency certification or an appropriate mitigation will be completed at the building permit review stage.
28. The project will comply with emergency vehicle circulation requirements.
29. Fire protection must be provided in accordance with the requirements of TMC 3.02 Fire Code.
30. The Tacoma-Pierce County Health Department (TPCHD) will require a Solid Waste Handling Permit for the project. Potential significant adverse impacts to environmental health will be adequately mitigated through compliance with the provisions of the permit.

CONCLUSION OF THE RESPONSIBLE OFFICIAL:

Existing regulations contained within the TMC address many of the potential environmental impacts associated with this project. These are noted on the environmental checklist for the project and in the MDNS. Potential environmental impacts identified during the project review that are not fully addressed by these or other existing regulations may be subject to mitigation through the adoption of additional conditions based upon the project's consistency with applicable policy guidance set forth in the City's Comprehensive Plan. Based upon the policies set forth in the Findings of Fact Numbers 13-16 above, additional mitigating measures are necessary to address potential impacts associated with the proposal.

Mitigation Measures:

The following mitigation measures are required by the City and outside regulatory agencies to address and mitigate for the potential impact created by the proposed project.

1. Environmental Health:

According to the Ecology facility/Site Atlas, the site is located within the Tacoma Smelter Plume with an area that exceeds 20.0 ppm for arsenic levels. Prior to issuance of a development permit, the applicant shall demonstrate to the City of Tacoma, Planning and Development Services (PDS) Division that the following steps have been taken:

- Sample the soil and analyze for arsenic and lead following the 2012 Tacoma Smelter Plume Guidance. The soil sampling results shall be sent to Ecology for review.
- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.
- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
 - 1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology.
 - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local land use permitting agency the opinion letter from Ecology.
 - 3) Prior to finalizing site development permits, provide to the local land use permitting agency “No Further Action” determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.
- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces, yards, and children’s play areas. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.
- Prior to a development permit being issued by the City of Tacoma, the applicant shall attend a pre-construction meeting with representatives of the City. The pre-construction meeting may also include a representative from Ecology’s MTCA staff. The scope of the pre-construction meeting shall be to discuss the conditions of the permit being issued and integration of the development activities with Ecology’s approved cleanup plan.
- The applicant shall comply with regulations regarding worker protection for contaminants. The applicant shall contact the Washington State Department of Labor and Industries for minimum standards and requirements.

Issuance of MDNS:

This MDNS is issued under WAC 197-11-350 (2) and WAC 197-11-355. The decision incorporates comments received during the Optional DNS notice period associated with the request for Zoning Reclassification (Rezone).

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

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

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

You may appeal this final determination. Appeals may be filed at the Customer Service Center, Tacoma Municipal Building, 2nd Floor, 747 Market Street, Tacoma, Washington 98402, by filing a notice of appeal; the contents of the appeal as outlined in Tacoma Municipal Code 13.12.820; and a **\$1,000.00** filing fee, within 14 days after the issue date of this determination. Appeals of this MDNS will be heard concurrently with the Rezone hearing, to be held on November 21, 9:00 a.m., at Tacoma City Hall – Council Chambers.

“The Rules of Procedures for Hearings” may be viewed at:

http://cms.cityoftacoma.org/hex/HEX_RulesofProcedureforHearings_ResolutionNo39843_Adopted10.pdf

Responsible Official: Peter Huffman

Position/Title: Director, Planning and Development Services

Signature: _____

SEPA Officer Signature: _____

Issue Date: October 21, 2019

Last Day to Appeal: November 4, 2019

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

(Typical cc list)

Include everyone on mailing list for the associated discretionary permit. This should include any neighborhood council and/or business district.

cc: Applicant
North End Neighborhood Council, Chairperson
Central Neighborhood Council, Chairperson
Megan Ricks, neighbor
Washington Department of Ecology, separegister@ecy.wa.gov
Tacoma-Pierce County Health Department, SEPA, SEPA@tpchd.org
Washington State Office of Archaeology & Historic Preservation, Gretchen Kaehler, SEPA@dahp.wa.gov
Pierce Transit – Tina Vaslet, tvasset@piercetransit.org
Pierce County Assessor Treasurer, Darci Brandvold, dbrandv@co.pierce.wa.us (non-
Jennifer Kammerzell, Tacoma Public Works/Traffic Engineering

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Instructions for applicants:

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

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

Instructions for Lead Agencies:

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

Use of checklist for nonproject proposals:

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

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

1. Name of proposed project, if applicable:

-4501 6th Avenue

2. Name of applicant:

-John Gibson

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

-4021 North 31st Street Tacoma WA 98407 253-370-8168

4. Date checklist prepared:

- 7/25/2019

5. Agency requesting checklist:

-City of Tacoma, Planning Department

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

-January 2020- January 2021 to build first fourplex, build 3 more fourplexes afterwards in late 2020 thru 2021.

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

-No

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

- I have no other information.

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

- No, there are not.

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

-Rezoning approval and building permits for 4 fourplexes

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

- I would like to rezone this site from R3 to R4L, complete a lot line segregation, creating 4 lots, then build 1 fourplex on the vacant parcel to the west, demolish the building on the eastern side of property, then later build 3 more fourplexes on the other 3 lots.

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

-The location is at 4501 6th avenue, Tacoma WA 98406. It is very easy to view on any arial mapping program.

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

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

- a. General description of the site:

-The site is flat. It measures 122 feet deep and 200 feet wide. It currently has a church building on the eastern 100 feet of the property.

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

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

-The property is flat.

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

-Sandy loam with gravel.

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

-No

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

-Foundations for 3 fourplexes would be dug out (approx 50 yards each), about 18 inches deep. The last building site has an existing basement, so fill may need to be brought in if the soil removed for the other foundations cannot be compacted appropriately. This basement would need approx. 150 yards of fill. A total area for all 4 fourplexes of approx. ~~12~~²⁴,000 sq ft would be affected and graded.

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

-Yes, slight erosion could occur even though the site is very flat. Proper erosion control systems would be put in place

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

- 60%

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

- Silt Fences, straw wattles, covering stockpiles of dirt, catch basin protection covers will be used to stop any silt from reaching the storm system.

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

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

-Some exhaust fumes from vehicles coming and going, dust from wood being cut. No emissions once structures are built.

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

-No

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

-None

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

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

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

- No body of water anywhere within a mile.

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

-No

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

Indicate the source of fill material.

-None

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

-No

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

-No

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

- No

b. Ground Water: [\[help\]](#)

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

-No

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

-None

d. Water runoff (including stormwater):

- Most stormwater will be absorbed on site because the property is flat. Some stormwater may travel to the curbing on the south or east sides of the site and into the City of Tacoma storm water system.

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

- Some storm water could reach the gutters and flow into the catch basins into the city storm water system that eventually leads to Commencement Bay

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

-No

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

-No it does not.

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

-There will be no additional impacts to drainage patterns because the property is flat and abutted by curbing and catch basins, so no additional water will run onto the site.

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

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

deciduous tree: alder, maple, aspen, other

shrubs

grass

pasture

crop or grain

Orchards, vineyards or other permanent crops.

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

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

- All vegetation will be removed during construction. Afterwards, trees, shrubs, grass, and other plants will be planted to follow City of Tacoma open space and tree canopy guidelines, and landscape architect guidelines

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

-None

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

- Will follow landscape architect and City of Tacoma guidelines for trees, bushes, grass, and other vegetation.

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

- None

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

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

-None

Examples include:

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

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

fish: bass, salmon, trout, herring, shellfish, other _____

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

-None

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

-No

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

-None needed

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

-None

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

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

-All electrical high efficiency appliances, light fixtures, heating fixtures, and water heaters. No gas on site.

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

-No

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

-High density R-value insulation, High R-value windows, high efficient heating and lighting

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

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

If so, describe.

-None

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

-N/A

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

-N/A

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

-N/A

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

-N/A

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

-N/A

b. Noise

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

- 6th avenue is a busy street, so there will be some traffic noise for residents of the 4-plexes. The windows are double paned and the insulation and walls block out most of the noise but not all.

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

-General construction of buildings, vehicles coming and going, saws and nail guns, and hammers pounding throughout the project but only during approved hours of the day

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

-Work during the appropriate hours of the day and try to finish the project in a timely manner to minimize the noise impact.

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

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

-Commercial property restaurant on the east side of the property, duplex on the west side, residential homes on the north side, and residential and commercial on the south side. There should be no effects on any of the neighboring properties.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not

been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

-No it has not been used as farmland.

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

- N/A

- c. Describe any structures on the site.

-There is currently an old Methodist church on the eastern side of the property, built in approx. 1950.

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

-The church would eventually be demolished after the first 4 plex is complete.

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

-R3

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

-Unkown, but this is just a slight rezoning request from R3 to R4L allowing for fourplexes instead of duplexes/triplexes

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

-Not anywhere near a shoreline.

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

-No

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

-50

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

- None

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

-No one will be displaced. No one lives on site.

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

-The site is currently zoned R3 allowing for duplexes and triplexes. This rezoning to R4L will allow for fourplexes. With commercial properties abutting 2 sides and residential abutting 1 side, this is a good transition zone.

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

-There is no forest or agricultural land

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

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

-4 fourplexes for a total of 16 units. Middle income.

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

-No units eliminated

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

-There should be no impact from adding the 4 fourplexes

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

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

-Approx. 30 feet high. Hardiplank LAP shakes and LAP siding.

b. What views in the immediate vicinity would be altered or obstructed?

-None

f. Proposed measures to reduce or control aesthetic impacts, if any:

-Structures will be built in the craftsman look to match existing homes in the area. These will simply look like big homes.

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

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

-No light and glare from any of the proposed Fourplexes. All exterior porch lights will be can lights facing downward, causing no glare or light affect for neighbors or passerbys.

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

-No

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

-None

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

-There are none.

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

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

-Jefferson Park is about 4 blocks away

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

-No

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

-Does not affect any recreation in the area.

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

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

-There are none.

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

- No

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

-There are no cultural or historic resources on site.

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

-N/A

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

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

-6th Avenue is the main arterial for the area and would bring people to the front of the site. The rear of the site can be accessed from the alley behind. Verde Street is on the eastern side of the site.

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

-Yes, the 6th Avenue bus route goes right in front of the site. Nearest transit stop is within 300 feet.

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

-The project would eliminate approx.. 20 parking spots and then re-create approx.. 20 parking spots, for a zero net gain.

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

- Paving of the public alley

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

-No

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

-This will not be a business or commercial site. It will be 4 residential fourplexes. Only the residents will be coming and going.

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

-No

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

-None needed. Not a business or commercial site

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

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

-Yes, approx.. 50 additional residents would need use of all public services listed above, and would be paying taxes for those services.

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

-N/A

16. Utilities [help]

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

-Electricity, water, refuse service, telephone, cable, sanitary sewer, storm sewer.

- i. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

-Electricity – Overhead from the poles in the alley behind

-Sanitary sewer – underground from the alley behind. Will need to dig trenches into the alley to connect this service.

-Refuse service – picked up in the alley behind

-Telephone and Cable – Overhead from the poles in the alley behind

-Storm water –shall be retained on site as feasible, then flow to gutter and catch basin in street

C. Signature [HELP]

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

Signature: _____

Name of signee John Gibson

Position and Agency/Organization owner

Date Submitted: 8-6-19

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

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

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

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

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

-It won't

Proposed measures to avoid or reduce such increases are:

-N/A

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

-It won't

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

-N/A

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

-It will use lumber and other building products to build the fourplexes, electricity to power the structures, water for the residents to drink and bathe and wash clothes

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

- Using all high efficiency lighting, heating, water heaters, low flow faucets, high R-Value insulation and windows, and minimizing building waste.

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

-It won't

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

-N/A

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

-It won't

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

-N/A

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

-50 additional residents will need the same public services as the rest of the city.

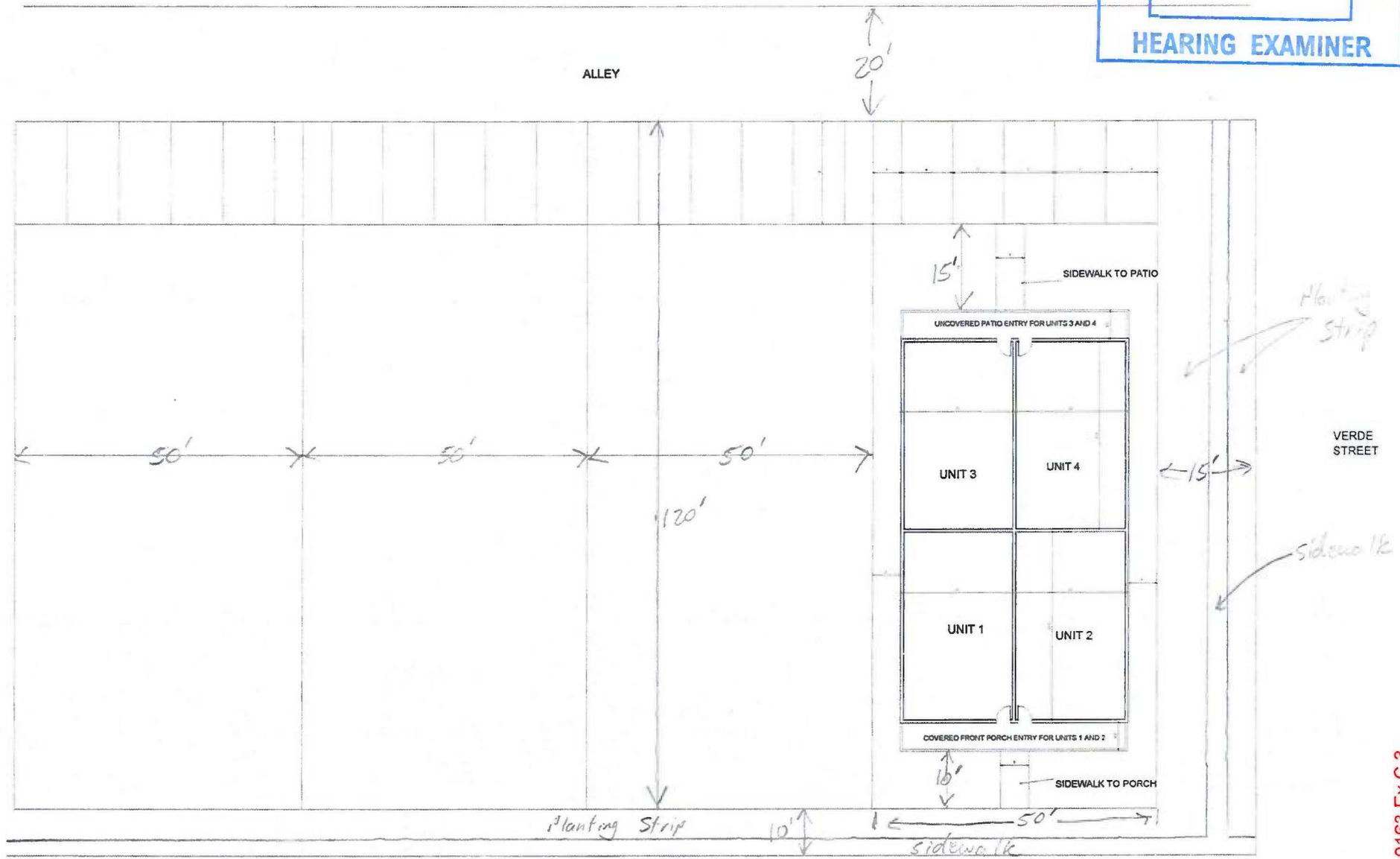
Proposed measures to reduce or respond to such demand(s) are:

-N/A

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

-Proposal does not conflict with any state, federal, or local laws.

RECEIVED
NOV 07 2019
HEARING EXAMINER



1/2" = 1 foot
Scale



SITE PLAN

6TH AVENUE

LU19-0163 Ex C.3



Scale

$\frac{3}{16}$ inch = 1 foot

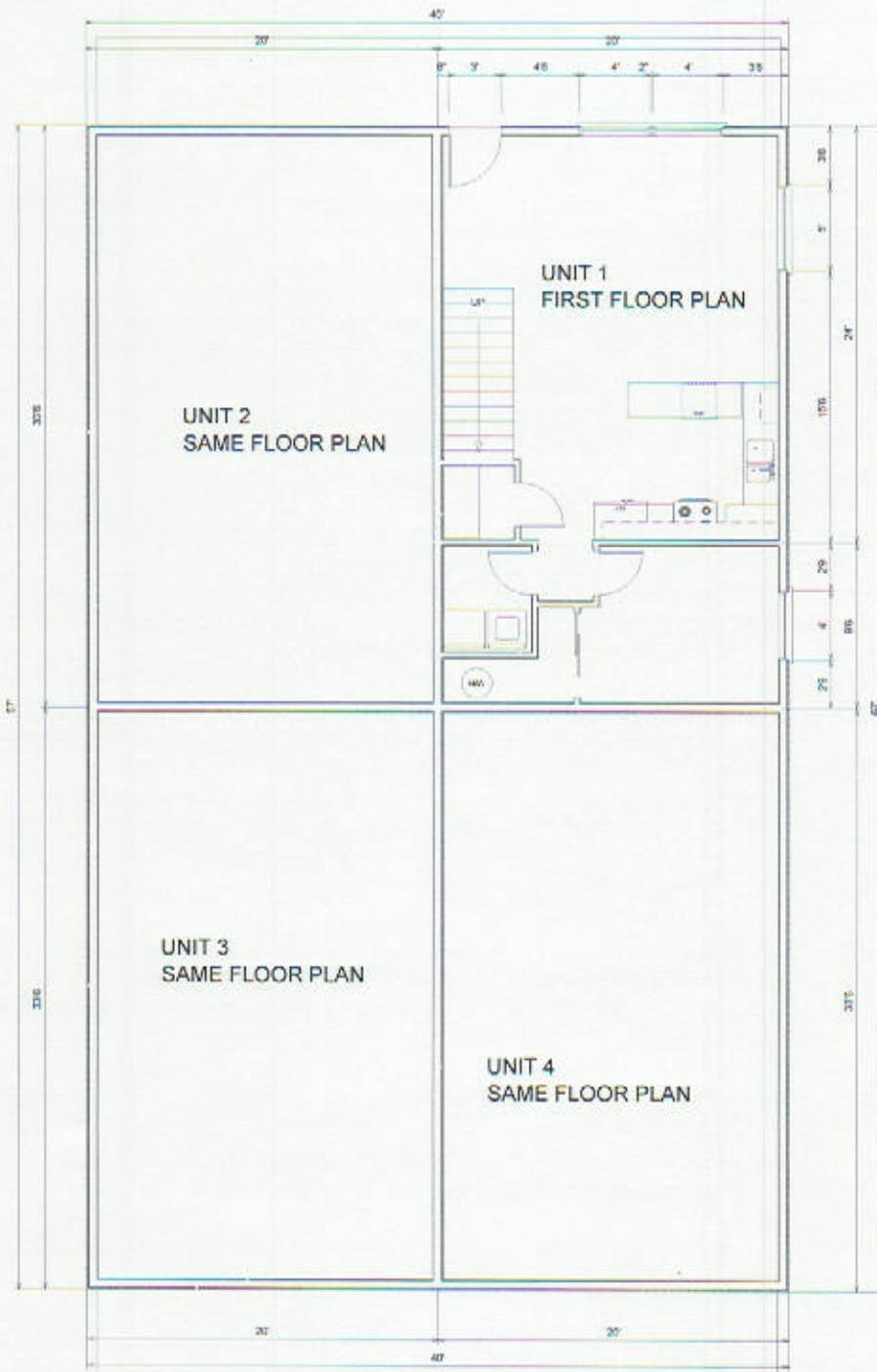
North & South Elevation
(Front & Rear Elevation)



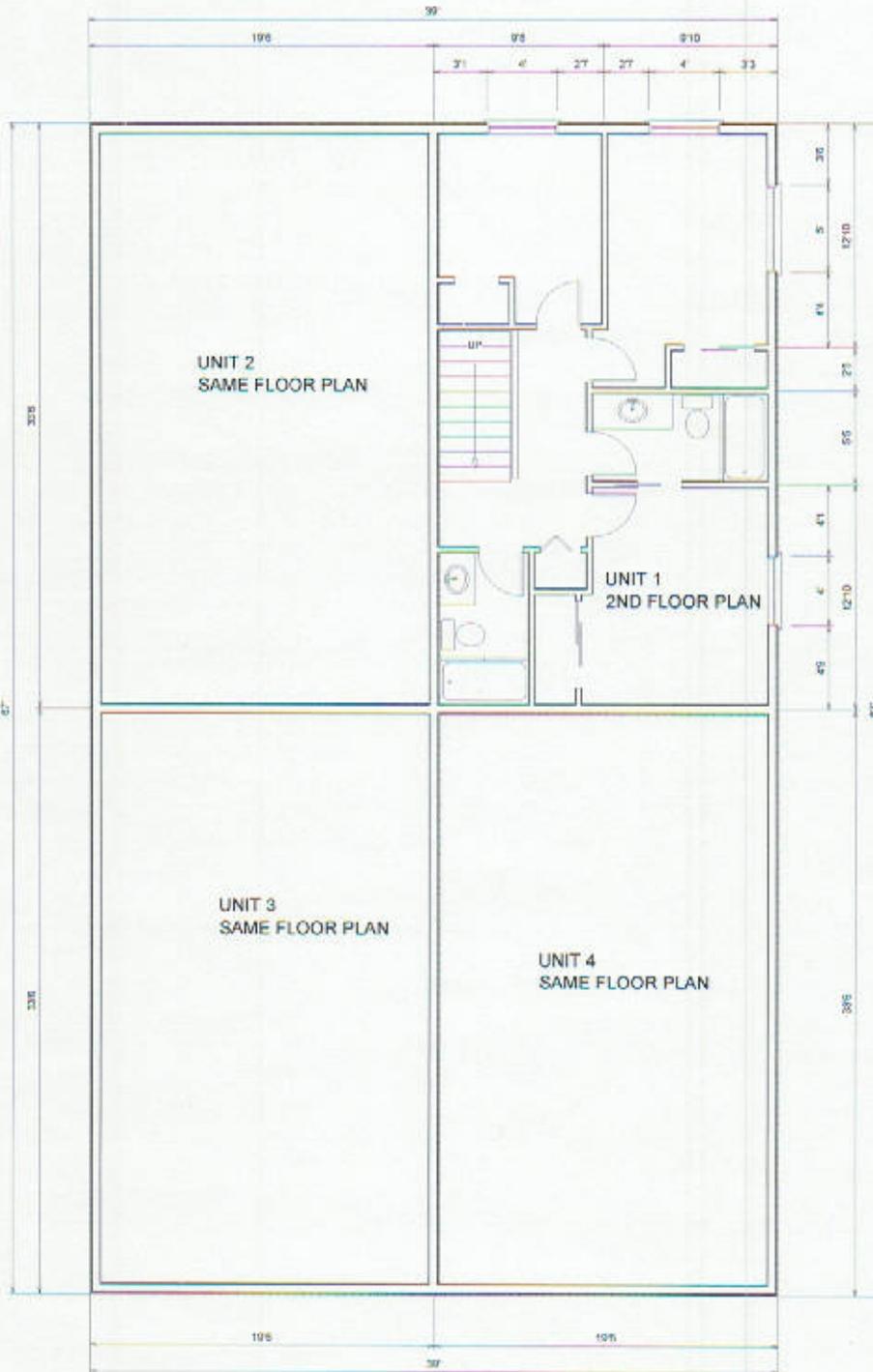
Scale

$$\frac{3}{32}'' = 1 \text{ foot}$$

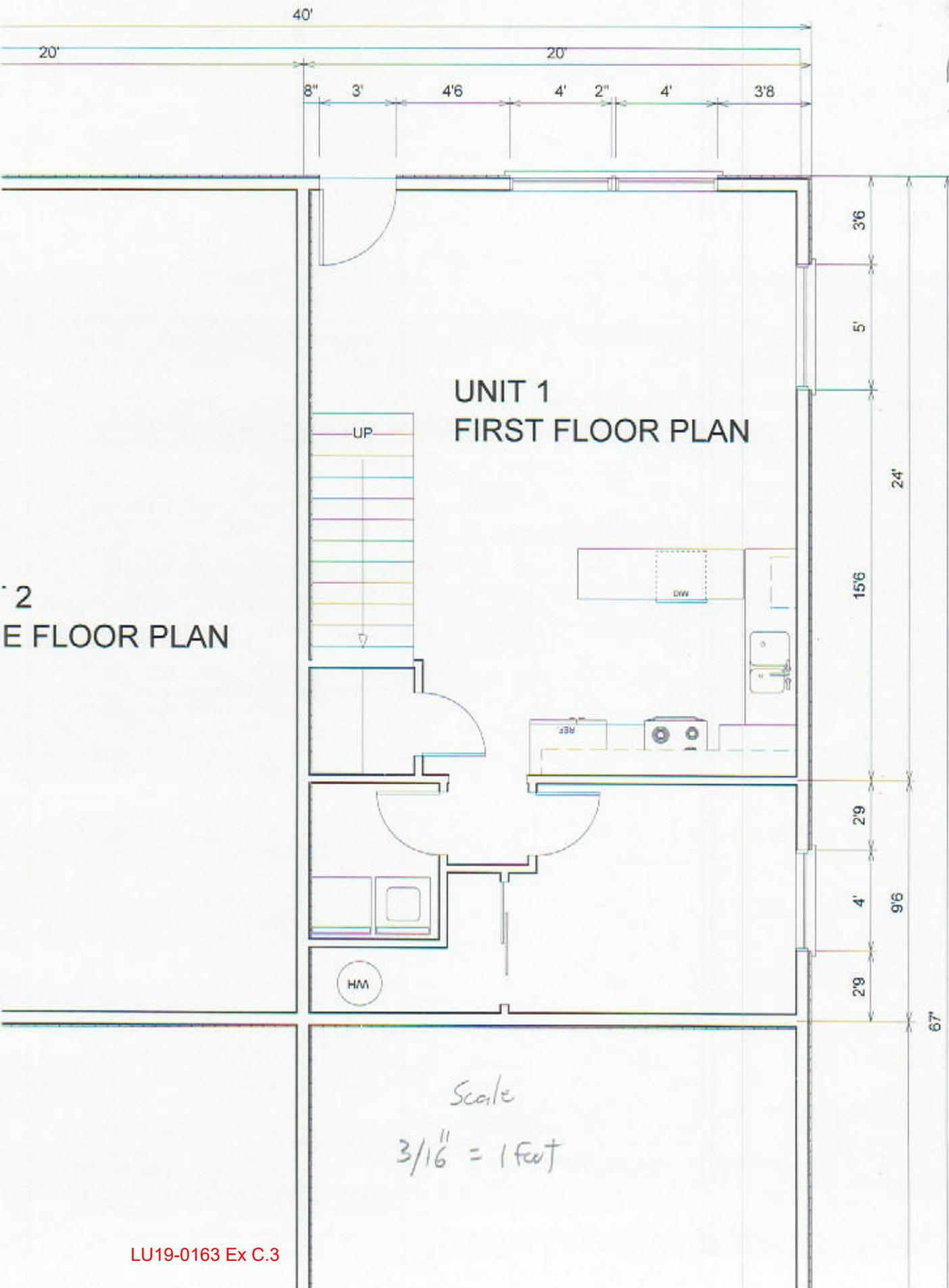
East & West Elevation
(Side Elevations)



