

# Neighborhood Element

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## Introduction

### Background

The passage of the Growth Management Act in 1990 and the formation of the eight Neighborhood Councils in 1992 has led to greater citizen involvement in the planning process. The concept of “neighborhood” defines the city in more manageable terms by limiting the physical boundaries to a smaller size. The neighborhood is the immediate environment. It provides for a sense of belonging and for a place to develop pride and contribution to the community as a whole. It is where friends are nearby and schooling, shopping and recreational facilities are located. A prime attraction of the neighborhood is the added privacy and quiet atmosphere it affords. Changes in the physical environment can affect the way citizens perceive and use their neighborhood. Recognizing the importance of the immediate neighborhood to an individual’s well being, the protection of the established character of the city’s neighborhoods is a widely held value.

The Neighborhood Councils developed Neighborhood Action Strategies. A Neighborhood Action Strategy is a compilation of actions important to residents for the maintenance and improvement of the quality of life in their neighborhood. A strategy is developed through the partnership efforts of Neighborhood Council, the City of Tacoma and other organizations with an interest in a given neighborhood. The Strategy is a working document that reflects neighborhood priorities that must be balanced with citywide responsibilities before implementation.

Although Neighborhood Action Strategies are not part of Tacoma’s Comprehensive Plan, they can make recommendations for changes to the Comprehensive Plan. These documents also recommend a broad range of actions including specific projects, regulation changes, programs, neighborhood improvements, organizational activities and other types of recommendations.

## Purpose and Intent

The primary purpose of the Neighborhood Element is to provide a vision and policies unique to each neighborhood in the context of the City’s overall growth and development vision. The neighborhood vision and area policies supplement other policies of the Comprehensive Plan and provide more specific guidance for land use decisions. The purpose of this element of the Comprehensive Plan is to provide neighborhoods with an additional tool to guide development. If a conflict arises between policies found in the Neighborhood Element and a citywide policy, the neighborhood policies shall prevail.

## Organization of Document

The subsequent sections of this document provide the community profile, area vision, subarea description, and goals and policies for each of the following eight neighborhoods:

- Central Neighborhood
- Eastside Neighborhood
- New Tacoma Neighborhood
- Northeast Tacoma Neighborhood
- North End Neighborhood
- South End Neighborhood
- South Tacoma Neighborhood
- West End Neighborhood



## Central Neighborhood

### Community Profile

The Central Neighborhood area contains approximately 9 percent of Tacoma's land area. Its east side border runs along "L" Street from 6<sup>th</sup> Avenue to South 19<sup>th</sup> Street, along South 19<sup>th</sup> Street east to Tacoma Avenue, and south along Tacoma Avenue to Center Street. Its southern boundary is Center Street and SR 16. It is bounded by SR 16 to west. The northern boundary is 6<sup>th</sup> Avenue from SR 16 to "L" Street.

The Central Neighborhood includes the following established neighborhoods: *Bryant, Stanley, McCarver, Franklin, Allenmore, Bellarmine, 12th & Proctor, DeLong, and Foss*. It is a diverse residential district with 35% of land used for housing development, which is above the 31% citywide average. Nonresidential areas include commercial uses that range from small commercial pockets to hospitals and other medical facilities to mixed-use commercial centers.

### Area Vision

The Central Neighborhood is comprised of a rich diversity of residents by age, income and ethnicity. There is a markedly historic pattern of settlement characterized by a densely inhabited urban area. The residential areas have proximity to local businesses, arterials and public transit providing local, citywide and regional connections. The area is a weaving of smaller neighborhoods served by a host of public and private educational institutions, local and regional parks and services for senior citizens.

The further development of this area should include building market-rate infill housing generally affordable to area residents, buffering neighborhood areas from heavily trafficked commercial areas and major transportation corridors, and pursuing appropriate infill and redevelopment opportunities of vacant properties in re-emerging older business districts. New commercial development should be directed to the existing mixed-use centers that enrich local business and protect residential

areas from incompatible commercial development.

Housing, services and facilities for high risk/high needs individuals such as those recovering from substance abuse, offender populations and mentally ill persons have hindered the ability of the Central Neighborhood to continue its improvement efforts to reduce crime and create a safe, healthy and clean environment for its residents. Planning tools should be used to assure the Central Neighborhood does not bear a disproportionate share of housing, services and facilities for high risk/high needs populations.

As traffic demands generated from land use developments impact the surrounding community and exceed the adopted level of service standards established for arterials citywide, land developers will be asked to mitigate those traffic impacts and/or the city will evaluate the need to reduce land use intensities thereby reducing the total number of vehicular trips. Public and private cooperation and coordination is needed to address transportation issues and mitigate traffic problems in a consistent, integrated and cost-effective way.

The vision includes ongoing efforts to maintain and improve parks and recreational facilities as well as protect natural areas rich in wetlands, shrubs, trees, birds and small animal habitat that provides a unique experience for Central Neighborhood residents.

Finally, the vision also includes an effort to conserve and preserve older commercial and residential buildings to prevent their loss and to provide for adaptive reuse wherever possible. As an older area of the city, it is important that the existing stock of buildings be maintained and/or restored for the future use of its residents. The replacement of dilapidated structures should incorporate similar scope, scale and architectural features compatible with the neighborhood. The finer details of community friendly design features should be sought that enhance neighborhood character for residential and commercial areas.

## Central Neighborhood Subarea Descriptions

### **Bryant**

The Bryant district is located in the northeast part of the Central Neighborhood. It is bounded by 6<sup>th</sup> Avenue on the north, 15<sup>th</sup> Street on the south, L Street on the east and Sprague Avenue on the west. Major public facilities include Bryant Elementary School, Evergreen State College, Peoples Park and Fire Station #4. The district is also located adjacent to Tacoma General Hospital and Mary Bridge Children's Hospital on its northern border.

It is intended this district maintain its single-family intensity within its residential area to provide housing opportunities for those who want to live near the adjacent downtown employment area as well as its medium intensity along both 6<sup>th</sup> Avenue and Sprague Avenue to facilitate commercial activities.

### **Stanley**

The Stanley district is located in the southeast part of the Central Neighborhood. The district is bounded by South 15<sup>th</sup> Street on the north, Center Street on the south, Sprague Avenue on the west and Martin Luther King Jr. Way on the east. Major facilities include Stanley Elementary, Peoples Community Center, Ferry Park and Al Davies Boys and Girls Club. The district is located adjacent to St. Joseph Medical Center situated on its eastern border.