Scale
 $3/32" = 1 \text{ foot}$

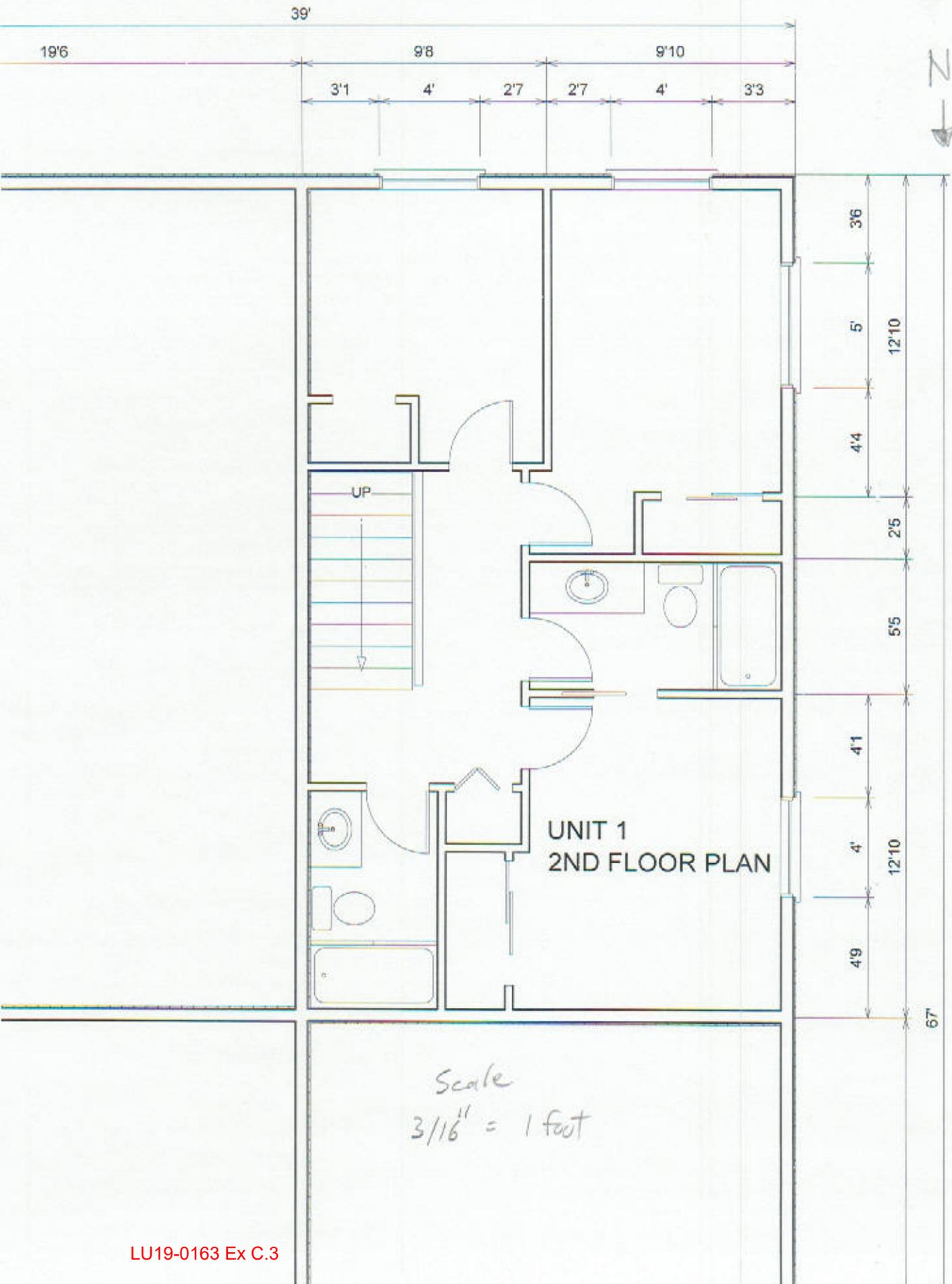


Scale
 $3/32'' = 1 \text{ foot}$



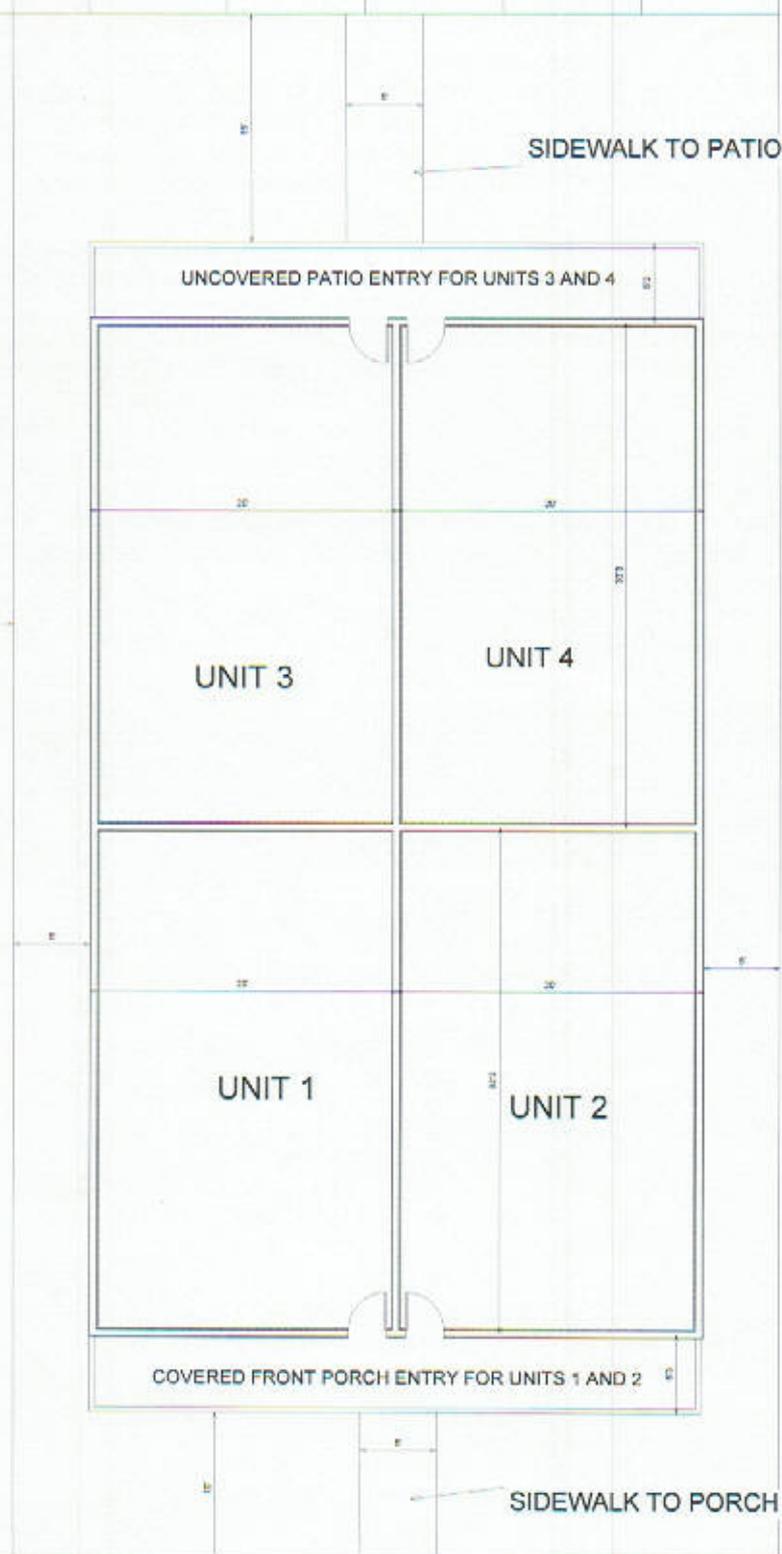
2
E FLOOR PLAN

Scale
 $3/16'' = 1 \text{ Foot}$





No Scale



4-plex spacing on each lot



Rezoning of 4501 6th Avenue responses to criteria (TMC 13.06.650.B):

- 1) Rezoning from R3 to R4L is consistent with the land use designation and comprehensive plan. It fits nicely into the transitional area between commercial and residential, allowing for needed increase in housing units, while maintaining a buffer to the neighboring commercial zones. Rezoning and repurposing lots is a great way to meet the future needs of the city.

- 2) Additional housing units are greatly needed in Tacoma and consistent with the comprehensive plan. Tacoma's population has grown substantially, and we are running out of lots to build on, especially in this area. Cottage homes, ADU's, townhome lots, are just some of the ideas to maximize occupancy in a fixed area, as every growing city must do. Increasing the zoning to this area to allow for 16 total units, up from 8, is a simple step that does not adversely affect any neighboring properties, while maximizing occupancy. This is an appropriate and reasonable step, moving forward

- 3) This is a small lot in a big city. I don't believe the rezone is required to directly meet the provisions of the Comprehensive Plan, but I think it is a small step on the right track for a city that is growing. Families that cannot afford to, or chooses not to, purchase a home need to have more places to rent, to keep them in the city. Most of the new apartment buildings being developed now have studios and one bedrooms. These units will have 3 bedrooms and enough square footage for a small family.

- 4) Rezoning from R3 to R4L is consistent with the district establishment statement. City of Tacoma planners suggested this slight rezone as an option and seemed to be supportive of the idea. It is a small and necessary step to meet future housing needs in Tacoma.

- 5) The change of zoning will not result in any substantial change to an area wide rezone action. The current R3 zoning allows for duplexes and triplexes to be built on this site. I am simply asking to allow fourplexes to be built on this

site. Instead of 4 duplexes, there would be 4 fourplexes. This is definitely not a substantial change and would not noticeably affect the neighboring properties or the city rezone action. The structures will be designed and built to look like large craftsman style homes. This will tie in nicely to the existing neighborhood and area.

- 6) This change of zoning classification does correlate to the general health and welfare of the community. It allows for more people who cannot afford a home to live in the area, in a newly constructed and safe building, near shopping, parks, and other needed amenities. It also allows them easy access to health care and hospitals and schools. For those who don't a car, or just want to minimize their driving, it gives them front door access to a bus route.



tacomapermits@cityoftacoma.org

CITY OF TACOMA

Planning and Development Services

COMMENT MEMO - Review

8/30/2019

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

RECORD # LU19-0163 - 4501 6th Ave

NEXT STEPS

Please find attached review comments for your permit application.

Next Steps:

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

CONTACTS

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

Project Coordinator: Shirley Schultz shirley.schultz@cityoftacoma.org 253-591-5121

Historic Preservation Officer: Reuben McKnight reuben.mcknight@cityoftacoma.org 253-591-5220

Plans Examiner: Lucas Shadduck Ishadduc@cityoftacoma.org 253-594-7975

Fire Review: Chris Seaman cseaman@cityoftacoma.org 253-591-5503

Power Review: Tony Daniels tdaniels2@cityoftacoma.org 253-502-8076

Utility Service Specialist: Jesse Angel jangel@cityoftacoma.org 253-502-8280

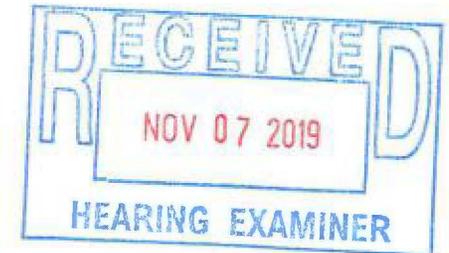
Land Use: Lisa Spadoni Ispadoni@cityoftacoma.org 253-591-5281

Site Commercial Review: Lyle Hauenstein Ihauenstein@cityoftacoma.org 253-594-7843

Traffic Review: Vicki Marsten vmarsten@cityoftacoma.org 253-591-5556

Land Use: Shirley Schultz shirley.schultz@cityoftacoma.org 253-591-5121

Professional Engineer: Joy Rodriguez jrodrigu@cityoftacoma.org 253-591-5098



LU19-0163 Ex C.5

GENERAL COMMENTS

Comment

8/13/2019 - Tacoma Fire has no objections. The applicant is advised that under current Fire Code all of the future structures will require fire sprinkler systems.

Site Notes:

Tacoma Power has overhead facilities on the South side of the alley and on the West side of N Verde St. New services to cottages can be overhead or underground depending on service size. Be aware of WAC rule regarding clearances from power lines. Tacoma Power recommends a 14' clearance from our power lines to the nearest roof/building. Questions can be directed to Tony Daniels at (253) 502-8076. Any modification's, relocation's, or additions to Tacoma Power facilities will be at the developers expense.

No Comments.

8/22/19 There is an old streetlighting series circuit and can have voltages up to 5000v - extra care shall be taken if working along 6th Ave. Coordination with City crews will be required.

Reviewer

Chris Seaman

Tony Daniels

Lucas Shadduck

Vicki Marsten

1. Storm and Sanitary Sewers

- a. The proposal shall comply with all applicable requirements contained in the City of Tacoma Stormwater Management Manual, Side Sewer and Sanitary Sewer Availability Manual, Tacoma Municipal Code 12.08, Tacoma Municipal Code 2.19, Tacoma Municipal Code 10.14, Tacoma Municipal Code 10.22 and the Right-of-Way Design Manual in effect at time of vesting land use actions, building or construction permitting.
- b. Any utility construction, relocation, or adjustment costs shall be at the applicant's expense.

The following are advisory comments which should be anticipated at time of Building permit application for the proposed project:

Stormwater Management

1. A site development permit is required. This project must comply with the SWMM in effect at time of vesting.

Regulatory Citation: TMC 2.19.030, TMC 12.08.007

2. Based on the information provided Minimum Requirements that may be applicable to this project include: MRs #1-10. This project appears to be a Redevelopment Project.

Regulatory Citation: SWMM Volume 1, Chapter 3, Flowchart Figures: 1-5 through 1-9

3. This project appears to trigger Minimum Requirements #1-10 which would require on-site stormwater to be managed in accordance with Onsite Management BMPs List #2 or demonstrate compliance with the LID Performance Standard to achieve MR#5 compliance. Design of onsite stormwater systems may require a soil analysis prepared by a qualified soils professional per the SWMM, Volume 3.

Regulatory Citation: SWMM Volume 1 Sections 3.4.5; Volume 3

4. Minimum Requirement #6 will likely need to be evaluated for this project. On-site and off-site pollution generating hard surface (PGHS) areas shall be all be added together to determine the project PGHS total. If any thresholds of Minimum Requirement #6 are met, the project shall construct water quality treatment facilities. Separate water quality facilities shall be provided for on-site and off-site PGHS.

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

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

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

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

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

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

Regulatory Citation: SWMM Volume 1 Section 3.4.10

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

Regulatory Citation: SWMM Volume 1 Section 3.4.9

Utilities (Sanitary Sewer, Power, Water)

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

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

10. Each abandoned side sewer, or part thereof, that will not be reused in accordance with WAC 246-272 shall be plugged or capped at the public sanitary sewer main to eliminate the potential for infiltration of groundwater and dirt into the public sanitary sewer system via the abandoned side sewer. The side sewer shall be abandoned in the presence of the site inspector.

Regulatory Citation: Side Sewer & Sanitary Sewer Availability Manual, Sec 3.2.M

11. If the existing side sewer is to be re-used for a proposed new building, it shall be television inspected and pressure tested per City standards. If the side

sewer is found through television inspection to have any illegal connections or cannot pass the pressure test, all illegal connections shall be disconnected and the side sewer shall be repaired, replaced, or rehabilitated and retested until the side sewer passes the pressure test to ensure it is watertight. Permits for this work shall be obtained.

Regulatory Citation: Side Sewer & Sanitary Sewer Availability Manual, Sec 3.5

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

Regulatory Citation: SWMM Volume 4, Section 4.5

Traffic Flow, Parking, Street Improvements

13. This project appears to be subject to off-site improvements, which will be issued at time of building permit. The following are improvements likely to be required.

Regulatory Citation: TMC 2.19

14. Street Trees are required per TMC 13.06.502 Landscaping and buffering standards.

Approved list of trees - <http://cms.cityoftacoma.org/surfacewater/UrbanForestManual/APPENDIX%207.pdf>

Regulatory Citation: TMC 13.06.502

15. Any broken, damaged, or hazardous curb and gutter abutting the site on N Verde Street and 6th Avenue shall be removed and replaced.

Regulatory Citation: TMC 2.19 replaced to the approval of the City Engineer.

16. Any damaged and/or defective sidewalk abutting the site on N Verde Street and 6th Avenue shall be removed and replaced to the approval of the City Engineer. New sidewalk shall meet Public Right-of-Way Accessibility Guidelines and requirements set forth by the Americans with Disabilities Act.

Regulatory Citation: TMC 2.19, ROW Design Manual Chapter 4 Section 1.2 & Section 7

17. The type, width, and location of all driveway approaches serving the site(s) shall be approved by the City Engineer

Regulatory Citation: ROW Design Manual Chapter 4 Section 6.5

18. Directional cement concrete curb ramps shall be constructed at the intersection of N Verde Street and 6th Avenue. Ramps shall be installed on the NW corner with receiving ramps on the NE and SW corners of the intersection and align with current Tacoma and ADA standards.

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

19. N Verde Street fronting the property shall be restored in accordance with the Right-of-Way Restoration Policy. The City's records indicate that this Block of N Verde Street is Asphalt Concrete Pavement. Restoration shall be in accordance with Tacoma standard plan SU-15A

Regulatory Citation: Right-of-Way Restoration Policy

20. 6th Avenue fronting the property shall be restored in accordance with the Right-of-Way Restoration Policy. The City's records indicate that this Block of 6th Avenue is Portland Cement Concrete. Restoration shall be in accordance with Tacoma standard plan SU-14C which includes replacement of full panels.

Regulatory Citation: Right-of-Way Restoration Policy

21. The alley approach shall be upgraded to current Public Works Standards. It appears that a Type 2, per SU-08 is appropriate for this alley.

Regulatory Citation: TMC 2.19, ROW Design Manual Chapter 4 Section 6.8

22. The alleyway access shall be improved to Public Works Standards to a minimum width of 16 feet. The minimum roadway section shall meet City Design Standards at time of submittal. It shall include necessary drainage.

Regulatory Citation: TMC 2.19

23. A Work Order is required. A licensed professional civil engineer must submit the street plans for review and approval following the City's work order process. To initiate a work order, contact the Site Development Group at (253) 591-5760. A performance bond is required for all work orders.

Regulatory Citation: TMC 10.22.070.F

Provide a clear phasing plan for work on the site. Show in proposal how the demo/redevelopment of the church site will be applied for, and when, in comparison to the permitting for the first 4-plex. For example, we may condition the CO for the 4-plex on receipt of a complete demo/sdev permit for the second 4-plex. In the alternative, we'd have a condition for the improvement of the church parking to code.

You would need to show how much parking will be provided along the side of the church (I would estimate 10) in addition to the parking that is off the alley. We would look at the vacant lot as never being "real" parking. However, we also want some way to say when the church will be demolished *OR* to say that if it's not demolished then the parking lot has to be brought up to standards with landscaping, etc.

technically when you segregate off the westernmost lot you are modifying the conditional use permit for the church (when you change the property size of a conditional use you have to do a modification). However, if the intent is to remove the church and change the whole site to residential, we can address that through conditions on the rezone. We just need to know . . . when and how to make that condition stick.

Rezone can move forward with the plans submitted but site/building design will need some revisions and this will be a condition of the rezone. All of the following (not an all-inclusive list) will need to be shown on building permits. If you can't meet them or need to apply for a variance to these standards, we can add that to the rezone request.

Total building coverage is 50% of each lot. Additional area is provided by the alley (one-half the alley right of way) and the corner lot gets some additional bonus.

20% of the lot area for each lot has to be usable open yard space. at least 35% of that is common open space. If you can demonstrate a short walking route (1/4 mile) to a public park or school the open space can be reduced to 13%. Your smallest dimension for open space is 15 feet.

30% of the lot has to have tree canopy coverage.

Final design of buildings must meet all requirements of the R4-L in TMC13.06.100 and for design in TMC13.06.501.D. 6th Ave is a designated pedestrian street so building setbacks and transition areas must meet the "build-to" standards in section 100. This means the front setback can be between 5 and 20 feet. This also means that the buildings need to provide a transition area between the building and the sidewalk: (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. (b) Fences, walls, and gateways may be used to provide some visual separation of private residences, but not to hide the transition area. (c) Fences over 3' in height must be transparent and cannot exceed 5' in height. (d) The transition area may be used to meet usable yard space requirements. (e) Parking may not be used as a feature of the transition area.

Also note, under facade surface standards: All dwellings shall maintain primary orientation to an adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director. This means that all units have to have an orientation either towards 6th or Verde and cannot solely face the alley. This can be accomplished by a central common hallway that provides a front door to 6th and a back door to parking for all units.