It is intended the area maintain the existing housing stock, orient the commercial uses to service the surrounding neighborhoods and allow industrial uses only along Center Street. In addition, a master plan for the hospital and medical center should be developed or updated.

### **McCarver**

The McCarver district is located in the southeast portion of the Central Neighborhood. The district is bounded by South 19<sup>th</sup> Street on the north, Martin Luther King, Jr. Way on the west, Tacoma Avenue on the east and Center Street on the south. Major public facilities include McCarver Elementary School and St. Joseph Medical Center.

It is intended the area provide new higher density residential development, especially east

of South J Street. Also, the hospital and medical facilities should complement adjacent commercial and residential uses. In addition, a master plan for the hospital and medical center should be developed or updated.

### **Allenmore**

The Allenmore district is located in the south central portion of the Central Neighborhood. The district is bounded by State Route 16 on the south, South 19<sup>th</sup> Street on the north, Union Avenue on the west and Sprague Avenue on the east. Major public facilities and services include Allenmore Medical Center, State Department of Social and Health Services (DSHS), Allenmore Golf Course and the Dr. Martin Luther King Jr. Branch Library. The district also includes The News Tribune (TNT) and the Tacoma Central/Allenmore mixed use center.

It is intended the district maintain existing medium intensity uses including the golf course and industrial park (e.g. TNT, DSHS) while protecting low intensity residential uses in the South 25<sup>th</sup> and Ferry Street area. In addition, a master plan for the hospital and medical center should be developed or updated.

### **Franklin**

The Franklin district is located in the north central portion of the Central Neighborhood. The district is bounded by 19<sup>th</sup> Street on the south, 6<sup>th</sup> Avenue on the north, Sprague Avenue on the east and Union Avenue on the west. Major public facilities include Peck Field, Franklin Elementary School, Fire Station #9 and Franklin Park.

It is intended the area maintain and enhance its single-family neighborhoods while accommodating compatible low intensity uses along its major arterial streets (e.g. South 12<sup>th</sup> Street, Sprague Avenue, Union Avenue).

### **Bellarmino**

The Bellarmino district is located in the southwest part of the Central Neighborhood. The district is bounded by State Route 16 on the south, South 19<sup>th</sup> Street on the north, Union Avenue on the east and Tyler Street on the west. Major public facilities include Bellarmino Preparatory School and the Snake Lake Nature Center. A variety of uses are present including single-family homes, apartments and offices. It can be anticipated that the area will continue to redevelop over time. Office development or

other similar uses may be appropriate along the South 19<sup>th</sup> Street frontage and along Union Avenue.

It is recognized that the area south of South 19<sup>th</sup> Street between the Snake Lake Nature Center, Durango Street, and the Bellarmine Campus is privately owned and could be redeveloped with uses other than what exists today. Such future uses should be sensitively sited, designed, scaled and moderated to protect, to the optimum extent, the wetland, open space and the Snake Lake Nature Center property.

accommodating compatible low to medium intensity uses (e.g. multifamily housing, office space) along its major arterial streets (e.g. South 12<sup>th</sup> Street, 6<sup>th</sup> Avenue, South 19<sup>th</sup> Street). In addition, it is intended the Delong wetland and wildlife habitat area be maintained and protected from other uses.

### **12<sup>th</sup> & Proctor**

The 12<sup>th</sup> & Proctor district is located in the northwest part of the Central Neighborhood. The district is bounded by South 19<sup>th</sup> Street on the south, 6<sup>th</sup> Avenue on the north, Stevens Street on the west, and Union Avenue on the east. No major public facilities are located in the area.

It is intended the area maintain and enhance its single-family neighborhood areas while accommodating compatible low and medium intensity uses at appropriate locations along its major arterial streets (e.g. 6<sup>th</sup> Avenue, South 12<sup>th</sup> Street, South 19<sup>th</sup> Street, Union Avenue).

### **Foss**

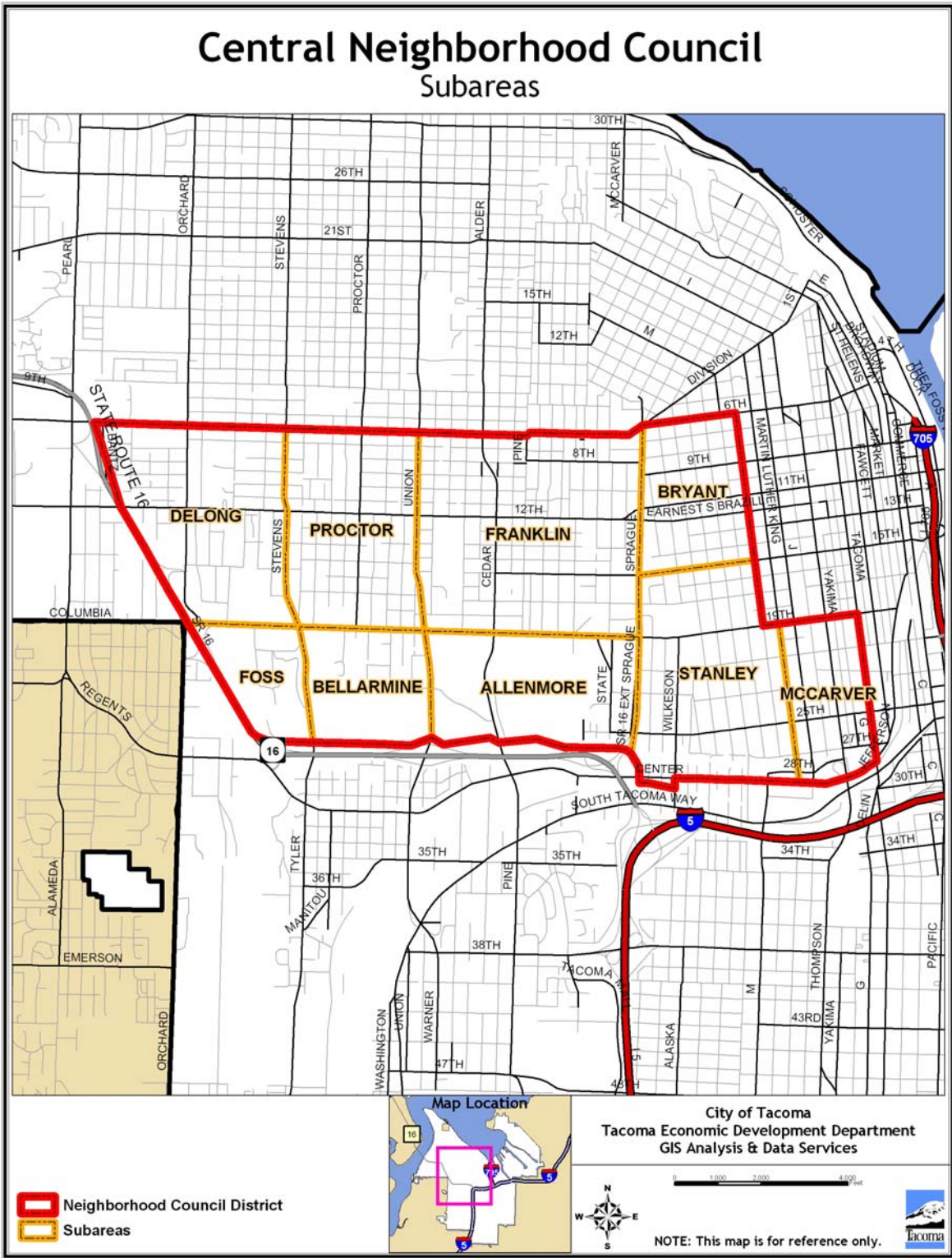
The Foss district is located in the southwest part of the Central Neighborhood. The district is bounded by South 19<sup>th</sup> Street on the north, Tyler Street on the east and State Route 16 on both the west and south. Major facilities include Heidelberg Field, Henry Foss High School, Metro Parks Tacoma Headquarters, Boy Scout of America Offices and Cheney Stadium.

It is intended the area maintain its medium intensity to continue to provide the various community services located at the above cited public and private facilities.

### **Delong**

The Delong district is located in the northwest part of the Central Neighborhood. The district is bounded by 6<sup>th</sup> Avenue on the north, South 19<sup>th</sup> Street on the south, Stevens Street on the east and State Route 16 on the west. Major public facilities include Delong Elementary School and the Delong Park wetland habitat.

It is intended the area support the existing single-family neighborhoods, while also



## Central Neighborhood Goals and Policies

### **Goal C-1 Residential Land Use**

Maintain an affordable mix of single-family and multiple-family housing throughout the Central Neighborhood.

**Policy Intent** – Single-family areas within the Central Neighborhood area offer a variety of housing styles, ages and values. A majority of this housing is older with some newer infill structures. This variety provides affordable housing for moderate to lower income households. In some neighborhoods there are also a number of undersized or narrow lots (i.e. less than 5,000 sq.ft) located between existing homes.

The Central area supports a mix of single-family and multiple-family housing due, in part, to the availability of arterial streets, transit service, medical facilities and other urban amenities. It is intended multifamily housing be developed along the major transportation corridors and within the mixed-use centers.

#### **Policy C-1.1 Small Lot Development**

Continue to support regulations that encourage infill development on small lots consistent with the neighborhood character.

#### **Policy C-1.2 Franklin Park Residential**

Encourage development of the west side of Franklin Park for residential uses. Encroachment by commercial or other nonresidential uses shall be prohibited.

#### **Policy C-1.3 6<sup>th</sup> Avenue Preservation**

Maintain the low intensity designation for properties located on both sides of 6<sup>th</sup> Avenue between Madison and Mason Streets from the arterial street to the alley and encourage residential areas only.

#### **Policy C-1.4 Bellarmine Residential Area**

As this area redevelops, special consideration should be given to the remaining single-family housing and adverse impacts should be mitigated.

#### **Policy C-1.5 East Allenmore Residential Area**

Maintain and protect existing and future low intensity residential development located near South 25<sup>th</sup> and Ferry Streets through mitigation of possible adverse impacts.

#### **Policy C-1.6 Planned Residential Development**

Encourage the use of the planned residential development as well as the use of the low impact development (LID) approaches for future residential projects especially for areas located near parks, open space and other natural areas.

### **Goal C-2 Commercial Land Use**

Commercial uses exist in numerous locations, especially in the three mixed-use centers: the Tacoma Central Plaza/Allenmore Community Center; the South 11<sup>th</sup> and Martin Luther King, Jr. Way Neighborhood Center; and the 6<sup>th</sup> Avenue and Pine Street Neighborhood Center. The latter two are older business districts with an intended neighborhood pedestrian orientation while Tacoma Central Plaza/Allenmore is a community level mixed-use center and is more auto-oriented.

Other commercial districts are found at South 19<sup>th</sup> Street and Stevens Avenue; along South 12<sup>th</sup> Street; and at South 19<sup>th</sup> and Trafton Avenue within The News Tribune business park. Medical and other related office uses are predominant in the hospital areas within the Central Neighborhood area.

**Policy Intent** - Target commercial development in existing business districts and mixed-use centers. New commercial development should not negatively affect adjacent residential uses.

#### **Policy C-2.1 Union Avenue Area**

Maintain the low intensity along Union Avenue from South 12<sup>th</sup> to South 15<sup>th</sup> Street to encourage a current development trend of medical and community commercial facilities while directing more intensive commercial development to the adjacent Allenmore Mixed-Use Center.

#### **Policy C-2.2 6<sup>th</sup> Avenue Corridor**

Support medium intensity designation along both sides of Sixth Avenue from the arterial

street to the alley (with the exception of Policy C-1.3 and mixed-use center areas).

**Policy C-2.3 12<sup>th</sup> Street Residential Buffers**

Low intensity uses that may develop along South 12<sup>th</sup> Street should provide a buffer to adjacent single-family neighborhoods and should not include any strip commercial developments. The arterial street should be developed with residential uses only and is not appropriate for rezones to commercial or other nonresidential uses.

**Policy C-2.4 Major Institutions**

Encourage the development of long-range plans (i.e. master plans) for hospitals, universities and other major institutions as part of project review to insure compatibility with adjacent land uses in the neighborhood area, to provide predictability and reduce piecemeal permits.

**Policy C-2.5 Small-scale Offices and Medical Service Facilities**

Development of small-scale offices and medical service facilities is appropriate as a buffer between commercial and residential uses and/or along arterial streets.

**Policy C-2.6 South 19<sup>th</sup> Street Commercial**  
Commercial zoning and development along the 19<sup>th</sup> Street corridor between Union Avenue and State Route 16 should be sized and scaled to be compatible with similar uses and land use intensity designation.