Landscaping provisions of TMC13.06.502 apply. This will include landscaping along the alley (where parking access isn't located), street trees, and side yard landscaping on the west property line. Additional landscaping and open space requirements for R4-L are located in TMC13.06.100.

Parking is in TMC13.06.510. Each unit is required to provide 1.5 stalls of car parking, minus 25% for transit proximity. This means 5 stalls per 4-plex or 18 stalls for all 16 units if they are to be under one ownership. (If you are keeping 12, then they will need to have 14 stalls for your 12 plus 5 stalls for the one not under your ownership). You won't be allowed to have a stall within 20 feet of the sidewalk - public works should comment on this - and if you have parking spaces across property lines you'll have to record a shared parking agreement. You'll also need to plan spaces off the alley for staging trash cans. So in short, you might be looking at 18-19 stalls total (the minimum). The building code may require accessible units, for which accessible parking stalls will be required. These are larger stalls so the parking layout may need to be reconfigured. In addition, bicycle parking is recommended for the units, at the rate of one stall per unit.

The proposal will be routed to Pierce Transit for review. They may have requirements for improvements to bus stops if adjacent to the site or nearby.

DOCUMENT REVIEW COMMENTS

Document Name:

Document Category:

Page Comment

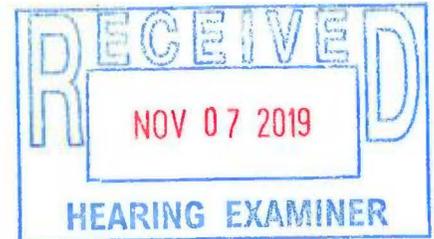
Reviewer

.....



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

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



October 15, 2019

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

Dear Shirley Schultz:

Thank you for the opportunity to comment on the optional determination of nonsignificance/notice of application for the Gibson Rezone/Demolition/Site Improvements Project (LU19-0163) located at 4501 6th Avenue as proposed by John Gibson. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

**TOXICS CLEANUP/TACOMA SMELTER PLUME:
Eva Barber, Technical Assistance Coordinator (360) 407-7094**

This proposed project is located in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma (visit Ecology's Tacoma Smelter Plume map search tool: <https://fortress.wa.gov/ecy/smeltersearch/>).

Soil contamination from the former Asarco smelter poses a risk to human health and the environment. Children are at especially high risk from direct exposure to contaminated soil. Construction workers, landscapers, gardeners, and others who work in the soils are also at risk.

Ecology recommends that the lead agency include the following as conditions of approval, prior to the issuance of any site development permits or the initiation of grading, filling, or clearing:

- Sample the soil and analyze for arsenic and lead following the [2012 Tacoma Smelter Plume Guidance](#). The soil sampling results shall be sent to Ecology for review. If the project includes open space areas, contact the Technical Assistance Coordinator, Eva Barber, for assistance in soil sampling methodology within the open space area.

- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.
- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
 - 1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology. For more information on the Voluntary Cleanup Program, visit Ecology's website at: <http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm>.
 - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local land use permitting agency the opinion letter from Ecology.
 - 3) Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.
- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces, yards, and children's play areas. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health:
<https://fortress.wa.gov/ecy/publications/SummaryPages/1109095.html>.

For assistance and information about Tacoma Smelter Plume and soils contamination, the applicant shall contact, Eva Barber with the Toxics Cleanup Program at (360) 407-7094 or via email at Eva.Barber@ecy.wa.gov.

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

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

**WATER QUALITY/WATERSHED RESOURCES UNIT:
Chris Montague-Breakwell (360) 407-6364**

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

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

Construction Stormwater General Permit:

The proposed construction activities of Gibson Rezone/Demolition/Site Improvements may require coverage under the Construction Stormwater General Permit (CSGP). Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice. The applicant may apply online or obtain an application from Ecology's website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/> - [Application](#).

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted.

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

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

Department of Ecology
Southwest Regional Office

(MLD: 201905436)

cc: Eva Barber, TCP/TSP
Chris Montague-Breakwell, WQ
John Gibson (Proponent)

October 03, 2019

Record ID: SR0244399

ATTN SHIRLEY SCHULTZ
CITY OF TACOMA
747 MARKET ST RM 245
TACOMA WA 98402
SHIRLEY.SCHULTZ@CITYOFTACOMA.ORG

RE: SEPA Review, Rezone at 45016th Avenue.

Dear Shirley Schultz:

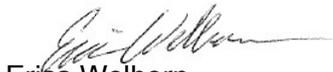
The Tacoma-Pierce County Health Department's Environmental Health Program received the above mentioned checklist on September 24, 2019 and has the following comment(s):

All demolition material, including but not limited to, wood waste, sheetrock, roofing material, and concrete, must go to a permitted solid waste handling or disposal facility in accordance with Environmental Health Code, Chapter 12, Solid Waste Handling Standards and WAC 173-350. Please contact David Bosch at (253) 798-6574 for further information.

This area may have been contaminated with heavy metals due to the air emissions originating from the old Asarco Smelter in north Tacoma. Ecology recommends that the soils be sampled and analyzed for lead and arsenic. If these contaminants and/or others are found at concentrations above the Model Toxics Control Act (MTC) cleanup levels, Ecology recommends that owners, potential buyers, construction workers, and others be notified of their occurrence and that you contact the Environmental Report Tracking System Coordinator at the Southwest Regional Office at (360) 407-6300. If soils are found to be contaminated, extra precautions should be taken to avoid fugitive dust and soil erosion during grading and site construction. Site design should include protective measures to isolate or remove contaminated soils from yard areas and children's play areas. Contaminated soils generated during site construction should be managed or disposed of in accordance with state and local regulations, including the Minimum Functional Standards for Solid Waste Handling, Chapter 173-350 WAC. For assistance and information about soils contamination and to identify the type of testing needed, contact the Toxics Cleanup Program, Southwest Regional office at (360) 407-6300. Please contact Glenn Rollins at (253) 798-3503 for further information.

Thank you for the opportunity to respond.

Sincerely,



Erica Welborn
Environmental Health Specialist II
Environmental Health Division

From: [SEPA Review Notices](#)
To: [Schultz, Shirley](#)
Subject: RE: City of Tacoma ODNS/Public Notice: LU19-0163 - Rezone - 4501 6th Avenue
Date: Thursday, September 26, 2019 3:49:48 PM

The Puget Sound Clean Air Agency is submitting the following public comment to this project:

Any project where demolition of structure(s), earth moving and material handling, heavy equipment operations, and/or disposing of vegetative matter is to occur, is subject to Puget Sound Clean Air Agency regulations. The requirements may include, but are not limited to the following:

Agency Regulation I:

Article 8 – Outdoor Burning

Article 9 – Emission Control Standards, Section(s) 9.03, 9.11, and 9.15

Agency Regulation III:

Article 4 – Asbestos Control Standards

Agency Regulations can be viewed in full on our website:

<http://www.pscleanair.org/219/PSCAA-Regulations>

From: Schultz, Shirley [mailto:shirley.schultz@ci.tacoma.wa.us]
Sent: Tuesday, September 24, 2019 8:00 AM
To: separegister@ecy.wa.gov; sepa@dahp.wa.gov; SEPA@tpchd.org; SEPA Review Notices; tvaslet@piercetransit.org
Cc: John Gibson; Hart, Shari; Boydston, Rebecca; Chair@cnc-tacoma.com; Foster, Lynda; officers@nenc.org
Subject: City of Tacoma ODNS/Public Notice: LU19-0163 - Rezone - 4501 6th Avenue

Dear SEPA reviewing agency and other interested parties:

Attached are the Public Notice, SEPA checklist, and site plans for LU19-0163 – SEPA and Rezone at 4501 6th Avenue.

Public notice of the application is being mailed today to a radius of 400 feet from the property (approximately 100 recipients). Please note that the project is located within the North End Neighborhood but is on the boundary with the Central Tacoma Neighborhood.

You may access the entire application package at: <https://www.tacomapermits.org/public-notice-map>.

The City will be using the optional DNS process under WAC 197-11-355 to issue its SEPA Determination, and anticipates issuing a Determination of Nonsignificance (DNS) for this proposal.

This may be the only opportunity to comment on environmental impacts. Additional mitigation may be required during project review.

Applicant: John Gibson, 4501 6th Avenue LLC

Project Description: Rezone from R-3 Two-Family Dwelling District to R-4-L Low-Density Multiple-Family Dwelling District for the eventual construction of four 4-plexes (total of 16 units) on a 24,300 s.f. site, to include demolition of the existing buildings and improvement of the site. All parking would be accessed off the alley.

Location: 4501 6th Avenue, TACOMA, WA 98406, parcel 3900000921

Notification Date: 9/24/2019

SEPA Comments Due: 10/15/19, 5:00 p.m.

Public hearing: 9:00 a.m., 11/21/19, City Council Chambers, Tacoma Municipal Building

Please send Comments

To City Contact: Shirley Schultz, Principal Planner, Planning and Development Services, City of Tacoma, 747 Market Street, Tacoma, WA 98402-3769; 253-591-5121; shirley.schultz@cityoftacoma.org

Thank you,

Shirley Schultz

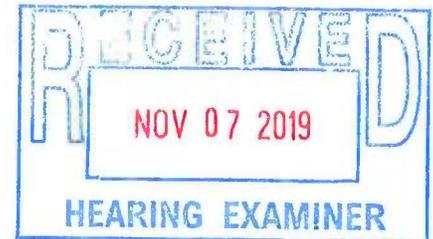
City of Tacoma | Development Services

253-591-5121

shirley.schultz@cityoftacoma.org

www.tacomapermits.org

From: [Megan R](#)
To: [Schultz, Shirley](#)
Subject: Re: Notice Regarding Application No LU19-0163
Date: Wednesday, October 9, 2019 11:28:45 AM



Hi Shirley,

Thank you for taking the time to speak with me. Can you please submit the following questions to the record for Permit LU19-0163 with applicant John Gibson.

This has been a single family neighborhood for a long time. While the current church has been established for some time and has not created a lot of noise or alleyway congestion, the current proposal will definitely increase the traffic, noise and inconvenience for local single family home owners. While it appears on paper to only be a minor rezone from R-3 Two-Family Dwelling to R-4 Low Density Multiple Family Dwelling, this will have a significant impact on local single family home owners.

1. The proposed structure will meet the bare minimum for parking requirements for the site which is 20 parking spaces, however, if each unit has approximately 2 adults that will increase the minimum spaces actually needed to 32 parking spaces. What is the plan for these additional parking spaces for the current single family neighborhood?
2. Will there be an option to have an additional driveway off of Verde Street or 6th Ave so not all parking and driving will be through the current alleyway where single families have property?
3. This site has been used as a church for a long time. Though it is zoned for duplexes currently, there has only been minor traffic in the alleyway on Saturdays and Sundays for church services (Current Schedule: Saturday 6 PM, Sunday 9 AM, 1030 AM and 12 noon). With this proposed development, that traffic will increase from 2 days per week at scheduled times to 7 days per week 24 hours a day. What is the applicant's plan for addressing the additional noise, traffic, and potential damage to property owners who will be impacted by this increase in volume of people, cars, and congestion?
4. What is the current research and data on the impact on property values when a single family neighborhood is rezoned to include multiple family units?
5. With construction slated for 2020-2022, what is the applicant's plan for the additional noise and chaos that will be created by having construction planning, building and demolishing for two years?
6. What is the applicant's plan if this complex of multi family dwellings increases crime and other illegal activity in the alleyway? Will there be a bond created if this multi family unit does in fact negatively impact the single family dwellings? What if local single family property

owners sustain damages due to negligence of future patrons at 4501 6th Avenue? Will an additional bond be created for this or is the applicant taking 100% responsibility?

7. Will there be a cap on the number of parking spaces each unit can have? If this cap is exceeded, what is the plan for mitigating additional parking in areas occupied by single family residences? (on Cheyenne, Verde and 7th)?

Thank you for your time.

On Tue, Oct 8, 2019 at 9:34 AM Schultz, Shirley <shirley.schultz@ci.tacoma.wa.us> wrote:

Hi, Megan -

Thanks for emailing. You got a notice for a rezone application - that rezone would allow up to four 4-plexes (16 units) where the church currently is.

If you go to tacomapermits.org and choose the "apply for permits" link on the home page, you'll jump to our online permitting system. You can put the LU19-0163 in the search field and that will take you to the permit. Attachments are located under "permit information" - you'll be able to see the proposed site plan, the SEPA checklist, and the drawings. The information is pretty minimal, but should give you some more understanding.

The first step to a rezone is that the request has to comply with the long-range plan for the area. The long-range plan for that side of your block is for it to become low-density multifamily. The designation allows for multifamily - up to 1 unit per about 1500 square feet of land area.

With a rezone, the applicant (and the City) has to analyze the environmental impacts of the proposal. In a case like this one, the most likely effects on the neighborhood would be traffic and parking. City staff have reviewed the project and the information, and have determined (preliminary) that there won't be any significant impacts to the neighborhood that won't be addressed through meeting all of the zoning, building, and site development codes on the site. There would be more consistent traffic in the alley, and more people there around the

clock, but fewer people overall than when the church is being used.

Neighbors and other interested parties can comment on this determination and/or ask for clarifying information by October 15. Then the City will issue a final environmental determination -- which can then be appealed before the hearing.

The hearing will be at City Hall in the Council Chambers, and is held before the Hearing Examiner. He will listen to any appeals of the environmental determination, and then he'll listen to the case for the rezone. Then there's time for public comment or other testimony in favor of or opposed to the rezone. He issues his decision in 30 days, and that goes to the city council for final action - I would say sometime around the beginning of next year.

The applicant has indicated that he will build one 4-plex first on the west end of the property, and then demolish the church. I don't know how long overall he would expect construction to take.

Finally, another good resource for you might be the tip sheet on rezones: <https://www.tacomapermits.org/tip-sheet-index/rezones>. That gives the over all view of how they work.

Anyway, I know that's a lot of information. Let me know what follow up questions you have.

- Shirley

From: Megan R <meganvricks@gmail.com>
Sent: Monday, October 7, 2019 6:47 PM
To: Schultz, Shirley
Subject: Notice Regarding Application No LU19-0163

Good evening Ms Schultz,
My name is Megan and I received a notice in the mail last week regarding plans to demolish a current building and build a new 14 unit complex directly behind my house.

I have a lot of concerns about this and I wanted to know the process for finding out more information regarding this major project and specifically the Environmental Review on 10/15 and public hearing on 11/21

The Application No is LU19-0163

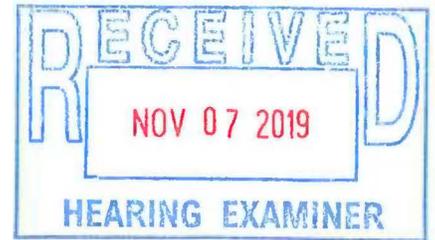
Site Location: 4501 6th Ave , Parcel 3900000921

Thank you for your time

Megan Ricks

4514 N 7th Street

Tacoma, WA 98406



LU19-0163 SEPA Response to comments

Comments received from Megan Ricks. Responses from Applicant John Gibson, Traffic Engineering Jennifer Kammerzell, and PDS Shirley Schultz.

1. The proposed structure will meet the bare minimum for parking requirements for the site which is 20 parking spaces, however, if each unit has approximately 2 adults that will increase the minimum spaces actually needed to 32 parking spaces. What is the plan for these additional parking spaces for the current single family neighborhood?

Schultz: The parking requirement for multifamily in the R4-L is 1.5 spaces per unit, or 24 spaces overall. This can be reduced by 25% for proximity to transit (18 spaces total). The City has intentional policies to reduce parking requirements along major transportation corridors.

Kammerzell: On-street parking occupancy is fairly low in this area. Additionally, the site is served by Route 1, which provides frequent headways and access to regional services. The City offers a Residential Permit Parking program to mitigate adverse and chronic levels of commuter or non-resident parking along streets with adjacent residential properties.

Gibson: Along the 350 feet of 6th Avenue and Verde Street abutting the property there is enough parking for another 15 vehicles if needed. There is also plenty of parking across both of those streets, and a nearby bus stop for tenants using the public transit system. There is more than ample parking in this area. It is also worth noting that these new 3 bedroom units will also have single families residing in them.

2. Will there be an option to have an additional driveway off of Verde Street or 6th Ave so not all parking and driving will be through the current alleyway where single families have property?

Schultz: TMC13.06.510 requires driveways to be from the rear of the property if possible, and limits vehicular access and driveways to the minimum possible. It is likely that as part of the development the applicant will be required to significantly upgrade the alley.

Kammerzell: TMC 10.14 Driveways outlines where driveways can be located to minimize weaving with other cars and conflicts with pedestrians. The code also states that driveways and accessways are to be located on the lowest classified street. In this case, the alley is the lowest classified and volume street.

Gibson: City of Tacoma rules do not allow for access off 6th Avenue and encourage and want as much parking off the alley as possible. This is really what all the alleys are designed for. I'm not sure what is meant by a driveway off Verde, but I am sure the corner unit will probably use Verde street for parking.

3. This site has been used as a church for a long time. Though it is zoned for duplexes currently, there has only been minor traffic in the alleyway on Saturdays and Sundays for church services (Current Schedule: Saturday 6 PM, Sunday 9 AM, 1030 AM and 12 noon). With this proposed development, that traffic will increase from 2 days per week at scheduled times to 7 days per week 24 hours a day. What is the applicant's plan for addressing the additional noise, traffic, and potential damage to property owners who will be impacted by this increase in volume of people, cars, and congestion?

Schultz: The alley will be developed to a minimum width of 16 feet, and paved. This allows for cars to pass each other but narrow enough to discourage speeding. The applicant will need to show compliance with the site perimeter landscaping requirements (5 feet wide strip with trees, shrubs, and groundcover) at the time of building permitting. Landscaping buffers noise and other impacts between different use intensities.

Kammerzell: Based on the number of units and trips generated, the alley will be paved to mitigate the increase in vehicular use.

Gibson: The church holds seating capacity of 280 people. The pastor tells me they are currently above seating capacity at the services. If there are approx. 200-300 people per service for 4 services per week, plus the general comings and goings of the staff throughout the week, this is much more traffic than will be

happening with 4 fourplexes. Additionally the project is on 6th Avenue, one of the busiest arterials in Tacoma. There is no additional effect on traffic or congestion. People will just be coming and going from their homes in a civil, simple manner, just like anywhere else.

4. What is the current research and data on the impact on property values when a single family neighborhood is rezoned to include multiple family units?

Schultz: The site has been designated for duplex development since 1968. Rezoning from R3 to R4L will effectively allow for twice as many dwelling units to be constructed on the site; a change from the existing religious use. Multiple studies exist regarding multifamily zoning; however, the results are widely variable depending on the specifics of the development and location. In this case, a low-density multifamily zone acts as a buffer between the busy 6th Avenue corridor and the single-family neighborhood, while helping the city meet its housing goals.

Gibson: This area is already zoned multifamily for duplexes and triplexes. There is a duplex currently abutting the property. This is just allowing for 4-plexes. Once 4 new buildings and alley improvements come in, values will certainly increase. Alley improvements alone along this alleyway, will certainly improve home values.

5. With construction slated for 2020-2022, what is the applicant's plan for the additional noise and chaos that will be created by having construction planning, building and demolishing for two years?

Schultz: The City has approved construction work hours, which the applicant/contractor must abide by. All dust at the site must be kept to a minimum, construction traffic will be routed to the arterials, all demolition must meet all air quality and public health standards, and all stormwater runoff must be managed by the site.

Kammerzell: During construction truck traffic will be required to remain on the arterials, unless otherwise approved.

Gibson: The first 4-plex would be built on the western most lot, then the building would be demolished and I build the next 4-plex, working my way towards Verde Street. Demolishing and removing the building would take approx. 2 weeks. These 4-plexes are not huge and built with standard wood frame construction, so there would just be normal construction noises as if someone was building a residential home. There will be deliveries of materials and workers working all during normal hours allowed by the city for any construction process. All buildings will be fully permitted and inspected.

6. What is the applicant's plan if this complex of multi family dwellings increases crime and other illegal activity in the alleyway? Will there be a bond created if this multi family unit does in fact negatively impact the single family dwellings? What if local single family property owners sustain damages due to negligence of future patrons at 4501 6th Avenue? Will an additional bond be created for this or is the applicant taking 100% responsibility?

Kammerzell: Traffic crimes or violations should be reported to police for enforcement.

Gibson: I investigated the crime statistics in the area before purchasing the property, and there is definitely a lot of burglary and theft in this area. New alley improvements, lighting, and new buildings and alley activity will definitely help to keep people from using the alley and abutting streets for illegal activity. Right now, the alley has abandoned cars and garbage, and minimal lighting. Each home owner should take responsibility for their homes and how they affect others. The new fourplexes would have security measures for the tenants safety, including lighting and security systems. Since I will own or manage all of the units, I have a vested interest to only have long term quality tenants in my buildings.

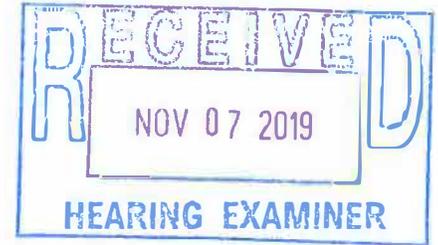
7. Will there be a cap on the number of parking spaces each unit can have? If this cap is exceeded, what is the plan for mitigating additional parking in areas occupied by single family residences? (on Cheyenne, Verde and 7th)?

Schultz: The availability to provide parking (and thus the effective limit) on the site depends on a number of factors. With minimum density standards, the R3 zoning district requires 9 units on this site. The R4-L zoning district would require 13 units on this site. Both districts have setbacks, lot coverage restrictions, height limits, and open space and tree canopy requirements. Therefore the space left over for parking is at

or about the zoning code minimum of 4-5 spaces per 4-plex. How, specifically, the parking will be laid out will be determined at the time of permitting.

Gibson: I think most of this was answered above, but parking along the streets is allowed and open to everyone. There is no cap on multifamily or single family residences. However, it is highly doubtful anyone from my buildings would park on 7th or Cheyenne. Most people do not want to walk that far when they could easily park right in front on 6th Avenue.

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code



NOTE: All drawings have been deleted.

13.06.100 Residential Districts.

The 100 series will contain regulations for all residential classifications, including the following:

R-1	Single-Family Dwelling District
R-2	Single-Family Dwelling District
R-2SRD	Residential Special Review District
HMR-SRD	Historic Mixed Residential Special Review District
R-3	Two-Family Dwelling District
R-4	Multiple-Family Dwelling District
R-4-L	Low-Density Multiple-Family Dwelling District
R-5	Multiple-Family Dwelling District
PRD	Planned Residential Development District (see Section 13.06.140)

A. District purposes. The specific purposes of the Residential Districts are to:

1. Implement the goals and policies of the City's Comprehensive Plan.
2. Implement the Growth Management Act's goals and county-wide and multi-county planning policies.
3. Provide a fair and equitable distribution of a variety of housing types and living areas throughout the City's neighborhoods.
4. Protect and enhance established neighborhoods, and ensure that new development is in harmony with neighborhood scale and character.
5. Provide for predictability in expectations for development projects.
6. Allow for creative designs while ensuring desired community design objectives are met.
7. Strengthen the viability of residential areas by eliminating incompatible land uses, protecting natural physical features, promoting quality design, and encouraging repair and rehabilitation of existing residential structures.
8. Allow for the enhancement of residential neighborhoods with parks, open space, schools, religious institutions and other uses as deemed compatible with the overall residential character.
9. Throughout the Zoning Code, references are made to "R-Districts" and "Residentially Zoned" properties. Both of these references mean any district within the R-series, i.e., the R-1 through R-5 Districts listed within this 13.06.100 series.

B. Districts established.

6. R-3 Two-Family Dwelling District. This district is intended primarily for two-family housing development. Uses such as single-family dwellings, three-family dwellings, and some lodging and boarding homes may also be appropriate, in addition to the uses permitted in less dense zones. The district is characterized by low residential traffic volumes and generally abuts more intense residential and commercial districts.