**Goal C-3 Industrial Land Use**

Policy Intent - The industrial uses within the Central Neighborhood area are primarily confined to the Center Street and Allenmore districts. It is intended that future industrial uses remain in locations zoned for such development and that any isolated industrial activities that have been “grandfathered in” be phased out with new opportunities for development.

**Policy C-3.1 Allenmore Industrial Park Preservation**

The existing industrial/business park uses that include The News Tribune, KBTC-TV Channel 28 transmission and the State’s DSHS offices should be maintained and protected. However, future expansion of the existing zoning to abutting areas will not be encouraged nor supported.

**Goal C-4 Recreation and Open Space**

Parks and outdoor recreation facilities are a significant component of the Central Neighborhood. Key facilities in the area are Allenmore Golf Course; Heidelberg Field and Peck Field, which are complexes designed for softball and baseball; and Cheney Stadium, which offers the community professional baseball and other events. Other park and recreation facilities include Irving Park, Sheridan Park, Franklin Park and Ferry Park. People’s Park is also important and is located just outside the boundary of the Central Neighborhood.

The Central Neighborhood area has several natural areas. Delong Park and the adjacent open space area is rich in wetlands, shrubs, trees, bird and small animal habitat. The Snake Lake Nature Center and wetland area provides a unique experience with its nature trails and observation shelter at various points around the lake. The Center offers educational programs, activities, and an outdoor classroom.

**Policy C-4.1 Park and Open Space Facility Improvements**

Preserve existing parks and playgrounds, open space and community gardens in the Central Neighborhood area.

**Policy C-4.2 Protect Wetlands and Open Spaces**

Maintain and protect open space and wetland areas of community significance such as the wetlands within the Snake Lake Nature Center and Delong Park. Encourage stakeholder partnerships in these areas.

**Policy C-4.3 Open Space Acquisition**  
Support efforts to acquire property around critical areas such as the perimeter of Snake Lake and Delong wetland areas.

**Policy C-4.4 Apartment Recreation Amenities**

Create or enhance recreational amenities for children in apartments by developing specific design standards for recreation improvements.

**Policy C-4.5 Snake Lake Protection**  
Consider designating Snake Lake as a wetland of local significance consistent with the criteria and process established by the Washington

State Department of Ecology to better protect and preserve Snake Lake’s wetland properties and wildlife habitat.

**Policy C-4.6 Low Impact Development**  
Encourage the use of low impact development techniques to mitigate storm water runoff by retaining native vegetation and using pervious materials for hard surfaces that allow water infiltration.

**Goal C-5      **Transportation and Circulation****

**Policy Intent** – The neighborhood area is well served by major streets for vehicular access from a regional and local standpoint. State Route 16 connects with the Narrows Bridge along with major interchanges at Sprague Avenue, Union Avenue and South 19<sup>th</sup> Street that offer access to and from the neighborhoods.

The internal arterial system is developed with east-west travel along streets that include 6<sup>th</sup> Avenue, South 11<sup>th</sup>/12<sup>th</sup>, South 15<sup>th</sup>, South 19<sup>th</sup> and Center Street. North-south travel is provided on streets including Orchard, Stevens, Proctor, Union, Cedar, Sprague, MLK Jr. Way and Yakima. Additional street improvements and road extensions will need to be supported as the Central Neighborhood continues to infill and future needs warrant.

Bicycle use continues to grow for both recreational and commuting purposes. It is intended that amenities for bicycles continue to be provided including designated lanes and routes and bicycle racks at appropriate locations. Tacoma’s citywide bicycle route system consists of streets, sidewalks, utility rights-of-way, and separate bike paths designed to connect all parts of the city with an emphasis on network connections that can be made using streets not as busy as paralleling arterials as much as possible. One example is a bikeway constructed along the north side of State Route 16 from near south State Street to Union Avenue.

Pierce Transit has and will continue to play an increasingly important role in serving the transportation needs of the neighborhood residents. Numerous bus routes crisscross the

Central Neighborhood area providing service and needed connections.

**Policy C-5.1 Bicycle Route Improvements**  
Provide ongoing support for bicycle route improvements (e.g. lane striping, signage) along roads designated for travel in the Franklin, Bryant, Stanley, McCarver, Foss and Delong districts of the neighborhood council area.

**Policy C-5.2 Arterial Walkway Improvements**  
Provide support for sidewalk improvements to infill stretches of the walkway network giving priority to pedestrian access including opportunities for preventing limitations to pedestrian access in high (automotive) traffic areas.

**Policy C-5.3 Key Pedestrian Crosswalks**  
Improve and maintain crosswalks at heavily used pedestrian arterial intersections such as South 23<sup>rd</sup> & Union Avenue, 6<sup>th</sup> Avenue and Pine Street Neighborhood Center, and the area in and around Bryant Elementary School and Jason Lee Middle School.

**Goal C-6      **Beautification and Safety****

**Policy Intent** – An ongoing need to provide beautification (e.g. street trees, landscaping and median development), safety and other improvements to enhance residential areas, business districts, State Route 16 and arterial streets in the Central Neighborhood area.

**Policy C-6.1 Arterial Beautification Enhancement**  
Provide support for new or replacement street trees, landscaping and other improvements along 6<sup>th</sup> Avenue, South 19<sup>th</sup> Street and Sprague Avenue (Sixth to South 19<sup>th</sup> Street) to provide attractive entrances into the city.

**Policy C-6.2 Neighborhood Safety**  
Provide support for regulations, guidelines and programs (e.g. CEPTED, Block Watch, Weed & Seed) that enhance safety of both the residential and commercial areas.

## **Eastside Neighborhood**

### **Community Profile**

The Eastside Neighborhood is located in the easterly portion of the city south of Interstate 5, north of East 72<sup>nd</sup> Street and east of Pacific Avenue. The area's unique terrain of rolling hills and valleys provides scenic views of the Port of Tacoma, downtown, the mountains and the valley areas for many of the Eastside neighborhoods. The area was first inhabited by the Puyallup and Nisqually Indian societies because of its proximity to the Puyallup River and its vantage points overlooking Commencement Bay. The area began to develop in the late 1800's and grew with the arrival of streetcar lines and the 1905-1915 railroad boom. Development of the tide flats into a port facility contributed to the growth of the area, as did the outbreak of World War I and the constructions of Fort Lewis and the McChord Military Reservation.

The Eastside Neighborhood is home to approximately 11% of Tacoma's population. It has the highest percentage of low-income residents in the City and contains one of the largest subsidized housing complexes in the west. It is also home to the Puyallup Tribal Center. Land area is approximately 9% of the city, with 40% of the land used for residential development and only 2% for commercial uses.

A portion of the Eastside Neighborhood is included in the City of Tacoma's Enterprise Community/Empowerment Zone and will be a focus for future investment. A coordinated housing initiative and an effort to build a nonprofit development corporation are now underway. In addition, many nonprofit organizations have established service centers in the area.

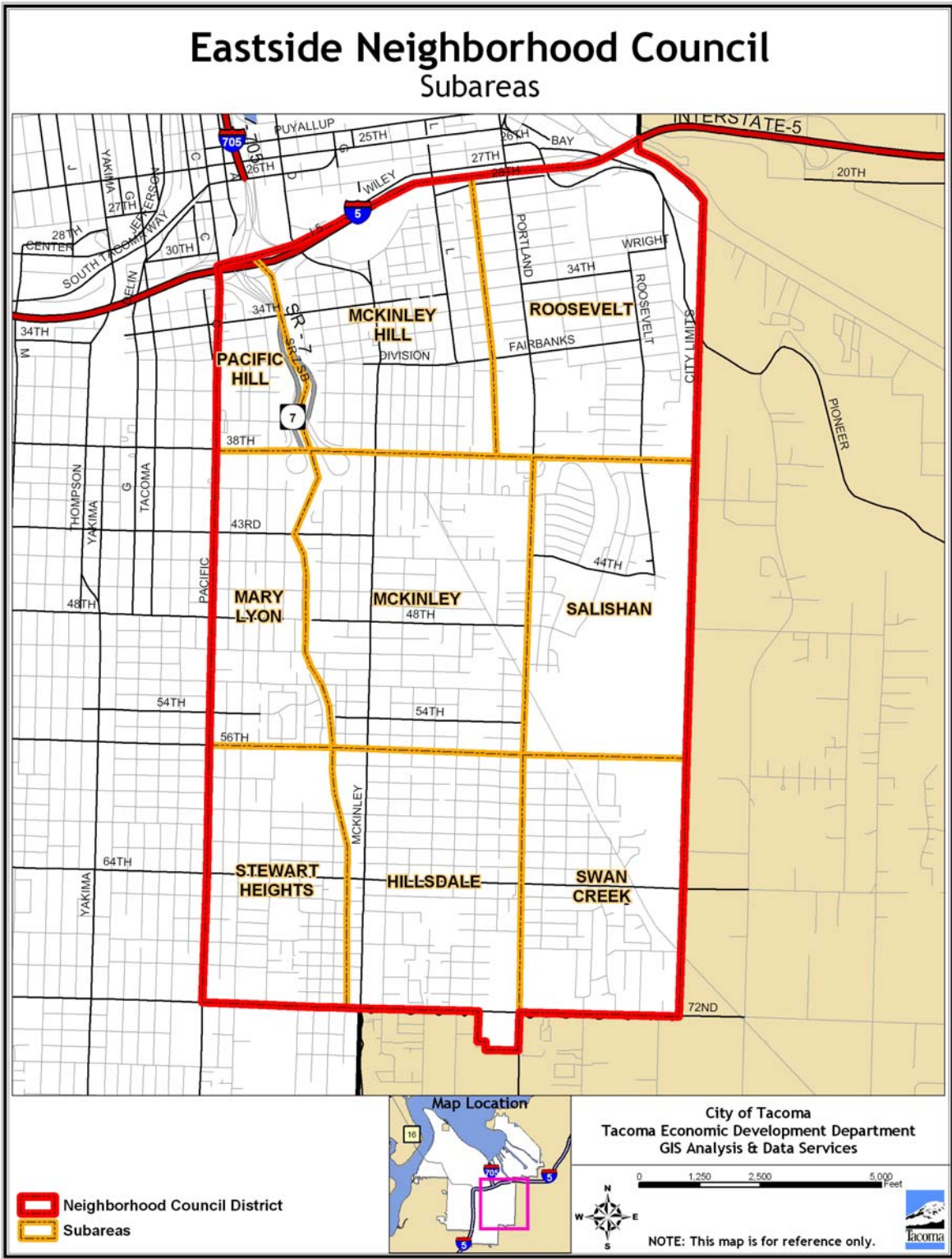
### **Area Vision**

The Eastside Neighborhood is shaped by a distinct sense of place formed largely by cohesive, culturally diverse neighborhoods, shared values and a strong sense of community direction. The physical elements that provide

that sense of place include a grid of streets, housing variety, greenspaces, mature trees, parks, views, neighborhood schools, historic structures, and compact commercial districts. This environment is viewed as providing a comfortable and desirable place in which to reside and/or raise a family.

Infill development and redevelopment will occur throughout the Eastside. Densification, however, will occur only in limited, designated areas. Amenities and improvements that enhance existing elements are desired such as beautification projects, improvements in street lighting and sidewalk and street conditions, and increased recreation. Equality of city services such as police response, street cleaning, maintenance of public property and aggressive code enforcement are also viewed as necessary to preserve and enhance the sense of place. In addition, revitalization of the Lower Portland and McKinley business districts, and increased economic development activity throughout the Eastside are viewed as necessary and important priorities.

The Eastside Neighborhood has had a rich and varied history. Its future is based on enhancing its important historic qualities, developing physical improvements to public and private facilities, and creating economic development opportunities for the neighborhood and its residents.



## **New Tacoma Neighborhood**

### **Community Profile**

The New Tacoma Neighborhood Council is the most unique of all of the neighborhood councils areas. The name, New Tacoma derived from the New Tacoma Addition based on the platting of the City of Tacoma. This Neighborhood Council area consists of several smaller and identifiable neighborhood areas. Within these neighborhood areas, there is a diverse mixture of housing, businesses, and industries that provide a challenge in designing, implementing, and balancing city resources. The New Tacoma is bounded by Marine View Drive and Foss Waterway to the east; South L Street to the west; North 5<sup>th</sup> and Schuster Parkway to the north; and I-5 to the south. Within these boundaries, the following neighborhood areas have been identified: Dome District, Downtown Business District, Hillside Neighborhood, Midtown Neighborhood, Port Industrial Area, Stadium, Wright Park, Hawthorn, Carr Hill, and Lower Pacific Avenue.