7. R-4-L Low-Density Multiple-Family Dwelling District. This district is intended primarily for low-density multiple-family housing, mobile home parks, retirement homes and group living facilities. It is similar to the R-4 Multiple-Family Dwelling District, but more restrictive site development standards are intended to minimize adverse impacts of permitted and conditional uses on adjoining land. The district is characterized by amenities and services associated with single- and two-family residential districts, and it is located generally along major transportation corridors and between higher and lower intensity uses.

C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.100. All portions of 13.06.100 and applicable portions of 13.06.500 apply to all new development of any land use variety, including additions, and remodels, in all districts in Section 13.06.100, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.100.A through Section 13.06.100.C are not eligible for variances.

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply. For individually designated properties listed on the Tacoma Register of Historic Places, and for contributing buildings within Historic Special Review Districts, where there is a conflict between the regulations of this chapter and historic guidelines and standards, the historic guidelines and standards shall prevail pursuant to TMC 13.05.046.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as “Pedestrian Streets.” The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

Pedestrian Streets		
Street	From	To
6 th Avenue	North Jackson	South L Street

3. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585, which shall prevail in the case of any conflict.

4. Use table abbreviations.

P = Permitted use in this district.
TU = Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
CU = Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
N = Prohibited use in this district.

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

Uses³	R-3	R-4-L	Additional Regulations^{1,3}
Accessory uses and buildings	P	P	Subject to additional requirements contained in Section 13.06.100.F
Adult family home	P	P	Subject to additional requirements contained in Section 13.06.535
Adult retail and entertainment	N	N	
Agricultural uses	CU	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. Buildings shall not be permitted in connection with such use, except greenhouses having total floor area not in excess of 600 square feet. Livestock is not allowed.
Airports	CU	CU	
Ambulance services	N	N	
Animal sales and service	N	N	
Assembly facility	N	CU	
Brewpub	N	N	

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

Uses ³	R-3	R-4-L	Additional Regulations ^{1,3}
Building materials and services	N	N	
Business support services	N	N	
Carnival	N	N	Subject to additional requirements contained in Section 13.06.635.
Cemetery/internment services	N/CU	N/CU	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit. See Section 13.06.640.
Commercial parking facility	N	N	Subject to additional requirements contained in Section 13.06.510.
Commercial recreation and entertainment	N	N	
Communication facility	CU	CU	Antennas for such facilities are subject to the additional requirements contained in Section 13.06.545.
Confidential Shelter	P	P	Subject to additional requirements contained in Section 13.06.535.
Continuing care retirement community	P	P	Subject to additional requirements contained in Section 13.06.535.
Correctional facility	N	N	
Craft Production	N	N	Prohibited except as provided for in Section 13.06.100.E
Cultural institution	N	N	
Day care, family	P	P	Must be licensed by the State of Washington.
Day care center	CU	P/CU	Subject to additional requirements contained in Section 13.06.155. For R-4-L, day care centers with an enrollment limited to 50 or fewer children or adults are permitted, while day care centers for more than 50 children or adults may be allowed subject to the approval of a conditional use permit.
Detention facilities	N	N	Side yards shall be provided as specified in Section 13.06.602.
Detoxification center	CU	CU	
Drive-through with any use	N	N	
Dwelling, single-family detached	P	P	No lot shall contain more than one dwelling unless specifically approved to do so through a Planned Residential District, Cottage Housing or other City review process.
Dwelling, two-family	P	P	In the R-2SRD and HMR-SRD districts, two-family dwellings are permitted if lawfully in existence at the time of reclassification to R-2SRD/HMR-SRD or only upon issuance of a conditional use permit (see Section 13.06.640). In R-2 Districts, two-family development may be considered under the Residential Infill Pilot Program (see Section 13.05.115), but requires issuance of a conditional use permit (see Section 13.06.640). Subject to additional requirements contained in Section 13.06.501.E.
Dwelling, three-family	P	P	In the R-2SRD and HMR-SRD districts, three-family dwellings are

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

Uses ³	R-3	R-4-L	Additional Regulations ^{1,3}
			<p>permitted if lawfully in existence at the time of reclassification to R-2SRD or HMR-SRD. New three-family dwellings are permitted only upon issuance of a conditional use permit. See Section 13.06.640.</p> <p>For R-3, three-family dwellings are permitted, provided existing single- or two-family dwellings shall not be enlarged, altered, extended, or occupied as a three-family dwelling, unless the entire building is made to comply with all zoning standards applicable to new buildings; and, further provided such existing structures shall not be enlarged or extended, unless such enlargement, extension, or alteration is made to conform to the height, area, and parking regulations of this district.</p> <p>Subject to additional requirements contained in Section 13.06.501.E.</p>
Dwelling, multiple-family	CU ²	P	<p>In the HMR-SRD district, only multiple-family dwellings lawfully in existence on December 31, 2005 are permitted. Such multiple-family dwellings may continue and may be changed, repaired, and replaced, or otherwise modified, provided, however, that the use may not be expanded beyond property boundaries owned, leased, or operated as a multiple-family dwelling on December 31, 2005.</p> <p>In R-3 Districts multiple-family development may be considered under the Residential Infill Pilot Program (see Section 13.05.115), but requires issuance of a conditional use permit (see Section 13.06.640).</p>
Dwelling, townhouse	P	P	<p>Subject to additional requirements contained in Section 13.06.100.G. In R-2, R-2SRD and HMR-SRD Districts townhouse development requires issuance of a conditional use permit. See Section 13.06.640.</p> <p>In R-2, townhouses also require review under the Residential Infill Pilot Program (see Section 13.05.115).</p>
Dwelling, accessory (ADU)	P	P	<p>ADUs are only allowed in association with single-family development.</p> <p>Subject to additional requirements contained in Section 13.06.150.</p>
Dwelling, Cottage Housing	CU2	CU2	<p>Cottage Housing developments require the issuance of a Conditional Use Permit (see Section 13.06.640) and are subject to the provisions of the Residential Infill Pilot Program. See Section 13.05.115.</p>
Eating and drinking	N	N	<p>For R-5, minor eating and drinking establishments are permitted, provided they are within retirement homes, continuing care retirement communities, student housing, apartment complexes, or similar facilities, are designed primarily to serve on-site residents, and are consistent with a restaurant use per Section 13.06.700.E.</p>
Emergency and transitional housing	N	CU	<p>Subject to additional requirements contained in Section 13.06.535.</p>
Extended care facility	P	P	<p>Subject to additional requirements contained in Section 13.06.535.</p>
Foster home	P	P	
Fueling station	N	N	

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

Uses ³	R-3	R-4-L	Additional Regulations ^{1,3}
Funeral home	N	N	
Golf course	P	P	
Group housing	P	P	In the R-1, R-2, R-2SRD, and HMR-SRD districts, group housing is limited to 6 or fewer unrelated adults. In the R-3 district, group housing is limited to 15 or fewer unrelated adults. In the R-4-L, R-4 and R-5 districts, there is no limit to the allowed number residents in a group housing facility.
Heliport	CU	CU	
Home occupation	P	P	Subject to additional requirements contained in Section 13.06.100.E.
Hospital	N	CU	
Hotel/motel	N	N	
Industry, heavy	N	N	
Industry, light	N	N	
Intermediate care facility	P	P	Subject to additional requirements contained in Section 13.06.535.
Juvenile community facility	CU	CU	Subject to additional requirements contained in Section 13.06.530.
Live/Work	N	N	
Marijuana processor	N	N	
Marijuana producer	N	N	
Marijuana retailer	N	N	
Microbrewery/winery	N	N	
Mobile home/trailer court	N	CU	Subject to additional requirements contained in Section 13.06.502
Nursery	N	N	
Office	N	N	
Parks, recreation and open space	P/CU	P/CU	Parks, recreation and open space uses are permitted outright. However, the following parks and recreation features and facilities require a Conditional Use Permit: Destination facilities High-intensity recreation facilities High-intensity lighting Development of more than 20 off-street parking spaces Parks, recreation and open space uses are subject to the requirements of Section 13.06.560, where the above features are defined.
Passenger terminal	N	N	
Personal services	N	N	For R-5, minor personal service uses, such as beauty parlors and instructional services, are permitted, provided they are within retirement homes, continuing care retirement communities, student

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

Uses ³	R-3	R-4-L	Additional Regulations ^{1,3}
			housing, apartment complexes, or similar facilities and are designed primarily to serve on-site residents.
Port, terminal, and industrial; water-dependent or water-related (as defined in Chapter 13.10)	N	N	
Public safety and public service facilities	CU	CU	Unless the specific use is otherwise allowed outright, public service facilities are permitted only upon issuance of a conditional use permit. See Section 13.06.640.
Religious assembly	CU	CU	
Repair services	N	N	
Research and development industry	N	N	
Residential care facility for youth	P	P	Subject to additional requirements contained in 13.06.535.
Residential chemical dependency facility	N	P	Subject to additional requirements contained in 13.06.535.
Retail	N	N	For R-5, minor retail businesses such as drug stores and newsstands are permitted, provided they are within retirement homes, continuing care retirement communities, student housing, apartment complexes, or similar facilities and are designed primarily to serve on-site residents.
Retirement home	P	P	Subject to additional requirements contained in Section 13.06.535.
School, public or private	CU	CU	
Seasonal sales	TU	TU	Subject to additional requirements contained in Section 13.06.635.
Self-storage	N	N	
Short-term rental (1-2 guest rooms)	P	P	Subject to additional requirements contained in Sections 13.06.575 and 13.06.150.
Short-term rental (3-9 guest rooms)	CU	CU	Subject to additional requirements contained in Sections 13.06.575 and 13.06.150.
Short-term rental (entire dwelling)	P	P	Subject to additional requirements contained in Section 13.06.575 and 13.06.150.
Staffed residential home	P	P	Subject to additional requirements contained in Section 13.06.535.
Student housing	CU	CU	
Surface mining	CU	CU	Subject to additional requirements contained in Section 13.06.540.
Temporary uses	TU	TU	See Section 13.06.635
Theater	N	N	
Transportation/freight terminal	N	N	
Urban Horticulture	N	N	

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

Uses ³	R-3	R-4-L	Additional Regulations ^{1,3}
Utilities	CU	CU	
Vehicle rental and sales	N	N	
Vehicle service and repair	N	N	
Vehicle service and repair, industrial	N	N	
Vehicle storage	N	N	
Warehouse, storage	N	N	
Wholesale or distribution	N	N	
Wireless communication facility	CU	CU	Subject to additional requirements contained in Section 13.06.545 and the time limitations set forth in Chapter 13.05, Table G.
Work/Live	N	N	
Work release center	N	N	Subject to additional requirements contained in Section 13.06.550.
Uses not prohibited by City Charter and not prohibited herein	N	N	

D. Lot size and building envelope standards.

	R-3	R-4-L
	1. Minimum Lot Area (in square feet, unless otherwise noted)	
Single-family detached dwellings – Standard Lots	5,000	5,000
Single-family detached dwellings – Small Lots (Level 1)	2,500	2,500
Two-family dwellings	6,000	4,250
Three-family dwellings	9,000	5,500
Multiple-family dwellings	9,000	6,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of four
Townhouse dwellings	3,000	1,500
Mobile home/trailer court		3.5 acres, provided at least 3,500 sq. ft. is provided for each mobile home
Pre-existing lots	A lot which was a single unified parcel of land as indicated by the records of the Pierce County Auditor as of May 18, 1953 or a lot which was configured legally to conform to the applicable requirements but which became nonconforming as a result of subsequent changes to this chapter or other official action by the City, and which has been maintained in that configuration since, having an average width, frontage, or area that is smaller than the applicable minimum requirements may be occupied by a single-family dwelling; provided all other applicable requirements are complied with, including required setbacks, yards and design standards (see Sections	

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

	R-3	R-4-L
	13.06.145 and 13.06.630).	
Single-family Small Lots – Exceptions to Standard Minimum Lot Area Requirements	<p>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.</p> <p>Single-family Small lot development must be oriented such that the lot frontage and the front façade of the house face the street.</p> <p>Small lot exceptions are not applicable to pipestem lots.</p>	
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. Except in the case of a Planned Residential District no new lot shall 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, provided that the overall average lot size within the Short or Full Plat meets the 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>	
Critical Areas Density Bonus	Critical Areas Protection Ordinance Residential Density Bonus: Per Section 13.11.260, in order to provide flexibility to avoid critical area impacts, minimum lot sizes and setbacks may be reduced in association with Critical Areas approvals.	
Planned Residential Districts	Planned Residential Districts: Exceptions to the standard and small lot provisions of this section may be permitted through the density provisions of Section 13.06.140.	
	2. Lot Measurements (in feet)	
Minimum Average Lot Width – Standard Lots	50	50
	16 for townhouse dwellings; 32 for two-family dwellings	
Single-family Small Lots – Minimum Average Lot Width	30	25
Minimum Lot Frontage	25	25

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

	R-3	R-4-L
	The minimum lot frontage requirement does not apply to townhouse dwellings. Pipestem lots which only serve one single-family dwelling are not required to meet the minimum lot frontage requirements, provided the access easement or lot extension to such pipestem lot has a minimum width of 10 feet.	
Small Lots – Exceptions to Minimum Average Lot Width	Reductions to minimum lot width, as shown above, may be allowed pursuant to Section 13.06.145. Small lot exceptions are not applicable to pipestem lots.	
	3. Building Coverage (total building coverage / lot area x 100 = percentage)	
Maximum building coverage, percent of lot	50	50
Bonus	Corner Lot: May add an additional 10% of the lot area to the total lot area for the purpose of calculating the maximum building coverage allowance. Alley: Lots with an alley may count 50% of the abutting alley as lot area for calculating the maximum allowable building coverage.	
Exceptions	Usable Yard Space that is covered, but not enclosed, shall not count towards the maximum building coverage. Detached Accessory Dwelling units and small-lot single family: Building coverage limitations do not apply to Detached ADUs, small-lot single family, or cottage housing that meet the standards in 13.06.145, 13.06.150 and 13.06.160.	
	4. Minimum Density (units per gross acre)	
	10	14
	5. Max. Height Limits (in feet)	
Main Buildings	35	35
Accessory Buildings	15-feet	
Exceptions	Buildings within a View Sensitive Overlay district are subject to the additional height restrictions contained in 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602. Single-family Small Lot development on lots with an average width between 40 and 50 feet: Maximum height is 30 feet. Single-family Small Lot development on lots with an average width of less than 40 feet: Maximum height is 25 feet.	
6. Setbacks (in feet)	These residential setback requirements are designed to provide yard areas that help to minimize impacts between neighboring uses, allow space for recreational activities, allow access to light and air, serve as filtration areas for storm water run-off, provide a level of privacy and comfort, provide emergency and utility access around and into buildings, provide public view corridors, create a pleasing, rhythmic streetscape, promote consistency with existing development patterns, and promote the desired character of residential neighborhoods. Certain conditional uses may require different minimum setbacks. See Section 13.06.640.	

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

	R-3	R-4-L
Minimum Front Setback, except where Build-to Area is required	20	20
Build-to Area for lots located on a designated pedestrian street	<p>Occupied structures must be located between 5 feet and 20 feet from the front lot line abutting the pedestrian street right-of-way for a minimum of 50% of the pedestrian street frontage.</p> <p>Exception: porches, entries, landscaping and residential transition areas may be located within 5' of the lot line abutting the pedestrian street right-of-way.</p> <p>Exemptions:</p> <ul style="list-style-type: none"> • Additions to legal, nonconforming buildings are exempt from maximum setbacks, provided, the addition reduces the level of nonconformity as to maximum setback. • When a public easement precludes compliance with this standard, the setback requirement shall be measured from the back edge of the easement. • Public facilities on sites greater than 5 acres shall be exempt from Build-to Area requirements. This exemption shall expire upon the establishment of a new Institutional Zoning designation, an Institutional Master Plan process, or similar zoning process for reviewing, evaluating and approving large, public, campus-like facilities. • Within parks, recreation and open space uses, accessory or ancillary structures, such as restroom buildings, playground equipment and picnic shelters, are exempt from the maximum setback standards. 	
Townhouse Dwelling Minimum Front Setback	For townhouse dwellings, the minimum front yard setback shall apply only along the front property line of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.100.G.	
Vehicular Doors Facing the Front Or Corner Street Property Line	Vehicular doors that face the front or corner street property line, where such property line abuts a public street or private road, shall be setback a minimum of 20 feet from the front or corner street property line or private road easement.	
Pipestem Lot Setback	Pipestem lots shall provide the required front setback along one of the property lines that abut or are nearest to the accessway/lot extension. The accessway/lot extension shall not be included when measuring the setback. The front yard setback will determine the orientation of the other required setbacks.	
Front Setback Averaging	For residential uses, the minimum front yard setback shall be either the minimum front setback required for the zoning district in which it is located (as noted above) or the average of the front yard setbacks provided by the structures on either side, whichever is less.	
	<p>(1) Where a side property line abuts the rear property line of an adjacent corner lot (see example below), the front yard setback for the main building shall be either the average of the adjacent side and front setbacks provided by the structures on either side, or the minimum front yard setback required for the zoning district in which it is located, whichever is less.</p> <p>{{drawings deleted throughout}}</p> <p>(2) For properties where one side abuts an undeveloped lot, a street or an alley, the setback shall be equal to that provided by the one abutting house.</p> <p>(3) In no case shall averaging be construed to require a greater setback than</p>	

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

	R-3	R-4-L
	the standard minimum setback required by the regulations of the district.	
Minimum Side Setback (Interior Lots)	5	5
Townhouse Dwelling Minimum Side Setback	For townhouse dwellings, the minimum side yard setback shall apply only along the side property lines of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.501.F.	
Minimum Side Setback (Corner Lots)	On corner lots, the side yard setback regulations shall be the same as for interior lots, except where the rear lot line of a corner lot abuts the side lot line of a lot in the rear (see example below). In this case, there shall be a side yard setback on the street-side of such corner lot of not less than one-half of the front yard setback provided on the lot in the rear, but such side yard setback need not exceed half the standard front yard setback requirement for the district. In no case, however shall the side yard setback be less than five feet.	
Minimum Rear Setback	25	20
Townhouse Dwelling Minimum Rear Setback	For townhouse dwellings, the minimum rear yard setback shall apply only along the rear property line of the development, and not to property lines internal to the development. For additional townhouse development requirements, see Section 13.06.100.G.	
7. Minimum Usable Yard Space		
a. Single Family Dwelling	<p>All single family dwellings shall provide a contiguous rear or side usable yard space equivalent to at least 10% of the lot size. This usable yard space shall be subject to the following limitations:</p> <ul style="list-style-type: none"> • Have no dimension less than 15-feet, except for lots that are less than 3500 SF, where the minimum dimension shall be no less than 12 feet; • Not include structures, parking, alley or driveway spaces or required critical areas and buffers; • Not be located in the front yard, with the exception of front porches, which may be counted towards the overall yard space requirement where meeting the design standards in e.1 below. <p>For through lots, the required yard space may be located within the “functional rear yard” (see Subsection 13.06.100.F.5.a for additional information about “functional rear yards”).</p>	
b. Duplex/Triplex	<p>In the R-1, R-2, R-2SRD and HMR-SRD districts, duplex and triplex developments shall provide usable yard space in accordance with the standards for single family dwellings, above.</p> <p>In the R-3, R-4-L, R-4 and R-5 Districts, duplex and triplex development shall provide at least 400 square feet of yard space for each dwelling unit. Private and common yard space must meet the design requirements specified in e. below.</p>	
c. Townhouse	At least 300 square feet of private yard space and 100 square feet of common yard space is required for each townhouse. Private and common yard space must meet the design requirements specified in e. below.	

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

	R-3	R-4-L
d. Multi-family	At least 20% of the lot area is required to be usable yard space. A minimum of 35% of the yard space shall be provided in common. The remainder can be provided as private or common yard space. Private and common yard space must meet the design requirements specified in e. below.	
e. Usable Yard Space Design	<p>(1) Private Yard Space. To qualify, private yard space must meet the following standards:</p> <ul style="list-style-type: none"> • Have no dimension less than 15-feet, except where lots are less than 3500 total SF, in which case the minimum single dimension of outdoor usable yard space shall be no less than 12 feet. • Private usable yard space shall be direct and immediately accessible from the dwelling unit or a bedroom. • Private usable yard space may be provided as balconies, porches, decks, patios or yards. To qualify as yard space, such spaces shall be at least 50 square feet, with no dimension less than five feet. <p>(2) Common Yard Space. This includes landscaped courtyards or decks, front porches, community gardens with pathways, children’s play areas, or other multi-purpose outdoor recreational and/or green spaces. Requirements for (and limitations on) common yard spaces include the following:</p> <ul style="list-style-type: none"> • No dimension shall be less than fifteen feet in width. • Spaces shall be visible from multiple dwelling units and positioned near pedestrian activity. • Spaces shall feature paths, landscaping, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable. • Individual entries shall be provided onto common yard space from adjacent ground floor residential units, where applicable. • Spaces should be oriented to receive direct sunlight for part of the day, facing east, west, or (preferably) south, when possible. • Common yard space shall be open to the sky, except for clear atrium roofs and shared porches. A maximum of 25% of the common yard space may be covered but not enclosed. • Shared porches qualify as common yard space provided no dimension is less than eight feet. <p>(3) Interior recreational space (for multi-family development only). Interior recreational space includes swimming pools, fitness centers, and other recreation spaces that are located within the primary structure or as an accessory structure. Interior recreational spaces may be used to meet up to 35% of the overall yard space requirement.</p> <p>(4) Rooftop decks may be used to meet the yard space requirements. To qualify, rooftop decks must meet the following standards:</p> <ul style="list-style-type: none"> • No more than 50% of the rooftop deck may be used to meet private yard space requirements. • Must include amenities such as seating areas and landscaping. • Must feature appropriate hard surfacing to encourage active use. • Must include lighting for residents’ safety. • No dimension shall be less than 15 feet in width. <p>(5) Landscaping. Up to 35% of the usable yard space may be comprised of landscaping, including groundcover and shrubs.</p> <p>(6) Vehicular access areas shall not count as yard space.</p>	
f. Yard Space Exceptions	(1) Critical Area Exception:	

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

	R-3	R-4-L
	<ul style="list-style-type: none"> When the lot contains identified critical areas and/or buffers, said critical areas and/or buffer area shall be excluded from the lot size calculation for determining the required usable yard space required on site. For usable yard space required on a per unit basis, critical areas and/or buffer areas may be counted towards the landscaping allowance. <p>(2) Proximity to Active Public Recreation:</p> <ul style="list-style-type: none"> When the site is located within a quarter mile accessible walking distance of a public park or school that has attractive, well-maintained outdoor recreation facilities regularly available to the public on a long-term basis, the common yard space requirement may be waived, reducing the overall required usable yard space to 13 percent of the lot area for multi-family development and 300 total square feet for townhouses. 	
g. Acceptable Yard Space Examples		
8. Tree Canopy		
Tree Canopy, percentage of lot area	30	30
Calculating Tree Canopy	<p>Tree Canopy is measured as a percentage of the overall lot area. Example: 6,000 square foot lot in the R-3 District would require a tree canopy of 1800 square feet (6000 x .3 = 1800). The Urban Forest Manual classifies trees as small, medium, and large based on the overall tree factor, which also weighs growth rate. In meeting the tree canopy requirement planted trees will receive the following canopy credit:</p> <ul style="list-style-type: none"> Small Trees: 300 sq. ft. Medium Trees: 500 sq. ft. Large Trees: 1000 sq. ft. <p>1800 square feet of tree canopy could be met as a combination of one large, one medium, and one small tree, or any other combination that meets or exceeds the overall canopy requirement.</p> <p>The canopy requirement may include the trees located on the lot or from street trees planted in the abutting right-of-way that overhang the lot. Tree canopy provided on the lot as a result of other landscaping requirements of this Chapter may be used to fulfill this requirement.</p>	
Other standards and flexibility	<p>Trees planted to meet this requirement are subject to the standards in Section 13.06.502.C General Landscaping Requirements applicable to all required landscaping. Trees may be located within private or common usable yard space. Tree retention credits from Section 13.06.502.D may be applied.</p>	
Enforcement	<p>Violations of the provisions of this section are subject to Code Enforcement, per TMC 13.05.100.</p>	

H. Common requirements. To streamline the Zoning Code, certain requirements common to all districts are consolidated under Sections 13.06.500 and 13.06.600. These requirements apply to Section 13.06.100 by reference:

- 13.06.501 Building design standards.
- 13.06.502 Landscaping and buffering standards.
- 13.06.510 Off-street parking and storage areas.
- 13.06.511 Transit support facilities.