This neighborhood council is bounded by the Northeast Tacoma, Eastside (ENACT) Neighborhood Council, North End, and Central Neighborhood Council areas. In several instances, they share common boundaries and collaborate in joint projects.

### **Area Vision**

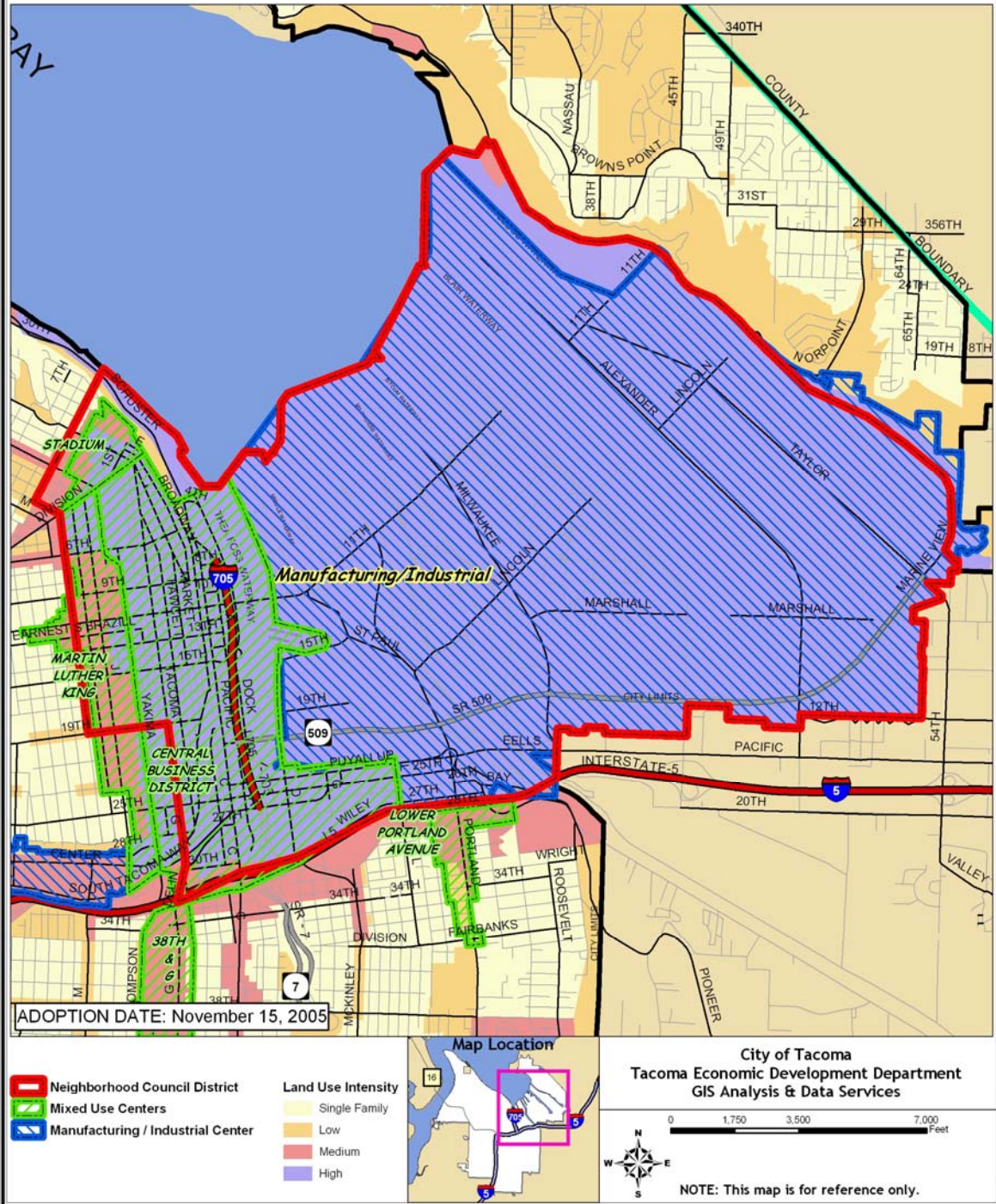
This area's vision is optimistic, and includes a variety of issues and concerns as the City of Tacoma moves forward in addressing the economic vitality, housing, mixed uses of existing structures, art, culture and tourism, international trade, social service related activities, educational opportunities, waterfront developments, transportation, and infrastructure improvements that make Tacoma the No. 1 "Wired City" in America.

The vision is to create a blueprint for public-private investments to address the needs and concerns of a community in transition, while keeping in mind how the area relates to other areas of the city. Tacoma, as an international

city and a major player in the Puget Sound area, must focus its attention to a more comprehensive approach to meeting the needs and demands that complement this development effort. The vision can be best achieved by revisiting and utilizing existing plans and documents, developing implementation strategies based on realistic goals, and establish a policy of inclusiveness for all the citizens of Tacoma.

# Generalized Land Use Plan Map

## New Tacoma Neighborhood Council District



Plot Date: 12/16/2005 File Name: \\tomb00901\pds\BIS\R2005\R420\GLUP\_NewTacoma.mxd Created By: TEDD, GIS ANALYSIS & DATA SERVICES

# Northeast Tacoma Neighborhood

## Community Profile

Located in the extreme northeast section of Tacoma with most of its housing developed since World War II, Northeast Tacoma is both physically and socially separate from the rest of the city. With most of its population and housing arriving since 1980, the area represents a community of new residential subdivisions comprising a large number of family households with homeownership, incomes and education well above city averages. As remaining subdivisions are completed, future growth will be confined given the focus on single-family zoning and the limitations of the remaining undeveloped land that includes steep slopes, canyons and gulches. Since a few major employers exist in or near Northeast Tacoma, the vast majority of residents commute to employment opportunities, especially in King County. With older and/or uncompleted arterial streets, circulation needs have become a key concern.

## Area Vision

The vision for the residents of Northeast Tacoma, as represented in the Northeast Tacoma Action Strategy, is:

“A low-density residential district with limited commercial and multifamily development, focusing on the automobile for transportation, with access to recreational activities, open space as well as basic public and private facilities and services.”

### • Residential Development

The vision stresses a predominance of single-family detached type housing. This means infilling of the vacant areas within existing single-family detached housing areas with the same type of housing. It also means that additional areas will be developed as single-family detached housing areas.