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

- 13.06.512 Pedestrian and bicycle support standards.
- 13.06.520 Signs.
- 13.06.575 Short-term rental.
- 13.06.602 General restrictions (contains certain common provisions applicable to all districts, such as general limitations and exceptions regarding height limits, yards, setbacks and lot area).

D. Multi-family Residential Minimum Design Standards.

1. Applicability: The following requirements apply to multi-family residential developments in all districts, except, see Section 13.06.501.C Mixed-Use District Minimum Design Standards for X-District requirements. Multi-family residential development with commercial ground floor uses are subject to the requirements of 13.06.501.B Commercial District Minimum Design Standards.

<p>2. Pedestrian Orientation Standards. Purpose: These requirements are intended to enhance pedestrian mobility and safety by providing increased circulation, decreasing walking distances required to enter large developments, and providing walkways partially shielded from rain and/or snow.</p>	
<p>a. Entrances</p>	<p>(1) Buildings meeting the “build-to area” for designated pedestrian streets shall provide at least 1 entrance within 8 feet of the longest street-facing wall of the building. Buildings that have a shared main entrance must use the shared main entrance to fulfill the requirements of this standard.</p> <p>(a) The shared main entrance must face the street or be at an angle of up to 45 degrees from the street.</p> <p>(b) The shared main entrance may open onto a porch. The porch must have a minimum dimension of 4 feet by 6 feet; have a roof that is no more than 12 feet above the floor of the porch; and be at least 30 percent solid. If at least 30 percent of the porch is covered with a solid roof, the rest may be covered with an open material, such as a trellis.</p> <p>(2) Weather protection is required for all multi-family building entries. For private entries, required weather protection must be at least 3 feet deep along the width of the entry. For common building entries, the required weather protection shall be 5 feet.</p>
<p>b. Transition areas</p>	<p>(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.</p> <p>(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.</p> <p>(b) Fences, walls, and gateways may be used to provide some visual separation of private residences, but not to hide the transition area.</p> <p>(c) Fences over 3’ in height must be transparent and cannot exceed 5’ in height.</p> <p>(d) The transition area may be used to meet usable yard space requirements.</p> <p>(e) Parking may not be used as a feature of the transition area.</p>
<p>3. Mass Reduction Standards. 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.</p>	
<p>a. Size to choice ratio for b below</p>	<p>(1) Buildings under 7,000 square feet of floor area are not required to provide mass reduction.</p> <p>(2) Buildings from 7,000 square feet of floor area to 30,000 square feet of floor area shall provide at least one mass reduction feature.</p> <p>(3) Buildings over 30,000 square feet of floor area shall provide at least two mass reduction features.</p>
<p>b. Mass reduction</p>	<p>(1) Upper story setback. An 8 feet minimum setback for stories above the second story for elevations facing the street or parking lots over 20 stalls. This requirement applies to a</p>

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

choices	<p>maximum of 2 elevations.</p> <p>(2) Wall modulation. Maximum 100 feet of wall without modulation, then a minimum 2 feet deep and 15 feet wide offset of the wall and foundation line on each elevation facing the street, parking lots over 20 stalls, or residential uses.</p> <p>(3) Plaza. A plaza of at least 800 square feet or 5 percent of building floor area, whichever is greater shall be located within 50 feet of, and visible to, the primary public entrance; and such plaza shall contain a minimum of a bench or other seating, tree, planter, fountain, kiosk, bike rack, or art work for each 200 square feet of plaza area. Plaza features may be counted toward other requirements, including landscaping and usable yard space standards. Walkways do not count as plazas. Plazas shall not be used for storage. Required parking stalls may be omitted to the minimum necessary if needed to provide the plaza. Where public seating is provided, it shall utilize designs that discourage long-term loitering or sleeping, such as dividers or individual seating furniture. Plazas may be permeable pavement or pavers where feasible. Low Impact Development vegetated stormwater features may be used for up to 30% of the plaza requirement where feasible.</p>
<p>4. Roofline Standards.</p> <p>Purpose: The following standards are intended to ensure that roofline is addressed as an integral part of building design to avoid flat, unadorned rooflines that can result in an industrial appearing, monotonous skyline. Roofline features are also intended to further reduce apparent building volume and further enhance features associated with residential and human scale development.</p>	
<p>a. Roofline Choices (All buildings shall use one or more of the roofline options)</p>	<p>(1) Sloped roof. Use of a roof form with a pitch no flatter than 5/12. Rounded, gambrel, and/or mansard forms may be averaged.</p> <p>(2) Modulated roof. Use of features, which are a minimum of 2 feet in height, such as a terracing parapet, multiple peaks, jogged ridge lines, dormers, etc., with a maximum of 100 feet uninterrupted roofline between roof modulation elements. Modulation elements shall equal a minimum of at least 15 percent of the roofline on each elevation. The maximum shall be 50 feet of uninterrupted roofline along the eave between roof modulation elements in C-1 Districts and on sides facing residential uses or districts. Roof forms with a pitch flatter than 5/12 are permitted with this option; provided, the appropriate modulation is incorporated.</p> <p>(3) Corniced roof. A cornice of two parts with the top projecting at least 6 inches from the face of the building and at least 2 inches further from the face of the building than the bottom part of the cornice. The height of the cornice shall be at least 12 inches high for buildings 10 feet or less in height; 18 inches for buildings greater than 10 feet and less than 30 feet in height; and 24 inches for buildings 30 feet and greater in height. Cornices shall not project over property lines, except where permitted on property lines abutting public right-of-way.</p>
<p>5. Windows and Openings.</p> <p>Purpose: These requirements are intended to increase public visibility for public safety, to provide visual interest to pedestrians that helps to encourage pedestrian mobility, to provide a visual connection between the living area of the residence and the street, and to provide architectural detailing and variety to building elevations on each story.</p>	
<p>a. Street level</p>	<p>(1) Front, side, or corner side exterior walls facing designated pedestrian streets shall have transparent windows or openings equal to at least 35 percent of the ground level wall area. Rough openings are used to calculate this requirement. This standard shall apply on a maximum of 2 such building elevations. The requirement shall be reduced to 15 percent of the ground level wall area in instances where the application of this standard is not possible due to steep grades and the correlating location of the floor plates of the building. Rough openings are used to calculate this requirement. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard. To count toward meeting this standard a door must be facing the street property line.</p> <p>(2) The “ground level wall area” is defined as the area between 2 feet and 8 feet above the adjacent finished grade.</p>
<p>b. Transparency</p>	<p>Vertical façade surfaces facing a street shall incorporate transparent doors and windows</p>

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

	equal to at least 15% of all vertical façade surfaces. Vertical façade surfaces facing alleys, courtyards, plazas, and surface parking lots shall incorporate transparent doors and windows equal to at least 10% of all vertical façade surfaces. Rough openings are used to calculate this requirement. Windows in garage doors do not count toward meeting this standard, but windows in garage walls do count toward meeting this standard.
c. Window and Trim detailing	Building façades shall employ techniques to recess or project individual windows or groupings of windows above the ground floor at least two inches from the surrounding façade or incorporate window trim at least four inches wide surrounding the windows. Windows on façades that face the rear property line or alleys are exempt from this standard.
<p>6. Façade Surface Standards.</p> <p>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.</p>	
a. Building face orientation	All dwellings shall maintain primary orientation to an adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director. The building elevation facing the street or right-of-way shall not contain elements commonly associated with a rear elevation appearance, such as loading docks, utility meters, and/or dumpsters.
b. All residential buildings shall include at least three of the following articulation features at intervals of no more than 30 feet along all façades facing a street, common open space, or common parking areas. Buildings that have 60 feet or less of frontage on the street or façade width facing the common open space or common parking area are exempt from this standard. Buildings that employ brick as the siding material on a majority of the subject façade are required to only provide two of the articulation features instead of three.	<ol style="list-style-type: none"> (1) Repeating distinctive window patterns at intervals less than the required interval. (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.D.4. Otherwise, minimum depth and width of modulation is 2 and 15 feet, respectively. Balconies may not be used to meet modulation option unless they are recessed or projected from the façade at least 18 inches. (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. (4) Roofline modulation as defined in Section 13.06.501.D.4. (5) Vertical articulation of the façade. This refers to design treatments that provide a clear delineation of the building’s top, middle and bottom. <ol style="list-style-type: none"> (a) Top features may include a sloped roofline or strong cornice line as defined in Section 13.06.501.D.4. For façades utilizing upper level stepbacks, the “top” design treatment may be applied to the top of the front vertical plane of the building or the top of the building where it is set back from the building’s front vertical wall (provided the top of the building is visible from the centerline of the adjacent street). (b) Middle features: provide consistent articulation of middle floors with windows, balconies, exterior materials, modulation, and detailing. (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. (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.

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

c. Blank wall limitation	(1) Unscreened, flat, blank walls on the first story more than 25 feet in width are prohibited facing a public street and/or highway right-of-way, residential zone, or parking lot. These walls shall use modulation, windows, openings, landscaping, or architectural relief such as visibly different textured material to achieve the required visual break. The visual break shall be at least 1 foot in width. Items provided for other requirements may satisfy this requirement as appropriate. Stored or displayed merchandise, pipes, conduit, utility boxes, air vents, and/or similar equipment do not count toward this requirement.
7. Fencing and Utilities. Purpose: The following standards are intended to minimize visibility of utilities, mechanical equipment, and service areas to mitigate visual impact on residential privacy, public views, and general community aesthetics.	
a. Utility screening	(1) Rooftop. All rooftop mechanical equipment for new construction shall be screened with an architectural element such as a high parapet, a stepped or sloped roof form or an equivalent architectural feature which is at least as high as the equipment being screened. Fencing is not acceptable. The intent of the screening is to make the rooftop equipment minimally visible from public rights-of-way within 125 feet of the building, provided said rights-of-way are below the roof level of the building. In those instances where the rights-of-way within 125 feet of the building are above the roof level of the building, the mechanical equipment should be the same color as the roof to make the equipment less visible. Limited flexibility in this standard is allowed to ensure that the function of the HVAC equipment is not compromised by the screening requirement. (2) All ground level. Mechanical or utility equipment, loading areas, dumpsters and other utility apparatus shall be located and/or designed to minimize their visibility from the street, including highways, and other pedestrian areas and residences. If such elements are mounted in a location visible from the street, common open space or pedestrian plaza, internal pedestrian pathway, or shared internal access roads for residential uses, they shall be screened with vegetation or by architectural features. Items that exceed 4 feet in height must use fencing, structure, or other form of screening, except landscaping. Items that do not exceed 4 feet above ground level may be screened with landscaped screening. All landscape screening should provide 50 percent screening at the time of planting and 100 percent screening within 3 years of planting. Limited flexibility in this standard is allowed to ensure that the function of the utility equipment is not compromised by the screening requirement. (3) Chain link fencing, with or without slats, is prohibited for required screening.
b. Fencing type limitation	(1) 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. (2) 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. (3) Electrified. The use of electrified fencing is prohibited in all zoning districts.

13.06.510 Off-street parking and storage areas.

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

Minimum parking requirements are particularly important in order to ensure resident, visitor, customer, and employee parking within reasonable distance to the uses served, reduce congestion on adjacent streets; and to minimize, to the extent possible, spillover parking into adjacent residential areas. The requirements herein set forth

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

are also established to discourage under-used parking facilities and to minimize the amount of land dedicated to parking, consistent with the Comprehensive Plan, that encourages economic development, transit use, carpooling, energy conservation, and air quality improvement by providing for: only the minimum number of stalls necessary, compact stalls, shared parking between uses, transportation demand management, and incentives for reducing the size of parking areas.

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

1. Off-street parking spaces - quantity. The quantity of off-street parking shall be provided in accordance with the standards of the tables below.
 - a. Fractions. Fractions resulting from required parking calculations will be rounded up or down to the nearest whole number.
 - b. Multiple uses. Where an establishment on a lot contains multiple types of uses, the required parking spaces shall be equal to the total spaces determined by computing each use type separately, except where specifically stated otherwise herein.
 - c. Use not listed. In the case of a use not specifically mentioned in this section, the requirements for off-street parking facilities shall be determined by the City Traffic Engineer. Such determination shall be based upon the requirements for the use specified in this section that is most nearly comparable to the unspecified use and traffic engineering principles and studies.
 - d. Historic buildings and sites. Structures and sites that are individually listed on the Tacoma Register of Historic Places shall be exempt from all parking quantity requirements. This provision does not apply to Historic Special Review District overlay zones.
 - e. For buildings in existence prior to the adoption of the Tacoma Municipal Code on May 18, 1953, no additional parking shall be required for changes in use. Existing parking that is above and beyond the current requirements may be removed, provided that the quantity of parking is not reduced below the current requirements for the use on the site. New development, including additions, shall provide parking as required.
 - f. In Commercial Districts (T, C-1, C-2, HM, and PDB), no additional parking shall be required for a change of use in a structure that existed prior to September 25, 2012. Existing parking that is above and beyond the current requirements may be removed, provided that the quantity of parking is not reduced below the current requirements for the use on the site. New development, including additions, shall provide parking as required.
 - g. If a new use would have required more parking before October 8, 2012, the accessible parking requirements shall be based on the standards in place before October 8, 2012, except in cases where, after consulting with the City’s ADA coordinator, the Building Official approves an alternative to providing on-site accessible parking upon a determination that the alternative is reasonable in light of circumstances associated with the specifics of an individual site and the needs of people with disabilities.

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 all districts ^{1, 2, 12}	Dwelling.	1.00
Three-family dwelling in all districts ^{1, 2, 12}	Dwelling.	2.00
Group housing – up to 6 residents		2.00
Group housing – 7 or more residents ^{1, 16}	Room, suite or dwelling.	1.00
Small Lots, Cottage Housing and lots not conforming to area/width ³	Dwelling.	1.00

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

TABLE 1 – Required Off-Street Parking Spaces^{9, 14}		
Mobile home park ^{1, 2, 12}		
Multiple-family dwelling ^{1, 2, 12, 16}		
Located in R-3, R-4-L, T, HMR-SRD, and PRD Districts ¹²	Dwelling.	1.50
Located in R-4, C-1, C-2, HM, and M-1 Districts ¹²	Dwelling.	1.25
Located in R-5 District ¹²	Dwelling.	1.00
Mixed-Use Center District	See TABLE 2 (next table).	
Retirement homes, apartment hotels, residential hotels, residential clubs, fraternities, sororities, and group living quarters of a university or private club ¹	Guest room, suite, or dwelling.	Same as for multiple-family.
Residential in DR, DCC, DMU, and WR Districts	See Chapter 13.06A.	
TABLE 1 Footnotes		
<p>1. Guest rooms, dwellings or suites in group housing, retirement homes, apartment hotels, residential hotels, and residential clubs shall be construed to be dwelling units for purposes of determining the number of off-street parking stalls required. The parking requirements may be reduced to one parking space every three dwelling units; provided, the following conditions exist:</p> <p>a. The use will provide residency for retirement age persons with an estimated average persons-per-dwelling unit factor of 1.5 or less, low-income individuals or households, or a combination thereof;</p> <p>b. Yard space is available on the same lot the use is to be located upon or an adjoining lot, where off-street parking at a future time could be provided should the use be converted to an apartment or for other reasons additional parking is needed to serve the premises.</p> <p>If these conditions do not exist, a variance of the number of parking spaces to be provided is required.</p>		
2. For purposes of this regulation, a mobile home shall be construed to be a single-family dwelling. Tandem parking is permitted for single-family, two-family, and three-family dwellings.		
3. Includes lots approved through the provisions of the Small Lot standards of TMC 13.06.145, Cottage Housing Dwellings approved per TMC 13.06.155, and lots which were a single unified parcel of land as indicated by the records of the Pierce County Auditor as of May 18, 1953 or a lot which was configured legally to conform to the applicable requirements but which became nonconforming as a result of subsequent changes to this chapter or other official action by the City, and which has been maintained in that configuration since, having an average width, frontage, or area that is smaller than the applicable minimum requirements.		
4. Seat, 18 inches of bench or 25 square feet of floor space.		
5. There shall be 2 visitor-parking stalls provided for each 10 required employee stalls.		
6. Parking spaces shall be minimum 10 feet wide and 40 feet long.		
7. Parking shall be provided by parking/driving lanes adjacent to the buildings. These lanes shall be at least 20 feet wide when storage facilities open onto one side of the lane only and at least 25 feet wide when storage facilities open onto both sides of the lane. Driving lanes shall be designed to accommodate single unit vehicles. Two parking spaces shall be provided adjacent to the manager’s quarters. One parking space for every 200 storage spaces or fraction thereof shall be located adjacent to, or within 100 feet of, the office. A minimum of two such spaces shall be provided. Required parking spaces may not be rented as, or used for, long-term vehicular storage.		
8. The required stalls may include waiting and finishing or drying space.		
9. The number and size of required handicapped accessible parking spaces shall be consistent with the applicable Building Code.		
10. In commercial districts combined with a View-Sensitive Overlay District and adjacent to a shoreline district (i.e., Old Town), 0 stalls are required for the first 3,000 square feet of retail space.		
11. In commercial districts combined with a View-Sensitive Overlay District and adjacent to a shoreline district (i.e., Old Town), 0 stalls are required for the first 750 square feet of eating and drinking establishments.		
12. Additional off-street parking for existing residential uses, including those nonconforming as to off-street parking, in all “R” Residential Dwelling Districts shall only be required if the number of dwelling units is increased.		

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

TABLE 1 – Required Off-Street Parking Spaces^{9, 14}	
<p>13. Storage warehousing, distribution warehousing, and industrial uses.</p> <p>a. The off-street parking requirements, set forth in Table 1 of this section, shall not include space devoted to office or other non-industrial related use. Where a warehousing or industrial facility contains office or other non-industrial related use, off-street parking for such spaces shall be computed utilizing the requirements set forth in Table 1.</p> <p>b. In determining whether to apply the parking standard based on floor area or the standard based on the number of employees, the City shall consider the following:</p> <ol style="list-style-type: none"> (1) The extent to which automation is utilized in the operation of the facility; (2) The long-term versus the short-term nature of the use; (3) The means of product delivery and distribution; (4) The need for storage of company vehicles on-site; (5) The availability of accurate employee counts; (6) Future expansion plans; (7) The amount of available area which could be converted to additional off-street parking should the need arise; for example, due to an increase in the work force or change in use. <p>If, after reviewing the project in light of the above factors, the City finds that the off-street parking standard based on number of employees more accurately reflects the parking needs of the facility while still protecting the general health, safety, and welfare of the community, such standards shall be applied.</p>	
<p>14. In instances where the parking requirement is based on number of employees and the employees work in shifts, the number of regular employees in the largest shift shall be used for the purpose of determining the required number of parking stalls.</p>	
<p>15. For purposes of calculating parking quantity requirements, “floor area,” when used, shall not include space devoted to parking.</p>	
<p>16. Parking requirements may be reduced through provision of one or more of the Parking Quantity Reduction options offered in Mixed-Use Center Districts (Table 2), up to a minimum of 1 stall per 2 rooms, suites or dwellings. Each parking reduction option provided shall receive 50 percent of the credit available in Mixed-Use Center Districts. This reduction may not be utilized in combination with the bonus offered through Footnote 1 of this table (Table 1).</p>	

TABLE 2 – Required Off-Street Parking Spaces in Mixed-Use Center Districts	
<p>Parking Quantity Reductions.</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>	
Transit Access	<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).</p> <p>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	<p>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.</p>
Car-Sharing Stalls	<p>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.”</p>
Mixed-Use/Shared Parking Credit	<p>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.</p>

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

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.	

2. Off-Street Parking Development Standards – X-Districts and Multi-family Residential.

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

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

c. Off-street Parking Location:

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

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

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

(2) CCX, UCX, HMX and CIX Districts

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

(3) Multi-Family Development Parking

In multi-family residential developments with multiple buildings, off-street surface parking and circulation areas shall, to the extent practicable, be located on the sides and rear portions of the development site. In X-Districts, areas between buildings and along street frontages shall be used to fulfill yard space requirements (see Section 13.06.501.N).

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

- Surface parking and access thereto shall not occupy more than 50% of the front yard and corner street side yard street frontages and more than 80 feet in continuous street level frontage.
- Surface parking located to the side of a structure meeting the maximum setback shall not exceed a maximum of

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

60 feet in width for paved vehicular area.

- Surface parking shall not be located between a structure meeting the “build-to area” maximum setbacks and the pedestrian street right-of-way.

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

3. Development Standards – Compact Stalls.

a. Compact Stalls. A maximum 30 percent of the parking spaces provided may be composed of compact stalls, except that for any parking provided in excess of the minimum quantity requirements, up to 50% of those excess stalls may be composed of compact stalls.

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

a. Driveway location. Driveways shall meet the location requirements of TMC 10.14.050.

b. Driveway size. The maximum driveway approach width shall be 25 feet on designated pedestrian streets and 30 feet on all other streets.

For two and three-family and townhouse dwellings, driveway approach widths on streets are limited to 14 feet when serving one unit and 20 feet in width when serving multiple units.

In all cases, the driveway approach width limitations indicated are exclusive of the radii of the returns (see graphic below).

c. Pedestrian street driveway frequency. Driveways shall be no closer than 150 feet to another driveway as measured from centerlines on designated pedestrian streets. The centerline of a driveway shall be no closer than 50 feet to a designated pedestrian street corner.

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

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

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

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

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8. Other limitations on parking areas.

a. Where the principal use is changed and additional parking space is required as a result, it is unlawful and a violation of this chapter to begin or maintain such altered use until such time as the required off-street parking provisions of this chapter are complied with.

b. Where the minimum number of required off-street parking spaces has been provided to serve a use, such parking area shall not be subsequently reduced in the number of parking spaces provided.

c. Where off-street parking areas are developed and operated as a business and where a parking fee is charged, the parking area shall be located only in a commercial or industrial district.

9. Driveways. Except as otherwise stipulated in the TMC, driveways shall be constructed according to the requirements of TMC 10.14.050 (or as amended), which include the following standards:

a. Except as otherwise provided by TMC 10.14.050, the width of any driveway shall not exceed 30 feet, exclusive of the radii of the returns, the measurement being made parallel to the center line of the street, unless special authorization is given by the Director of Public Works;

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

b. The width of any driveway shall not be less than 10 feet, exclusive of the radii of the returns, the measurement being made parallel to the center line of the street;

c. All driveways for other than single-family residences and duplexes shall be a minimum of 20 feet in width, exclusive of the radii of the returns, the measurement being made parallel to the center line of the street. The radius of all driveway returns shall be a minimum of 10 feet, except on non-arterial streets for single-family residences or duplexes, which shall have a minimum radius of five feet;

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

10. Vehicle access and parking for all single, two and three dwelling residential uses and townhouses, and all non-residential development in R-Districts (except see Section 13.06.510.C for applicable standards in X-Districts). All on-site parking shall be located in the rear portion of the lot and shall not be accessed from the front if suitable access to the rear is available, such as an abutting right-of-way that is or can practicably be developed. If access is not practicably available to the rear yard or not practicably limited only to the rear and sides (such as for institutional and other large uses), subject to determination by the City Engineer, then vehicular access to the front may be developed. However, in all cases such access and parking shall be limited to the minimum necessary and in no case shall driveway and/or parking areas exceed a total of 50 percent of the front yard or 50 percent of a corner street side yard. In the case of Small Lots, see the additional provisions of Section 13.06.145.

B. Off-street parking area development standards.

1. Intent. In order to assure proper and uniform development of safe parking areas, protect adjoining property from undue invasion of privacy and peace, provide for pedestrian circulation, minimize nuisance factors, and maintain in appropriate locations a landscaped setting in keeping with accepted, sound standards of residential landscaping practice, every parcel of land hereafter used as an off-street parking area, as defined in this chapter, shall be developed in accordance with the following minimum standards.

2. Minimum standards. A parking area for five or more motorized vehicles, trailers, or a combination thereof, shall be developed in accordance with the following requirements:

a. Entrances and exit. The location and design of all entrances and exits shall be subject to the review and approval of the City Engineer, taking into consideration factors including, but not limited to, emergency vehicle mobility, safe turn movements, right-of-way width, speed limits, proximity to street intersections and/or other entrances or exits, street classification for motorists and/or bicyclists, pedestrian mobility, transit mobility, and retention of landscaping. Such entrances or exits shall not be designed to require vehicles to back into, or otherwise utilize a designated arterial street right-of-way as an aisleway for a parking area.

b. Parking aisles. Any aisle serving two-way traffic or providing one-way access to spaces at right angles to the aisle shall have a minimum width of 20 feet. Aisles providing one-way access to spaces at an angle of 60 degrees to the aisle shall have a minimum width of 18 feet. Aisles providing one-way access to spaces at an angle of 45 degrees to the aisle shall have a minimum width of 14 feet. On dead end aisles, aisles shall extend five feet beyond the last stall to provide adequate turnaround.

c. Border barricades. A bumper curb of a height and strength sufficient to retain all vehicles and trailers completely within the given parking area shall be provided, except at access points. Bumper curbs shall be designed and located in such a manner as to prevent vehicles parked within a parking area from protruding beyond the parking area property line and into public right-of-way and/or adjacent private property.

d. Surfacing of parking areas. Off-street parking areas shall be surfaced with a minimum all-weather surface, consisting of a crushed rock base with an asphalt concrete or cement concrete surface, or permeable pavers designed for traffic use. Such surface shall have a standard thickness of two inches, unless otherwise specified by the City Engineer. Permeable pavers and pavements are allowed and encouraged where feasible. Such a parking area shall provide a drainage system in accordance with the City of Tacoma Stormwater Management Manual and to the approval of the City Engineer. Alternatives to the all-weather surface may be provided, subject to the approval of the City Engineer. The alternative must provide results equivalent to paving. All surfacing must provide for the following minimum standards of approval:

(1) Dust is controlled;

(2) Stormwater is managed in accordance with the City of Tacoma Stormwater Management Manual; and

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

(3) Rock and other debris is not tracked off-site.

The applicant shall be required to prove that the alternative surfacing provides results equivalent to paving. If, after construction, the City determines that the alternative is not providing the results equivalent to paving or is not complying with the standards of approval, paving shall be required.

e. Grades of access driveways. The grade of access driveways for off-street parking areas shall be subject to the approval of the City Engineer, as outlined in the driveway regulations contained in Chapter 10.14.

f. Parking space standards.

(1) Standard parking spaces shall have a minimum width of eight and one-half feet, a minimum length of 16.5 feet. The minimum clearance above the parking space shall be consistent with the applicable Building Code.

(2) Compact parking spaces shall have a minimum width of seven and one-half feet and a minimum length of 15 feet. The minimum clearance above the parking space shall be consistent with the applicable Building Code. A maximum 30 percent of the total parking spaces provided may be composed of compact stalls. The parking area shall be arranged such that a row of compact stalls has an exclusive aisleway or shares an aisleway with full size stalls. In no case shall two rows of compact stalls share the same aisleway. Aisleway widths shall conform to the requirements of full size parking. All compact stalls shall be clearly marked "COMPACT."

g. Landscaping. Provide landscaping consistent with Section 13.06.502.

h. Lighting standards.

(1) Light trespass. Light trespass from sites in non-residential zoning districts shall not exceed three lux (0.3 footcandles) at parcel boundaries with residential zoning districts. This illuminance value shall be measured at the eye in a plane perpendicular to the line-of-sight when looking at the brightest source in the field of view at any point on the property line of any residential parcel.

(2) Residential light pollution. To ensure control of and to minimize glare, any lighting within 100 feet of an R District shall use luminaires which meet the cutoff light distribution specification of the Illuminating Engineering Society.

(3) General light pollution. To control and minimize glare, all other luminaries for area and/or off-street parking shall meet the semi-cutoff light distribution specification of the Illuminating Engineering Society. Lighting shall be directed toward the site, with cutoff shields or other means, to prevent spillover glare to adjacent properties or vehicular traffic. Luminaires with a light source not greater than 1,800 lumens (100 watt incandescent) are exempt from this requirement.

(4) View-Sensitive Overlay Districts. Parking lot lighting shall not exceed 20 feet in height.

i. Walkways. See Section 13.06.512 for minimum requirements. The exact location of walkways shall be subject to the approval of the City Engineer.

j. Parking garage openings. Parking garage openings at the level of and facing a street, alley, courtyard, plaza, or open parking area shall incorporate decorative grilles, architectural elements, planters, and/or artworks that effectively reduce the visibility of vehicles within the garage while still allowing for limited visibility into and out of the garage. Any portion of the screening that is between 3 and 7 feet above the adjacent grade shall be at least 20% transparent but not more than 80% transparent. Vehicular access openings shall be exempt from this standard.

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13.06.512 Pedestrian and bicycle support standards.

A. Applicability.

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

1. General Applicability.

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

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

<ul style="list-style-type: none"> b. Through-block connections are required with 60,000 square feet of new construction. c. Alterations that, within a two year period, exceed 15 percent of the value of existing development or structures, as determined by the Building Code, shall comply with the following requirements of this section: <ul style="list-style-type: none"> (1) 13.06.512.B.2 Connection between streets and entrances; (2) 13.06.512.B.3 Minimum Connection Frequency; (3) 13.06.512.B.4 Route Directness; (4) 13.06.512.B.6 Facility Design, as applicable. d. The standards do not apply to remodels that do not change the exterior form of the building or involve construction of paved areas. However, if a project involves both exterior and interior improvements, with exterior improvements amounting to 50 percent or more of the project valuation, then the project valuation shall include both exterior and interior improvements. e. No alteration shall increase the level of nonconformity or create new nonconformities to these standards. f. Fractions. Any requirement resulting in a fraction when applied shall be rounded up or down to the nearest whole number. g. Site Constraints. In areas with steep topography, limited access points, or other barriers are present, the Director or designee may consider alternate approaches that meet the intent of this section. h. Standards. Each item of this section shall be addressed individually. Exceptions and exemptions noted for specific development situations apply only to the item noted.
<ul style="list-style-type: none"> 2. Exceptions. <ul style="list-style-type: none"> a. Super regional malls. Additions to super regional malls which add less than 10,000 square feet of floor area shall be exempt from these standards. Additions larger than 10,000 square feet shall meet the requirements of this section applicable within the vicinity of the addition. Additions of an anchor tenant or 140,000 or more square feet shall require full provision of these requirements for the entire mall site. Larger additions and construction may be subject to the requirements of TMC 13.06.660, Site Approval. b. Temporary. Temporary structures are exempt from the standards of this section. c. Residential or Mixed-Use. Residential structures of four dwelling units or fewer only need to comply with the standards of Subsection B, below. Mixed-use structures shall comply with all of the standards. d. Historic. In any conflict between these standards and those applied by the Tacoma Landmarks Preservation Commission, the standards of the Commission shall prevail.
<p>B. Bicycle and Pedestrian Connections.</p> <p>Purpose: Pedestrian and bicycle standards encourage a safe, direct, attractive, and usable multimodal circulation system in all developments as well as connections between abutting streets and buildings on the development site, and between buildings and other activities within the site.</p>
<ul style="list-style-type: none"> 1. Interior Access Roads. Interior access roads in multi-building developments shall be designed to provide safe, comfortable, and attractive multi-modal travel and shall include features such as planting strips and street trees, sidewalks on one or both sides, and perpendicular or parallel parking on one or both sides.
<ul style="list-style-type: none"> 2. Connection between streets and entrances. There must be a connection between one main entrance of each building on the site and the adjacent street. The route may not be more than 20 feet longer or 120 percent of the straight line distance, whichever is less. Where there is more than one street frontage, an additional connection, which does not have to be a straight line connection, is required between each of the other streets and a pedestrian entrance of each building.
<ul style="list-style-type: none"> 3. Minimum connection frequency. <ul style="list-style-type: none"> a. Commercial, Office, Mixed-Use and Multifamily uses. Additional walkways are required when needed to provide at least one connection to the public sidewalk for each 150 feet of street frontage or every three parking aisles, whichever is less. b. Industrial uses and uses which require controlled site access for essential operational or public safety reasons. Additional walkways are required when needed to provide at least one connection to the public sidewalk for each 300 feet of street frontage or every six parking aisles, whichever is less. c. Parks and recreation uses (excluding passive open space), or portions thereof, which are undeveloped with buildings, shall provide a minimum of one walkway, and an additional walkway for each additional improved street frontage greater than 500 feet in length (unless topography, critical areas or public safety issues preclude reasonable provision of such additional access points).

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

<p>4. Route directness. Connections to streets shall be designed and located to facilitate direct travel to all abutting public sidewalks, bus stops, transit stations/centers, schools, public bicycle facilities, trails, or shared-use paths in proximity of the development site. Walkways shall be located to provide the shortest practical route from the public sidewalk or walkway network to customer and/or public building entrances.</p>
<p>5. Internal pedestrian system.</p> <p>a. On sites larger than 10,000 square feet, and with multiple buildings or uses, an internal pedestrian connection system must be provided. The system must connect all main entrances on the site that are more than 20 feet from the street, and provide connections to other areas of the site, such as parking areas, bicycle parking, recreational areas, common outdoor areas, pedestrian amenities and adjacent sidewalks.</p> <p>b. On sites with two or more street frontages 300 feet or more in length, and with multiple buildings or uses, a through-block connection is required providing a continuous pedestrian pathway between the abutting street frontages.</p> <p>c. On sites requiring three or more pedestrian connections pursuant to Section B.2, above, and with multiple buildings or uses, the most centrally located connection shall be an enhanced through-block connection that provides a continuous pedestrian pathway between the abutting street frontages.</p>
<p>6. Facility Design.</p> <p>a. Lighting and landscaping. For walkways that are longer than 25 feet, trees shall be provided adjacent to the walkways at a rate equivalent to the linear requirements for street trees in 13.06.502.C, and pedestrian-scaled lighting shall be provided at a ratio of 2 per 100 feet. Trees shall be planted a minimum of 10 feet from pedestrian light standards or parking lot light standards.</p> <p>b. Size and materials.</p> <p>(1) Required walkways must be hard-surfaced and at least five feet wide, excluding vehicular overhang, except for walkways accessing less than four residential dwelling units, where the minimum width shall be four feet. When more than one walkway is required, at least one walkway must be 10 feet wide. Permeable pavement surfaces are encouraged where feasible.</p> <p>(2) Where the system crosses driveways, parking areas, and loading areas, the system must be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement. Elevation changes and speed bumps must be at least four inches high.</p> <p>(3) Where the system is parallel and adjacent to an auto travel lane, the system must be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping or other physical barrier. If a raised path is used it must be at least four inches high and the ends of the raised portions must be equipped with curb ramps. Bollard spacing must be no further apart than five feet on center.</p> <p>(4) Internal pathways in multi-building residential developments shall be separated from structures at least three feet by landscaping, except where adjacent to usable yard spaces or other design treatments are included on or adjacent to the wall that add visual interest at the pedestrian scale. Examples include the use of a trellis with vine plants, sculptural, mosaic, bas-relief artwork, or other decorative wall treatments.</p> <p>c. Bicycle facilities. At least one driveway and travel lane on site shall be designed to accommodate bicycles in accordance with the Public Works Design Manual. Where a ten-foot walkway is provided, it may be used as a shared-use path for both pedestrians and bicyclists. The route shall include signage to direct bicyclists to on-site bicycle parking facilities.</p> <p>d. Through-block connections.</p> <p>(1) Through-block connections shall be a minimum of ten feet in width.</p> <p>(2) Enhanced through-block connections, required for larger sites as described above, shall meet one of the following design options:</p> <p>(a) Minimum seven-foot wide sidewalks on both sides of a private roadway designed to provide safe, comfortable and attractive multi-modal travel with features such as planting strips, street trees and perpendicular or parallel parking on one or both sides.</p> <p>(b) A pedestrian pathway a minimum of ten feet in width.</p> <p>(3) Through-block connection design. Through-block connections shall meet the lighting and landscaping, size and materials standards above, and provide street furniture, per the design specifications below, at a frequency of one seating area every 250 feet. Enhanced through-connections shall provide street furniture at a frequency of one seating area every 150 feet.</p>

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

C. Street Furniture.

Purpose: To support transportation choices, including walking, the following standards shall be met to assist pedestrian safety, comfort, and mobility, including resting places at reasonable intervals.

1. Minimum. A minimum of one fixed bench or equivalent seating area for every 250 feet of street frontage. This requirement determines quantity and not distribution, and is not required if the site has less than 250 feet of street frontage. Projects in the PMI District are exempt from this requirement. Parks, recreation and open space uses are only required to provide street furniture adjacent to buildings fronting on a street.
2. Minimum on designated pedestrian streets in Mixed-Use Center Districts. A minimum of one fixed bench or equivalent seating area for every 150 feet of street frontage. This requirement determines quantity and not distribution, and is not required if the site has less than 150 feet of street frontage. Parks, recreation and open space uses are only required to provide street furniture adjacent to buildings fronting on a street.
3. Design. Furniture shall be consistent with any applicable adopted business area improvement plans and shall utilize designs that discourage long-term loitering or sleeping, such as dividers or individual seating furniture. See examples below.



4. Credit. Any adjacent public street furniture can be counted toward this requirement.

D. Short and Long Term Bicycle Parking.

Purpose: To promote bicycling as an important and integral mode of transportation, which enables healthy lifestyles, is affordable, and reduces greenhouse gas emissions, and to provide the necessary bicycle parking facilities for a bicycle friendly community. The following requirements and standards are intended to provide for safe and efficient bicycle parking at the trip origin and destination and to serve the needs of specific uses that generate bicycle traffic by residents, customers, guests and employees.

1. Bicycle parking shall be provided as follows:
 - a. The minimum number of off-street parking spaces for bicycles required for specified uses is set forth in Table 13.06.512.D.7. In the case of a use not shown on Table 13.06.512.D.7, there is no minimum bicycle parking requirement.
 - b. After the first fifty cumulative (50) spaces for bicycles are provided, additional spaces are required at one half (1/2) the ratio shown in Table 13.06.512.D.7, except for rail transit facilities; passenger terminals; and park and ride lots. Spaces within dwelling units or on balconies do not count toward the bicycle parking requirement.
 - c. Vehicle parking spaces, other than spaces required for electric vehicles and accessible parking, shall be permitted to be used for the installation of required long-term bicycle parking spaces.
2. Location of short-term bicycle parking facilities:
 - a. Short-term bicycle parking shall be located within 50 feet of, and visible from, the primary building entrance for individual sites.
 - b. Short-term bicycle parking may be shared at a common location on the same block and same side of the street, provided the quantity meets the total requirement and is no more than 100 feet from any site served.
 - c. Where directional signage is provided at the main building entrances, short-term bicycle parking shall be permitted to be provided at locations not visible from the main entrance.

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

- d. Short-term bicycle parking may be grouped near an owner designated primary entrance in shopping centers.
- e. Short-term bicycle parking shall not block pedestrian use of a walkway and shall be located where there is sufficient space to allow bicycle maneuvering and allow access to the rack without moving another bicycle.
- f. Short-term bicycle parking shall be located at the same grade as the sidewalk or at a location reachable by ramp or accessible route.
- g. Short-term bicycle parking serving parks and open space/natural areas may be located and distributed throughout the park to serve multiple access points and outdoor recreation facilities.

3. Design of short-term bicycle parking facilities:

- a. Bicycle parking facilities shall be consistent with any applicable, adopted business area improvement plan, streetscape design plan, or other applicable design guidelines.
- b. If the location is not currently lighted, it shall be provided with illumination of not less than 1 footcandle at the parking surface. Lighting is not required for park and open space/natural areas where the use is limited to daylight hours.
- c. It shall have an area of not less than 24 inches by 60 inches for each bicycle.
- d. It shall be provided with a rack or other facility for locking or securing each bicycle in an upright position and to allow for the frame and at least one wheel to be secured with a standard U-lock.
- e. To increase visibility to pedestrians, racks should have a minimum height of 33 inches or be indicated or cordoned off by visible markers.
- f. Examples of short-term bicycle parking (from the Pedestrian and Bicycle Design Guidelines):

4. Location of long-term bicycle parking facilities:

- a. Long-term bicycle parking facilities for residential uses shall be located on site.
- b. Non-residential long-term bicycle parking shall be located on-site or within a shared bicycle parking facility within three-hundred (300) feet of the lot, except as provided in subsection 6 below.
- c. Long-term bicycle parking shall be in a secure location where access to the bicycles is limited and is not available to the general public.
- d. Bicycle parking facilities may include, but are not limited to, the following:
 - (1) Designated indoor bike room with locking system;
 - (2) Bike cage with locking system in a parking garage;
 - (3) Uncaged bike parking in a garage or area with 24-hour secured access (protect bike parking areas not in a cage from autos with bollards, curbs, or other means);
 - (4) Individual bicycle lockers with locking system, provided the lockers are partially transparent or include a view hole to discourage improper use;
 - (5) Designated bike space with racks inside an office area which can be locked when it is not occupied.
 - (6) Limited access areas and areas monitored by a security camera, with weather protection.
- e. If garage racks are accessible to the general public they must be directly adjacent to an attendant booth that is occupied 24-hours a day.

5. Design of long-term bicycle parking facilities:

- a. The following rack types are acceptable for long-term bicycle parking:
 - (1) Post and Ring
 - (2) Inverted U (single or fastened in series)
 - (3) Wall-Mounted Racks with fixed attachment points

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

- (4) Wheel well - Secured, with arm or feature that supports frame
 - (5) Modified Coat hanger
 - (6) Two-Tier or Double-Decker
- b. Long-term bicycle shall be provided with a permanent cover including, but not limited to, parking structure, roof overhang or awning.
 - c. A minimum 3 feet parallel spacing between conventional ground-level bicycle racks (e.g. inverted-U racks) to allow access to bicycles parked adjacent to each other.
 - d. A minimum 5 feet perpendicular access aisle between rows of bicycle parking to allow users to safely move and park their bicycles.
 - e. A minimum 2 feet 6 inches perpendicular spacing between a row of conventional ground-level bicycle racks (e.g. inverted-U racks) and walls or obstructions to allow the bike to be placed correctly on the rack.
 - f. Allow 24" minimum clearance for user access between a wall or other obstruction and the side of the nearest parked bicycle (may use 18" minimum for some rack types such as wall-mount).
 - g. Provide at least 25% ground-level bicycle parking spaces, to allow for use by those unable to lift their bicycles to higher racks and those with bicycle types that may not fit in upper-level or wallhanging racks (e.g. recumbents, folding bicycles, cargo bicycles, or those with trailers).
 - h. For in-building bicycle parking facilities and where more than five (5) long-term bicycle parking spaces are required, lockable clothing/gear storage lockers must also be provided. However, facilities that already provide personal lockers are not required to provide additional locker space for bicycle clothing/gear.
6. Bicycle parking for non-residential uses may be located in a facility within three hundred (300) feet of the lot that is not a shared bicycle parking facility, if the Director determines that safe, accessible and convenient bicycle parking accessory to a nonresidential use cannot be provided on-site or in a shared bicycle parking facility within three-hundred (300) feet of the lot without extraordinary physical or financial difficulty.

Table 13.06.512.D.7: Minimum Quantity Requirements for Short and Long-Term Bicycle Parking			
Bicycle parking shall be provided at the following rates.			
For uses identified with an * (asterisk), bicycle parking quantity requirements shall be applied at one-half the rate identified below when the use is located outside of designated Mixed-Use Centers and Downtown.			
Minimum Requirements: Identified uses shall provide no less than 1 long-term and 2 short-term bicycle parking space, except that no long-term bicycle parking is required on a site where there is less than 2,500 square feet of gross building area and where indicated below. Where the calculation results in a fraction, the fraction shall be rounded to the nearest whole number.			
Use		Long-term	Short-term
Residential Uses			
7.	Multi-family dwellings with 5 or more units	1 per unit	1 per 20 units
8.	Retirement homes, apartment hotels, residential hotels, residential clubs, fraternities, sororities, and group living quarters of a university or private club	1 per 20 residents	2

13.06.650 Application for rezone of property.

- A. Application submittal. Application for rezone of property shall be submitted to Planning and Development Services. The application shall be processed in accordance with the provisions of Chapter 13.05. Final action on the application shall take place within 180 days of submission.
- B. Criteria for rezone of property. An applicant seeking a change in zoning classification must demonstrate consistency with all of the following criteria:

LU19-0163 4501 6th Ave Rezone
Applicable sections of TMC13.06 – Zoning Code

1. That the change of zoning classification is generally consistent with the applicable land use intensity designation of the property, policies, and other pertinent provisions of the Comprehensive Plan.
 2. That substantial changes in conditions have occurred affecting the use and development of the property that would indicate the requested change of zoning is appropriate. If it is established that a rezone is required to directly implement an express provision or recommendation set forth in the Comprehensive Plan, it is unnecessary to demonstrate changed conditions supporting the requested rezone.
 3. That the change of the zoning classification is consistent with the district establishment statement for the zoning classification being requested, as set forth in this chapter.
 4. That the change of the zoning classification will not result in a substantial change to an area-wide rezone action taken by the City Council in the two years preceding the filing of the rezone application. Any application for rezone that was pending, and for which the Hearing Examiner's hearing was held prior to the adoption date of an area-wide rezone, is vested as of the date the application was filed and is exempt from meeting this criteria.
 5. That the change of zoning classification bears a substantial relationship to the public health, safety, morals, or general welfare.
- C. Amendment of boundaries of districts.
1. Whenever this chapter has been, or is hereafter, amended to include in a different district, property formerly included within classified district boundaries of another district, such property shall be deemed to thereupon be deleted from such former district boundaries.
 2. Unless specifically classified otherwise, zoning district boundaries shall be considered to extend to the centerline of rights-of-way. Right-of-way, which has had prior approval for vacation pursuant to Chapter 9.22 or which is hereafter approved for vacation, shall be deemed to be added to the district boundaries of the property which the vacated right-of-way abuts. In instances where a vacated right-of-way is bordered on one side by a district which is different from the district on the other side, the right-of-way shall be deemed to be added apportionately to the respective districts.
- D. Limitation on rezones in downtown districts. After the area-wide reclassification establishing the downtown district boundaries has occurred, no property shall be reclassified to a downtown district, except through a subsequent area-wide reclassification.
- E. Limitations on rezones in Mixed-Use Centers. After adoption of the area-wide reclassifications establishing and confirming the Mixed-Use Center zoning district boundaries in 2009, no property shall be reclassified to or from a Mixed-Use Center zoning district (X-district) except through a subsequent area-wide reclassification.
- F. Limitations on rezones in certain overlay zoning districts. The boundaries of the following area-wide zoning overlay districts can only be amended through another area-wide reclassification: view-sensitive, groundwater protection, manufacturing/industrial center, and historic and conservation overlay districts.
- G. Area-wide reclassifications adopted by the City Council supersede any previous reclassifications and any conditions of approval associated with such previous reclassifications.
- H. Affordable housing – privately initiated upzones. Privately initiated residential upzones shall be conditioned to provide for inclusion of affordable housing. For development proposals meeting the thresholds and criteria of TMC 1.39, a certain number of the dwelling units shall be entered by the project proponent into the City's Affordable Housing Incentives Program. That number may be designated at the time of the upzone, or alternatively the upzone shall be conditioned to provide that designated percentage of affordable units at such time as a specific residential development proposal is submitted to the City.
- I. Affordable housing – City-initiated upzones. In order to ensure consistency with the housing policies of the Comprehensive Plan which promote mixed-income neighborhoods citywide, the City shall analyze the supply of affordable housing in the vicinity of the proposed upzone, and assess whether the upzone would substantially exacerbate affordability challenges. If there are affordability issues associated with the proposed upzone, the City shall consider actions to address them, potentially including placing special conditions on the upzone, targeting City programs or funding to increase the affordable housing supply, or other methods.