Limited duplex and triplex type housing and other low density multifamily developments such as townhouses or low rise apartments may be appropriate as a buffer use adjacent to

commercial areas. They may also be developed in a very limited basis on sites with unique characteristics, or they may be considered as a part of a Planned Residential District. The design of such developments would be in character with the area in which they are locating, and any adverse features would be minimized.

### • Commercial Development

Neighborhood scale commercial and commercially-related activities will be focused into commercial areas. These areas would provide for limited retail goods and service needs of the surrounding neighborhood. Commercial development would also require design consideration which would help the development blend and be in scale with the area in which they are locating.

### • Environmental Preservation

Additional consideration should be given to the means of protecting and preserving the natural environment of the area. Preserving appropriate areas of the steep slope and protection of creeks, ponds and other sensitive areas is emphasized. The preservation of the natural vegetation will not only retain the habitat for wildlife which now exists, but will help retain much of the natural character that helps define the character of Northeast Tacoma.

## Northeast Tacoma Neighborhood Subarea Descriptions

### Northwood

The Northwood district is located in the extreme southeast portion of Northeast Tacoma abutting the cities of Federal Way and Fife. It includes both older and newer residential areas as well as steep slope dominated by Julia's Gulch located adjacent to Norpoint Way. Much of the district is accessed by way of 29<sup>th</sup> Street NE through a portion of Federal Way. The district is bounded by Norpoint Way NE on the west, 29<sup>th</sup> Street NE and the City of Federal Way on the north. The name is derived from a residential subdivision that has developed in the area.

### Stonegate-Centennial

The Stonegate-Centennial district is a triangular area located in the southeast/south-central portion of Northeast Tacoma. It is bounded by Norpoint Way on the south, 49<sup>th</sup> Avenue NE on

the west, and the City of Federal Way on the northeast. The name is derived from two residential subdivisions in the area. Aside from single-family housing, the major land uses are a grocery store and medical clinic located at the north end of the district.

**Northeast Tacoma**

The Northeast Tacoma district is located in the southeast portion of Northeast Tacoma. It is comprised of both older and newer residential developments as well as some steep slope areas. The district is bounded by Marine View Drive on the south, Norpoint Way NE on the east and north, and 50<sup>th</sup> Avenue NE on the west. As one of the oldest areas, a key facility is Northeast Tacoma Elementary School located roughly in the middle of the district.

**Crescent Heights**

Crescent Heights is located in the south-central area. Aside from its older residential community, much of the district is comprised of steep slopes. Public facilities include Alderwood Park, Kobetich Library, Fire Station #3, and Harrison Police Firing Range located along McMurray Road. The area name may be derived from the crescent formed by Browns Point Blvd. as it wraps around the district. The district is bounded by 50<sup>th</sup> Avenue NE on the east, Marine View Drive on the south and west, and Browns Point Blvd. and 33<sup>rd</sup> Street NE on the north.

**Northshore**

The Northshore district is a centrally located area comprising a number of new residential subdivisions, the North Shore Golf Course, Meeker Middle School, the new Crescent Heights Elementary School and The Centre at Norpoint recreational facility. It is bounded by Dash Point State Park (Pierce County) on the north, the On the Green Apartments and Tuscany subdivision on the east, Browns Point Blvd. on the west, and 33<sup>rd</sup> Street NE on the south.

**Harbor Ridge**

Harbor Ridge is a large area in the northwest area with steep slopes and view homes above Marine View Drive and in the Pinnacle Point area. It is bounded by the city limits on the north, Browns Point Blvd./City limits on the east, Browns Point Blvd. on the west, and Commencement Bay on the south. Facilities

include churches and Browns Point Elementary School.

**Upper Browns Point**

The Upper Browns Point district comprises a residential area of older and newer homes situated above the Browns Point peninsula in Pierce County. Cheney Gulch is located in the west central portion of the district which is bounded by Varco Road on the west, 49<sup>th</sup> Street NE on the south, the city limits on the north and Browns Point Blvd. on the east.

**Cedar Heights**

The Cedar Heights district includes a few older homes located along 49<sup>th</sup> Avenue NE, On the Green Apartments entwined with the North Shore Golf Course, along with several new subdivisions located above the golf course. The district is bounded by North Shore Parkway on the north, 49<sup>th</sup> Avenue NE on the east, Browns Point Blvd. on the south, and a combination of the golf course and On the Green Apartments on the west.



## **Northeast Tacoma Neighborhood Goals and Policies**

### **Goal NET-1 Residential**

Maintain the area's predominant low-density single-family character while preserving the unique natural features associated with living in Northeast Tacoma.

**Policy Intent**– Northeast Tacoma is and will continue to be a predominantly single-family residential community. It is intended that existing single-family residential neighborhoods be preserved and protected from incompatible land uses and that future residential development maintain a single-family detached housing type. It is recognized that limited development of duplex, triplex, and other multiple-family housing (e.g. townhouses, condominiums) may be appropriate under certain circumstances. Such housing should be located within medium or other low intensity areas as a buffer between commercial and single-family developments with direct access to an arterial street and/or be developed under the Planned Residential Development (PRD) district concept. While single-person, young married or elderly households may desire such housing, such multifamily developments should be scaled in terms of building size and bulk, design, and landscaping to fit the area and not cause an adverse impact to the existing single-family neighborhoods. All residential developments should retain or establish vegetation that is visually attractive to the area.

Unique features (e.g. steep slopes) should be preserved, acknowledging there may be some limited development on certain developable portions. Any development on steep slopes, however, must be low density, generally no greater than three dwelling units per acre, minimize any adverse environmental impacts and be unobtrusive to the surrounding area. Existing housing located directly above on the cliff must be protected from negative impacts.

The policy intent is to encourage continued development of single-family housing and to protect the Northeast Tacoma area from other types of development that would adversely affect or change its character. Positive qualities associated with single-family areas include low

density, compatibility of structures, sense of openness, low traffic volume and small scale structures. While some unique sites may be desirable or appropriate for development other than single-family housing, future development should take into consideration other existing policies including the preservation of steep slopes. The viability of single-family detached housing areas depends upon maintaining these characteristics and new development should be sited and scaled to blend with it.

**Policy NET-1.1 Emphasize Single-Family**  
Priority shall be given to proposed residential developments which are of a single-family detached housing type.

**Policy NET-1.2 Visual Attractiveness**  
Residential developments should either maintain the existing natural vegetation or provide new landscaping adding to the area's sense of open space.