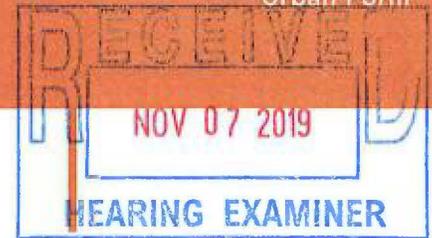


TABLE 3. Comprehensive Plan Future Land Use Designations and Corresponding Zoning

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS	CORRESPONDING ZONING
<p>Single Family Residential</p> <p>Qualities associated with single-family residential designations that are desirable include: low noise levels, limited traffic, large setbacks, private yards, small scale buildings, and low-density development. Community facilities, such as parks, schools, day cares, and religious facilities are also desirable components of residential neighborhoods. Limited allowances for other types of residential development are also provided for in the single family designation with additional review to ensure compatibility with the desired, overarching single-family character. In some instances, such as the HMR-SRD, areas designated for single family residential development have an historic mix of residential densities and housing types which should be maintained while allowing for continued expansion of housing options consistent with the single family designation.</p> <p><i>Target Development Density: 6–12 dwelling units/net acre</i></p>	<p>R-1 Single-Family Dwelling District</p> <p>R-2 Single-Family Dwelling District</p> <p>R-2SRD Residential Special Review District</p> <p>HMR-SRD Historic Mixed Residential Special Review District</p>
<p>Multi-Family (low-density)</p> <p>This district enjoys many of the same qualities as single-family neighborhoods such as low traffic volumes and noise, larger setbacks, and small-scale development, while allowing for multi-family uses and increased density along with community facilities and institutions. The Multi-Family (low-density) district can often act as a transition between the single-family designation and the greater density and higher intensity uses that can be found in the Multi-Family (high density designation) or commercial or mixed-use designations. This designation is more transit-supportive than the Single Family Residential areas and is appropriate along transit routes and within walking distance of transit station areas.</p> <p><i>Target Development Density: 14–36 dwelling units/net acre</i></p>	<p>R-3 Two-Family Dwelling District</p> <p>R-4L Low-Density Multiple-Family Dwelling District</p>
<p>Multi-Family (high-density)</p> <p>This designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and institutions, and some limited commercial uses and mixed-use buildings. It is characterized by taller buildings, higher traffic volumes, reduced setbacks, limited private yard space, and greater noise levels. These areas are generally found in the central city and along major transportation corridors where there is increased access to public transportation and to employment centers.</p> <p><i>Target Development Density: 45–75 dwelling units/net acre</i></p>	<p>R-4 Multiple-Family Dwelling District</p> <p>R-5 Multiple-Family Dwelling District</p>

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS

CORRESPONDING ZONING

Shoreline

S1–S14 Shoreline Zoning Districts

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

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

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

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

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

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

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

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

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

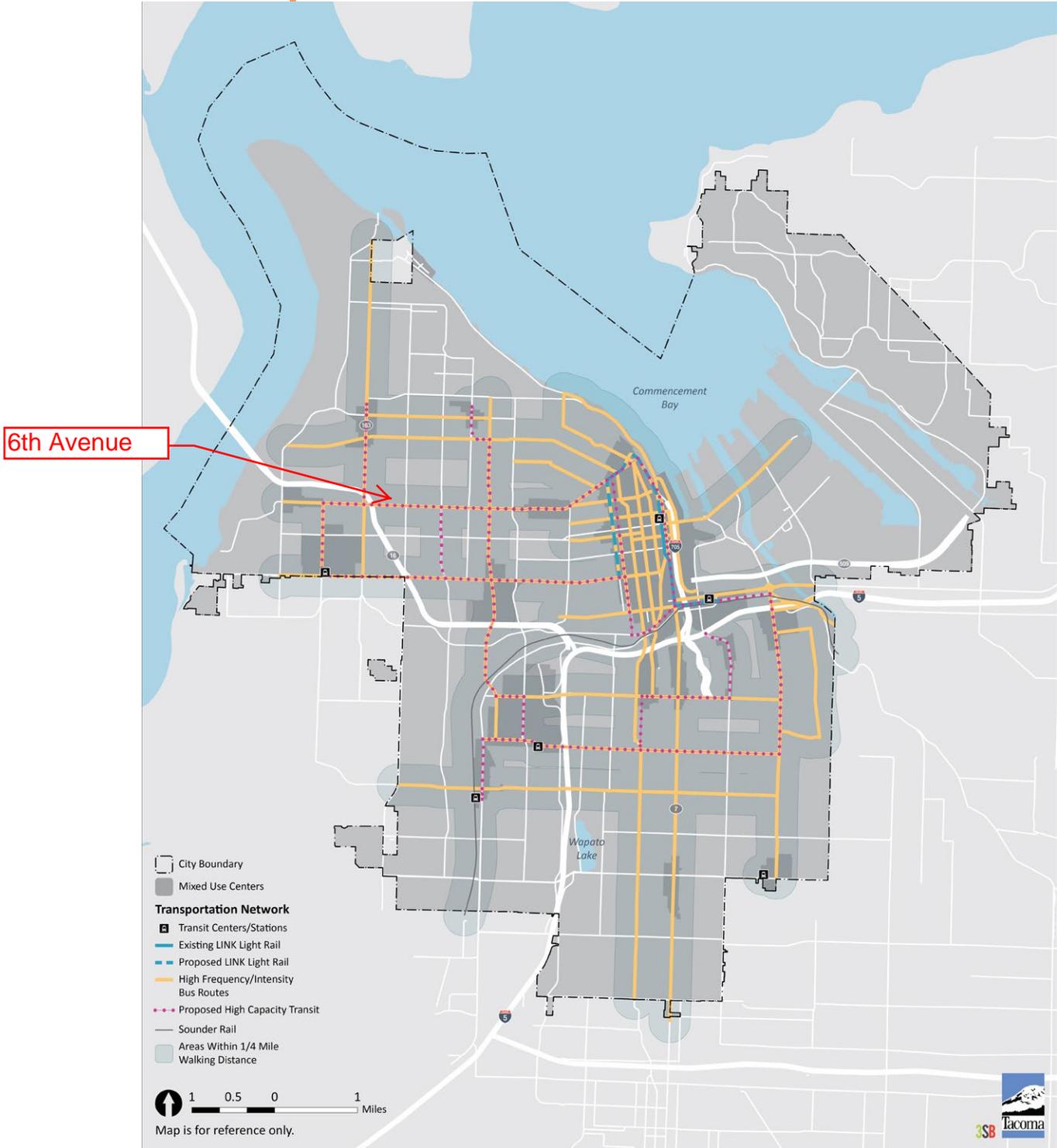


FIGURE 6. Transit Network

.....

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

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

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

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

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

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

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

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

**TYPES OF
DESIGNATED
CORRIDORS:**

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

GREAT STREETS:

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

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

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

CORRIDORS

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

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

.....

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

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

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

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

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

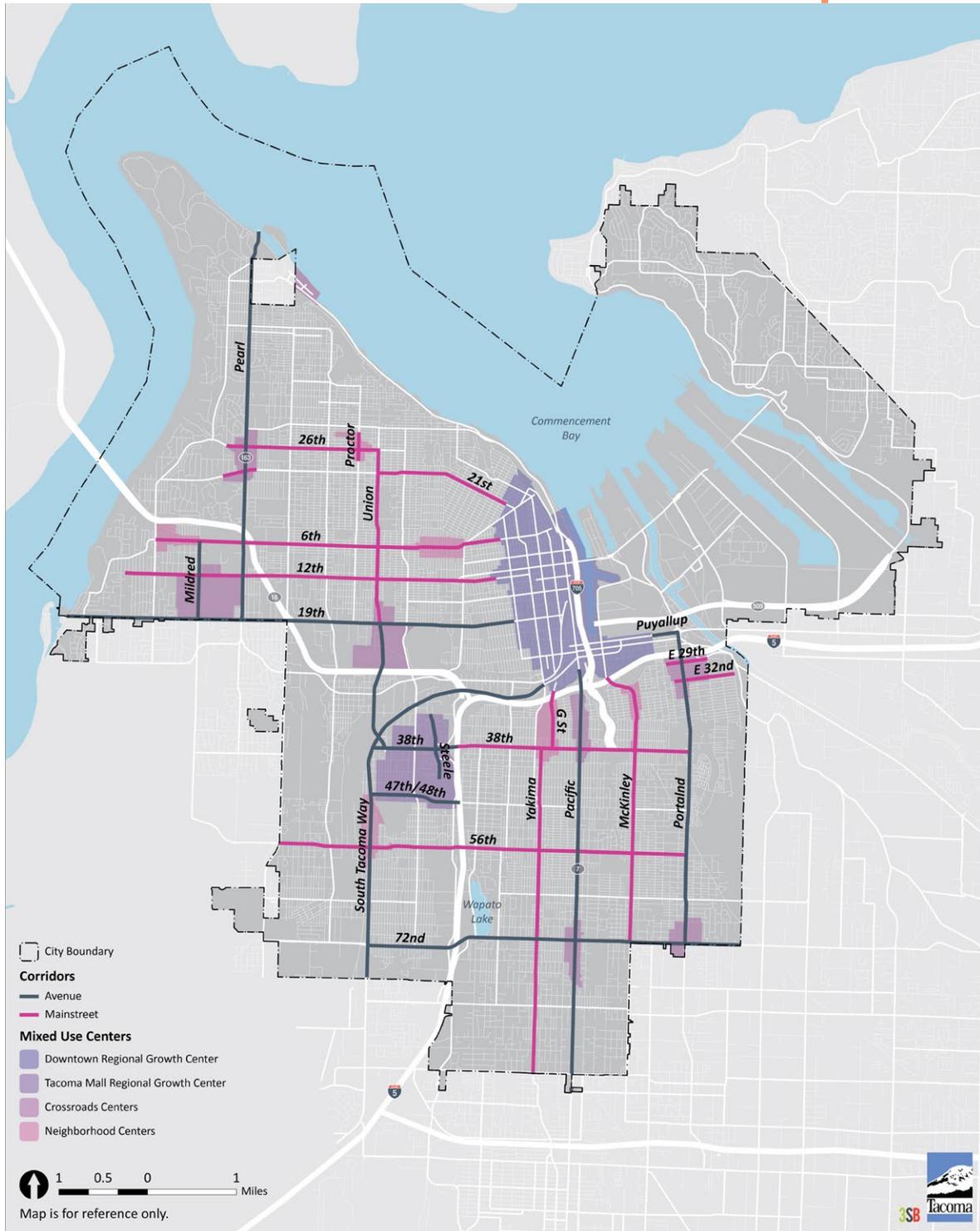


FIGURE 7. Corridors



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

Avenue

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

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

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

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

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

Main Street

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

Pattern Area 2: Mixed-Era Transition

This area contains a generous mix of pre-war and post-war housing, including a mix of mid-century homes. However, much of the area includes alley-ways, with the garages often located at the rear of the property, facing the alley. This area is slightly less compact than Pattern Area 3 and also holds far fewer large or land-use intensive homes. Though this area shares many street grid characteristics with Pattern Area 3, sidewalks are sometimes undeveloped.

Policy UF-13.11 Preserve the area’s urban fabric of compact blocks and highly interconnected grid of streets.

Policy UF-13.12 Enhance and expand the Mason Signature Trail as an anchor for the neighborhoods.

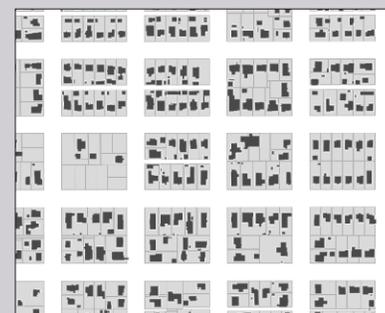
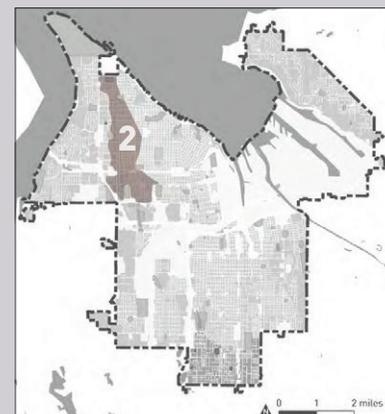
Policy UF-13.13 Maintain the predominant single family residential character of the area, with multifamily and commercial uses concentrated along S 19th Street, S 12th Street, 6th Ave and N 26th Street.

Policy UF-13.14 Identify opportunities for new neighborhood parks that serve the daily needs of the residents.

Policy UF-13.15 Enhance wayfinding to parks and recreation facilities.

Policy UF-13.16 Identify gaps in the existing sidewalk network and complete high priority sidewalks that improve safe routes to schools, transit, parks and other community destinations.

Policy UF-13.17 Encourage development and right-of-way design that incorporates extensive tree canopy, including evergreens.



QUALITIES:

Topography
Flat

Block Structure
Mixed

Intersection Density
Connected

Era of Development
Pre-war

Land Use
Medium Intensity

Source: TacHOMEa:
*Infill Tools for a
Happy City, 2015.*

*Residential Infill which
Supports the Surrounding
Neighborhood*



Cottage housing



Duplex



Courtyard apartments

RESIDENTIAL AREAS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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



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

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

DESIGN + DEVELOPMENT OF CENTERS + CORRIDORS

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

.....

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

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

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

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

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

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

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

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

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

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

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

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

TRANSITIONS + OFF-SITE IMPACTS

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

.....

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

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

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

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

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

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

*Examples of Different
Housing Types*



Detached ADU



Craftsman-Style duplex



Small lot homes



Cottage housing

.....

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

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

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

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

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

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

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

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

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

Kirwan Institute for the Study of Race and Ethnicity

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

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

.....

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

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

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

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

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

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

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

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

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

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

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

Stewardship + Coordinated Management

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

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

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

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

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

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



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

VOLUNTEER STEWARDSHIP PROGRAMS

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

WHAT ARE THE CLIMATE CHANGE RISKS TACOMA COULD FACE?

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

Best Available Science

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

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

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

Natural Resource Inventory + Land Acquisition

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

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

PROTECT TACOMA’S ENVIRONMENTAL ASSETS IN DEVELOPMENT SITUATIONS

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

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

Avoiding or Minimizing Impacts

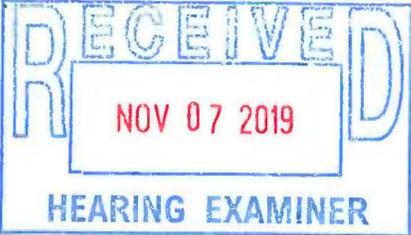
Policy EN-3.1 Ensure that the City achieves no-net-loss of ecological functions over time.

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

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

WHAT ARE CRITICAL AREAS?

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



ORDINANCE NO. 16533

BY HANSON

AN ORDINANCE relating to zoning, and amending Chapter 13.06 of the Official Code of the City of Tacoma, Washington, by deleting certain described property from Section 13.06.040 and by adding a new section to be known as Section 13.06.050 (3)

BE IT ORDAINED BY THE CITY OF TACOMA:

amended by 16533/3/28/60

Section 1. That Chapter 13.06 of the Official Code of the City of Tacoma, Washington, be and the same is hereby amended by adding thereto a new section to be known as Section 13.06.050 (3) to read as follows:

13.06.050 (3). The following property shall be included in the "R-3" Two-Family Dwelling District:

Lots 42-52 inclusive, Block 6, Fletcher Heights according to the rolls of the Pierce County Assessor.

Section 2. That the above-described property be and is hereby deleted from Section 13.06.040 of the Official Code of the City of Tacoma, Washington.

Adopted MAR 14 1960

HOMER HUMISTON
Deputy Mayor

Attest JOSEPHINE MELTON
City Clerk

Location: North side of Sixth Avenue between Verde and Cheyenne Streets.

Approved by Planning Commission after public hearing.

This is a reclassification from an "R-2" One-Family Dwelling District.

pb

City Planning Commission

February 24, 1960

Honorable Mayor and
Members of the City Council
City of Tacoma, Washington

re: Frank B. Lasswell rezoning application
from "R-2" One-Family to "R-3" Duplex
classification

At its regular meeting of February 16th, 1960, a duly notified public hearing, the City Planning Commission recommended approval of the reclassification of the below described property from an "R-2" One-Family Dwelling District to an "R-3" Two-Family Dwelling District. A duplex is planned for the vacant site at the N.E. corner of Sixth Avenue and Cheyenne Street.

PROPERTY DESCRIPTION

Lots 42-52 inclusive, Block 6, Fletcher Heights according to the rolls of the Pierce County Assessor.

LOCATION

North side of Sixth Avenue between Verde and Cheyenne Streets.

Attached herewith are the original application forms and maps filed with the City Clerk.

The reasons for the Planning Commission recommendation are as follows:

REASONS FOR RECOMMENDATION

1. This reclassification involves an area which abuts a major arterial street adjacent to an existing commercial district.
2. The zoning should help stabilize land values by providing a transition in residential land use intensity along a major city arterial located next to a commercial district.
3. A need sufficient to warrant a change in the comprehensive plan was shown in addition to the above points, a duplex unit is planned for the N.E. corner of 6th and Cheyenne.
4. Although one objection was received from an owner down Sixth Avenue about a block west from the subject rezoned no objections were received from neighbors in the immediate area.

Yours very truly,

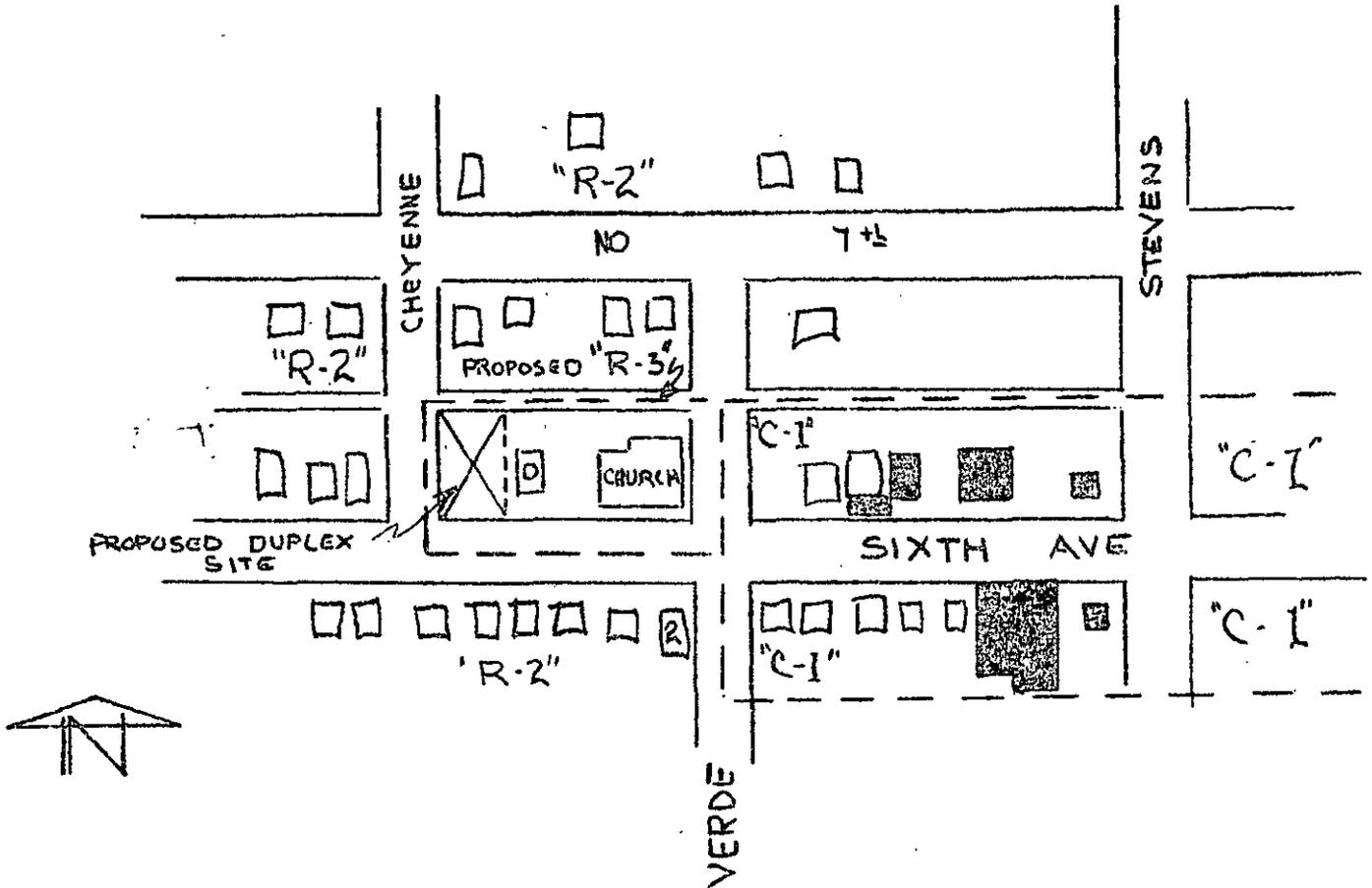
cc: City Manager
cc: Bldg. Div.,
P.W. Dept.
cc: Property owners (3)

TACOMA CITY PLANNING COMMISSION


Dr. M. M. Dodge, Chairman

REZONING APPLICATION

FRANK LASWELL - "R-2" to "R-3", north side of Sixth Ave. between Verde and Cheyenne.



Recommendation: By a vote of 6 - 0, 3 absent, the Planning Commission recommended approval of the above rezoning for the reasons stated in the attached letter to the City Council.

AGENDA SUPPLEMENT

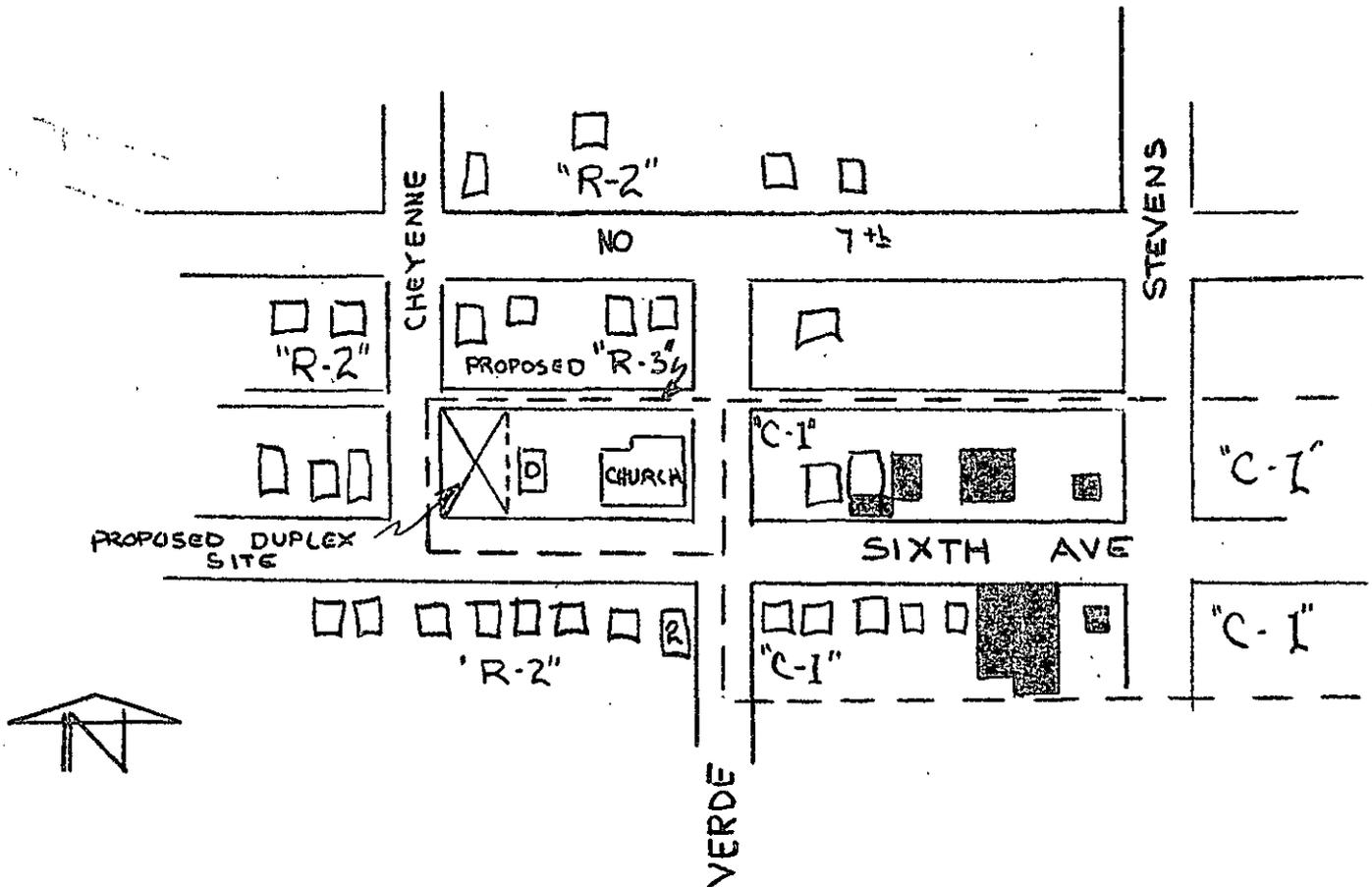
TO: Planning Commission
FROM: Planning Staff
SUBJECT: Hearings for meeting of February 16, 1960

PUBLIC HEARINGS

RECLASSIFICATIONS

1. Frank Laswell - "R-2" to "R-3", north side of Sixth Ave. between Verde and Cheyenne

Status: This application would create a new duplex district adjacent to an existing commercial zone on a major arterial. The zone as proposed would face only on the arterial (Sixth Ave.) with an alley to the rear acting as a boundary. Only one vacant lot exists in the new zone, at the N.E. corner of Sixth and Cheyenne Streets. A duplex unit is planned for the lot.



Recommendations: Field Committee: (Crusan, Dodge, Garen, Swedburg) Recommends approval.

Planning Staff: Can see no objections. Zoning would be following existing policy of the Commission concerning buffer zoning along arterials adjacent to commercial zones.

8TH

STREET

7TH

STREET

STREET

AVENUE

7TH

STREET

375

SOUTH

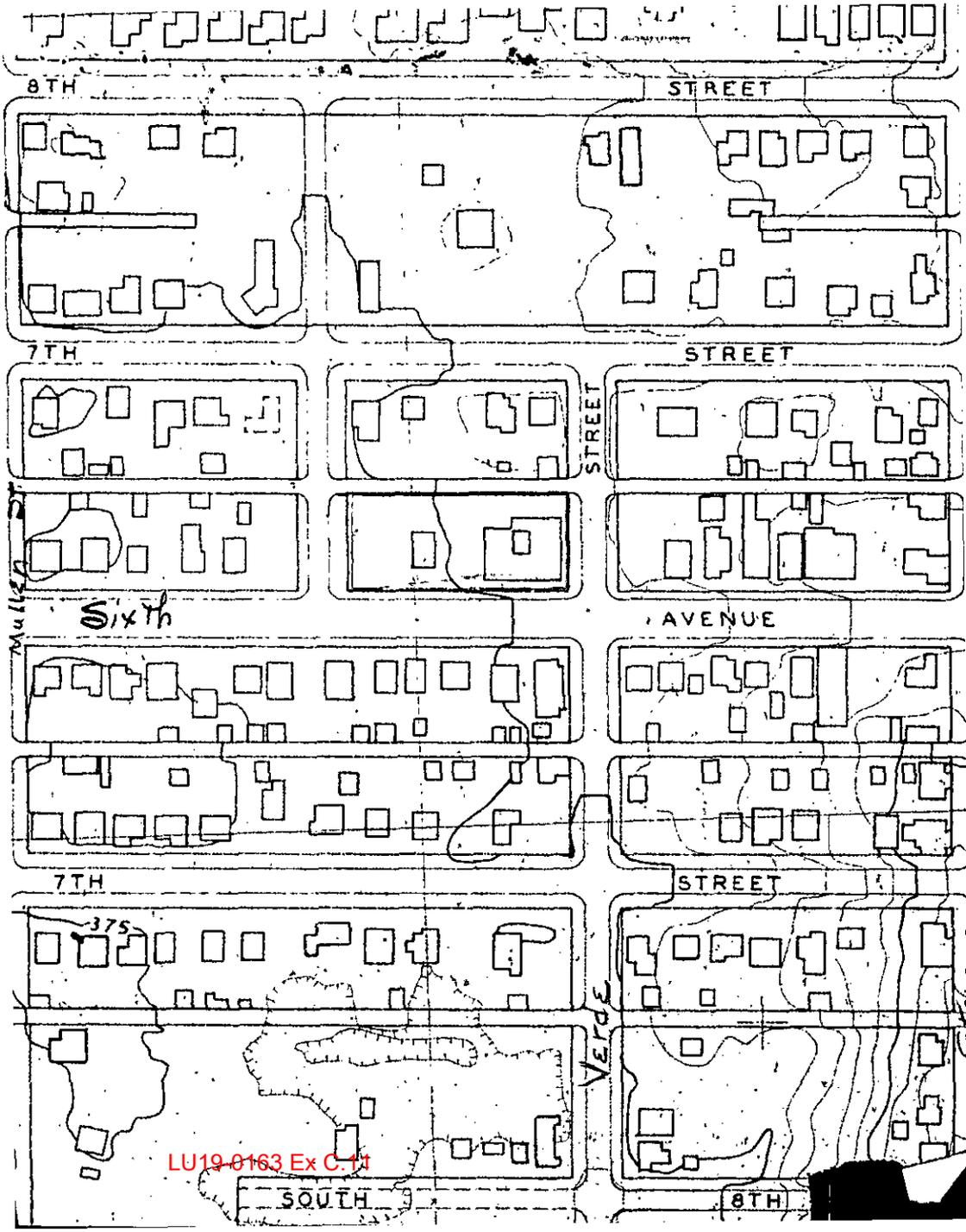
8TH

LU19-0163 Ex C. 11

Sixth

VERDE

MULLEN



Map
229

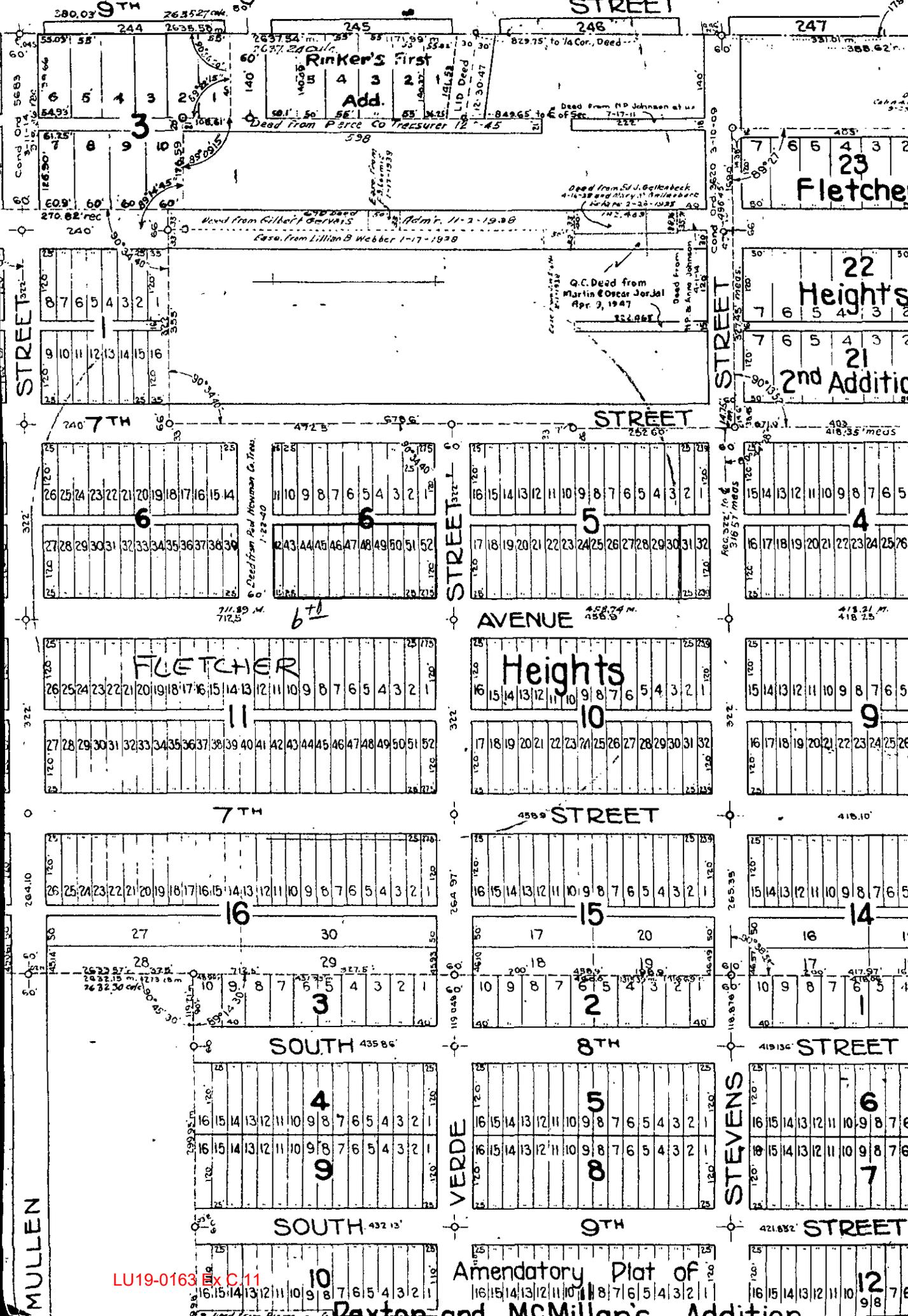
CHEYENNE S

230

of
231

232

MASON



Rinker's First
Add.

Fletcher

Heights

2nd Additio

FLETCHER

Heights

SOUTH

8TH

SOUTH

9TH

LU19-0163 Ex C.11

Amentatory Plat of

Daxton and McMillan's Addition

ORDINANCE NO. 16533

BY HANSON

AN ORDINANCE relating to zoning, and amending Chapter 13.06 of the Official Code of the City of Tacoma, Washington, by deleting certain described property from Section 13.06.040 and by adding a new section to be known as Section 13.06.050 (3)

BE IT ORDAINED BY THE CITY OF TACOMA:

Section 1. That Chapter 13.06 of the Official Code of the City of Tacoma, Washington, be and the same is hereby amended by adding thereto a new section to be known as Section 13.06.050 (3) to read as follows:

13.06.050 (3). The following property shall be included in the "R-3" Two-Family Dwelling District:

Lots 42-52 inclusive, Block 6, Fletcher Heights according to the rolls of the Pierce County Assessor.

Section 2. That the above-described property be and is hereby deleted from Section 13.06.040 of the Official Code of the City of Tacoma, Washington.

Adopted MAR 14 1960

Homer Hamilton
Deputy Mayor

Attest Jacqueline Melton
City Clerk

Location: North side of Sixth Avenue between Verde and Cheyenne Streets.

Approved by Planning Commission after public hearing.

This is a reclassification from an "R-2" One-Family Dwelling District.

pb

16533

Ordinance No.

Sec. Code
Amending/13.06.040 of the Official/of the
City by adding a new sec. 13.06.050 (3) to
include the north side of 6th Ave. between
Verde and Cheyenne Streets in an "R-3" Two-
Family Dwelling District.

*Repealed by
Ord 16541*

16533

Roll Call of the City Council

COUNCILMEN	AYES	NAYS	ABSENT
ANDERSON			✓
BRATRUD			✓
EASTERDAY	1		
GOERING	2		
HAMILTON			
PERDUE	3		
PORTER	4		
PRICE	5		
HANSON			✓

turn 6 178

1st Reading **MAR 7 1960**

Referred to

Final Reading

PASSED **MAR 14 1960**

Published **MAR 18 1960**

Approved as to form and legality

[Signature]
City Attorney

Property description approved

Recorded in volume 51 page 42

Indexed ✓

City Engineer

ORDINANCE NO. 16541

BY HUMISTON

AN ORDINANCE relating to zoning and amending Chapter 13.06 of the Official Code of the City of Tacoma by deleting certain property from Section 13.06.040 and by adding two new sections to be known as Section 13.06.050(3) and Section 13.06.050(4); and repealing Ordinances Nos. 16494 and 16533.

BE IT ORDAINED BY THE CITY OF TACOMA:

Section 1. That Chapter 13.06 of the Official Code of the City of Tacoma, Washington, be and the same is hereby amended by adding thereto two new sections to be known as Section 13.06.050(3) and Section 13.06.050(4), to read as follows:

13.06.050(3). The following property shall be included in the "R-3" Two-family Dwelling District:

Lots 14 to 20, inclusive, Blocks 9228 and 9227; and Lots 1 to 4, inclusive, Blocks 9327 and 9328; all in Tacoma Land Company's Sixth Addition to the City of Tacoma, Washington, according to the records of the Pierce County Auditor.

13.06.050(4). The following property shall be included in the "R-3" Two-Family Dwelling District:

Lots 42 to 52, inclusive, Block 6, Fletcher Heights, according to the records of the Pierce County Auditor.

Section 2. That the properties described above in Section 1 be and are hereby deleted from Section 13.06.040 of the Official Code of the City of Tacoma.

Section 3. That Ordinances Nos. 16494 and 16533 be and are hereby repealed.

Adopted MAR 28 1960

Attest Josephine Nelson
City Clerk

Bruce Hanson
Mayor

Location of property in 13.06.050(3): All four corners of South 45th and "M" Streets

Location of property in 13.06.050(4): North side of Sixth Avenue between Verde and Cheyenne Streets

Reclassified from an "R-2" One-Family Dwelling District

Ordinance No. 16541

Amending ~~the~~ Chap. 13.06 of the Official Code of the City by adding two new sections known as 13.06.050 (3) and Sec. 13.06.050 (4) and re-pealing Ordinances Nos. 16494 and 16533.

1st Reading MAR 21 1960

Referred to

Final Reading MAR 28 1960

PASSED MAR 28 1960

Published MAR 30 1960

Approved as to form and legality


City Attorney

Recorded in volume 51 page 62

Indexed

16541

Roll Call of the City Council

COUNCILMEN	AYES	NAYS	ABSENT
BRATRUD			<input checked="" type="checkbox"/>
<u>BRATRUD</u>	<u>6</u>		
EASTERDAY	<u>1</u>		
GOERING	<u>2</u>		
HUMISTON			<input checked="" type="checkbox"/>
PERDUE	<u>3</u>		
PORTER	<u>4</u>		
PRICE	<u>5</u>		
HANSON	<u>7</u>		

208

Property descri

City Engineer



Filed
Secretary of State
State of Washington
Date Filed: 12/17/2018
Effective Date: 12/17/2018
UBI #: 604 368 398

INITIAL REPORT

UBI NUMBER

UBI Number:
604 368 398

BUSINESS NAME

Business Name
4501 6TH AVENUE, LLC

REGISTERED AGENT

Registered Agent Name	Street Address	Mailing Address
JOHN GIBSON	4021 N 31ST ST, TACOMA, WA, 98407-5403, UNITED STATES	4021 N 31ST ST, TACOMA, WA, 98407-5403, UNITED STATES

REGISTERED AGENT CONSENT

Customer provided Registered Agent consent? - **Yes**

EFFECTIVE DATE

Effective Date:
12/17/2018

OTHER PROVISIONS

Other Provisions:

PRINCIPAL OFFICE

Phone:

Email:
J.GIBSON89@YAHOO.COM

Street Address:
4021 N 31ST ST, TACOMA, WA, 98407-5403, UNITED STATES

Mailing Address:

GOVERNORS

Title	Governor Type	Entity Name	First Name	Last Name
GOVERNOR	INDIVIDUAL		JOHN	GIBSON

NATURE OF BUSINESS

Nature of Business:

REAL PROPERTY INVESTMENT

RETURN ADDRESS FOR THIS FILING

Attention:

JOHN GIBSON

Email:

J.GIBSON89@YAHOO.COM

Address:

4021 N 31ST ST, TACOMA, WA, 98407-5403, UNITED STATES

UPLOAD ADDITIONAL DOCUMENTS

Name	Document Type
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No Value Found.

UPLOADED DOCUMENTS

Document Type	Source	Created By	Created Date
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No Value Found.

EMAIL OPT-IN

I hereby opt into receiving all notifications from the Secretary of State for this entity via email only. I acknowledge that I will no longer receive paper notifications.

AUTHORIZED PERSON - STAFF CONSOLE

Document is signed.

Person Type:

INDIVIDUAL

First Name:

JOHN

Last Name:

GIBSON

Title:

Attention: Tacoma Permits, City of Tacoma Planning & Development Service Department

Date of Public Hearing: Nov. 21, 2019 @ 9:00 AM Location: City Council Chambers, 747 Market Street, Tacoma WA

Appeal regarding applicant John Gibson, Application No: LU19-0163 at location site: 4501 6th Ave, Parcel 3900000921

We, the residents and neighbors of Tacoma Washington, petition the Tacoma Permits department to allow the current site at 4501 6th Ave to remain an R-3 Two Family Dwelling District. The applicant, John Gibson, recently filed an application to rezone to an R-4-L Low Density Multi Family Dwelling District.

The residents and neighbors in the immediate neighborhood surrounding 4501 6th Ave propose that there will be an increase in congestion, reduction in privacy and increased crime in the neighborhood if the rezone to R-4-L Low Density Multiple Family Dwelling is approved. The applicant has not provided sufficient planning for parking for future residents of his complex and has not taken any additional steps to ensure safety, cleanliness or mitigation of disturbance to current residents of this neighborhood.

If the current zoning remains as a R-3 Two Family Dwelling District, the neighborhood will not be degraded to the extent John Gibson proposes while also providing new housing to the community. In his statement, he reports that the **four, 30-foot structures** "would not noticeably affect the neighboring properties...and will tie in nicely to the existing neighborhood". (Response to Criteria Page 2, lines 1-6) The neighborhood is made up of **single story to 1.5 story homes** and the current duplexes within the neighborhood are all single-story complexes. The proposed building will tower over local structures and reduce privacy for local residents.

The applicant has not planned for sufficient parking for this structure, and in fact, has proposed to allow all additional parking and traffic to be routed through local streets and alleyways. He is proposing 16 new units with only 20 planned parking spaces for up to 50 additional residents in the neighborhood. In his response to SEPA comments, the applicant stated that he "has a vested interest to only have high quality tenants in my building", however, he has allowed multiple derelict vehicles and garbage to accumulate in the parking lot of the current structure. This has negatively impacted the aesthetic of the neighborhood and raises concerns about his long-term commitment to the quality of our neighborhood.

Again, we request that the Tacoma Permits department deny the application for rezoning to an R-4-L Low Density Multi Family Dwelling District as it will significantly impact the daily lives of current residents surrounding 4501 6th Ave.

Signed:

Resident Name: Megan Ricks

Resident Address: 4514 N. 7th Street

Signature: [Signature]

Resident Name: KRISTINA DONAHUE

Resident Address: 701 No. Cheyenne St

Signature: [Signature]

Resident Name: Robinson Hetherington

Resident Address: 701 N. Cheyenne St.

Signature: [Signature]

Resident Name: Donald W. Whisner

Resident Address: 4502 N. 7th

Signature: [Signature]

Resident Name: Donna R Mairs

Resident Address: 4509 N. 7th St

Signature: [Signature]

Resident Name: Richard L. Mairs

Resident Address: 4509 N. 7th St

Signature: [Signature]

HEARING EXAMINER

NOV 21 2019

RECEIVED AT HEARING

Attention: Tacoma Permits, City of Tacoma Planning & Development Service Department

Date of Public Hearing: Nov. 21, 2019 @ 9:00 AM **Location:** City Council Chambers, 747 Market Street, Tacoma WA

Appeal regarding applicant John Gibson, Application No: LU19-0163 at location site: 4501 6th Ave, Parcel 3900000921

We, the residents and neighbors of Tacoma Washington, petition the Tacoma Permits department to allow the current site at 4501 6th Ave to **remain** an R-3 Two Family Dwelling District. The applicant, John Gibson, recently filed an application to rezone to an R-4-L Low Density Multi Family Dwelling District.

The residents and neighbors in the immediate neighborhood surrounding 4501 6th Ave propose that there will be an increase in congestion, reduction in privacy and increased crime in the neighborhood if the rezone to R-4-L Low Density Multiple Family Dwelling is approved. The applicant has not provided sufficient planning for parking for future residents of his complex and has not taken any additional steps to ensure safety, cleanliness or mitigation of disturbance to current residents of this neighborhood.

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The applicant has not planned for sufficient parking for this structure, and in fact, has proposed to allow all additional parking and traffic to be routed through local streets and alleyways. He is proposing 16 new units with only 20 planned parking spaces for up to 50 additional residents in the neighborhood. In his response to SEPA comments, the applicant stated that he "has a vested interest to only have high quality tenants in my building", however, he has allowed multiple derelict vehicles and garbage to accumulate in the parking lot of the current structure. This has negatively impacted the aesthetic of the neighborhood and raises concerns about his long-term commitment to the quality of our neighborhood.

Again, we request that the Tacoma Permits department deny the application for rezoning to an R-4-L Low Density Multi Family Dwelling District as it will significantly impact the daily lives of current residents surrounding 4501 6th Ave.

Signed:

Resident Name: Cindi Bodie
Resident Address: 4515 N. 7th St.
Signature: [Handwritten Signature]

Resident Name: Tamara Lang
Resident Address: 702 N Chuyennos
Signature: [Handwritten Signature]

Resident Name: Alexandro P. Sg
Resident Address: 4520 N. 7th St
Signature: [Handwritten Signature]

Resident Name: James Lang
Resident Address: 702 N Chuyennos St
Signature: [Handwritten Signature]

Resident Name: Deborah Ross
Resident Address: 4501 N. 7th St
Signature: [Handwritten Signature]

Resident Name: Abella McPherson
Resident Address: 4614 N 7th St
Signature: [Handwritten Signature]

Attention: Tacoma Permits, City of Tacoma Planning & Development Service Department

Date of Public Hearing: Nov. 21, 2019 @ 9:00 AM **Location:** City Council Chambers, 747 Market Street, Tacoma WA

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Signed:

Resident Name: Morgan Bradwell

Resident Address: 4802 6th Ave

Signature: 

Resident Name: Tamara Lem DA Tiki Hut

Resident Address: 4427 6th Ave

Signature: 

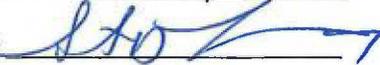
Resident Name: Suzzy Totten

Resident Address: 4417 6th Ave

Signature: 

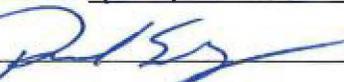
Resident Name: Steve Leant

Resident Address: 4427 6th Ave

Signature: 

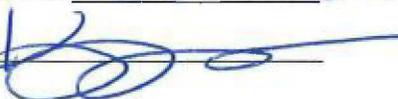
Resident Name: Paul Schultz

Resident Address: 4621 6th Ave

Signature: 

Resident Name: Krystal Keller-Danielson

Resident Address: 713 N. Cheyenne St

Signature: 

Attention: Tacoma Permits, City of Tacoma Planning & Development Service Department

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Signed:

Resident Name: _____

Resident Name: _____

Resident Address: _____

Resident Address: _____

Signature: _____

Signature: _____

Resident Name: _____

Resident Name: _____

Resident Address: _____

Resident Address: _____

Signature: _____

Signature: _____

Resident Name: _____

Resident Name: _____

Resident Address: _____

Resident Address: _____

Signature: _____

Signature: _____