**Policy NET-1.3 Minimum Lot Sizes**  
Encourage single-family subdivision developers to provide minimum lot sizes equal to or greater in size than average lot sizes in existing single-family subdivisions. If there are no subdivisions, the maximum should be eight lots to the acre.

### **Goal NET-2 Commercial**

Maintain and/or enhance existing commercial opportunities within Northeast Tacoma and maintain or improve access to commercial facilities that are located outside of the city limits.

**Policy Intent** - The commercial-related activities provide not only services to the residents, but also visible points of activity in a community. Activities often include shopping opportunities for convenience goods such as groceries, banking, professional and personal services, restaurants and other business services. As Northeast Tacoma has developed over the past several decades, commercial developments have generally been limited to facilities located on the peripheral of the community or outside the City of Tacoma's boundaries at shopping centers located in Federal Way, Fife or Browns Point. One peripheral location is the commercial development along 49<sup>th</sup> Avenue NE near the city limits that includes a grocery store and medical clinic. It is anticipated that a few other existing

commercial nodes may be expanded depending upon future zoning changes and annexation. It is the intent to develop and maintain a residential community with limited commercially related activities. While a few key intersections or commercial nodes will continue to exist or be developed, most activities oriented to providing convenience goods and services for neighborhood residents will be located at the city limits or in shopping centers in other nearby areas. Areas within Northeast Tacoma identified for some commercial activity are generally located at key intersections. Examples include: (1) “Howard’s Corner” located at 49<sup>th</sup> Avenue NE and Norpoint Way; (2) the Crescent Heights grocery store located at Browns Point Blvd., and McMurray Road; and (3) existing and future commercial development at the intersection of 29<sup>th</sup> Street NE and Norpoint Way. Regarding this last location, it is intended this small commercial node adjacent to Federal Way continues to develop into a low intensity commercial area. New commercial development should be well-designed including signs. The rezoning of vacant parcels for strip commercial development is discouraged.

**Policy NET-2.1 Neighborhood Commercial Areas**

Permit the development of limited commercial activity at key intersections or maintenance of existing small commercial areas that are designed to serve the needs of the immediate surrounding area. Key intersections and small areas shall include: Browns Point Blvd. NE and McMurray Road, 49<sup>th</sup> Avenue NE and Norpoint Way NE, and the east side of 49<sup>th</sup> Avenue NE at 42<sup>nd</sup> Street NE (e.g. QFC Store).

**Policy NET-2.2 29<sup>th</sup> & Norpoint Commercial Area**

Encourage low intensity commercial development within the existing triangular area located in the vicinity of 29<sup>th</sup> Street NE and Norpoint Way NE. This area abuts neighborhood commercial and multi-family zoning and development located in adjacent Federal Way.

**Policy NET-2.3 Steep Slope Buffer**

Encourage any development on the existing commercially zoned property located along Marine View Drive southeasterly of East 11<sup>th</sup> Street to be a buffer use between the industrial area and the steep slope.

**Policy NET-2.4 Commercial Signs**

Encourage commercial signs that are designed to be unobtrusive and compatible with their surroundings while still capable of serving their primary function.

**Goal NET-3 Industrial Land Use**

Minimize any additional areas committed to industrial development in Northeast Tacoma.

**Policy Intent**– The focus for development of Northeast Tacoma has been for low-density residential development with limited multi-family housing and commercial uses. Industrial uses have been encouraged for other areas of the city where the land has already been committed to this specific use. Within Northeast Tacoma, there are industrially zoned areas located along Marine View Drive. It is acknowledged that these industrial uses will continue in the future within the Port of Tacoma as they abut Northeast Tacoma. Therefore, it is intended that any future industrial developments within Northeast Tacoma be located in this existing zoned area for industrial use so as to minimize adverse effects on the remainder of Northeast Tacoma.

**Policy NET-3.1 Utilize Existing Contours/Geologic Studies**

Industrial development involving steep slopes should utilize and maintain the existing contours as much as possible, and when appropriate and when necessary, provide a site engineering/geologic study.

**Policy NET-3.2 Drainage Control**

Adequate measures must be taken to properly control existing drainage patterns and handle surface runoff and erosion which is caused by industrial development.

**Goal NET-4 Recreation and Open Space**

Provide a range of recreational and open space opportunities to the residents of Northeast Tacoma consistent with the changing needs of the area.

**Policy Intent**– Twenty years ago, open space in Northeast Tacoma was abundant in both form

and variety, but subsequent residential development has consumed much of the land. In addition, remaining large parcels have been generally developed into large residential subdivisions. To provide the necessary recreation and open space amenities, it is imperative that existing park projects be completed, that new recreational opportunities be identified and that remaining open space (e.g. slopes, gulches) be retained to help maintain the area's quality of life. The intent is to enhance the provision of open space and recreational opportunities with both public and private resources. Properties located adjacent to existing parks, steep slopes and remaining undeveloped gulches need to be targeted for open space acquisition. Recreationally deficient areas such as Upper Browns Point, Harbor Ridge and Northwood should be given special consideration. Also essential will be a good working relationship between those who provide opportunities (e.g. Metro Parks, Tacoma School District, City of Tacoma) and those residents who use the facilities and services. Improvements to key recreational facilities such as Norpoint Community Park and Alderwood Park need to be completed as soon as possible. Also, a trail system needs to be developed for walking and bicycling that would link Northeast Tacoma to other systems in Tacoma, Federal Way, Fife, Browns Point and Dash Point. Finally, the community needs to take advantage of its scenic views and vistas by establishing and/or improving (e.g. landscaping, paving, litter containers, etc.) public access to slope sites such as Norpoint Park located on Norpoint Way.

**Policy NET-4.1 Acquire Open Space**

Support acquisition of properties for open space to preserve natural features and to provide a buffer between incompatible uses. Give priority to acquiring steep slope property above Marine View Drive and to ravines such as Julia's Gulch and Cheney Gulch.

**Policy NET-4.2 Trails**

Support the development of a trail system for walking and bicycling which would connect the schools, parks, steep slope and other open space sites in Northeast Tacoma.

**Policy NET-4.3 Unique Natural Features**

Require developers to provide and maintain landscaping of projects and to preserve any unique areas as open space.

**Policy NET-4.4 Recreational Opportunities**

Develop regulations to require large-scale residential developers (e.g. subdivisions) to provide recreational opportunities within those developments to help meet the recreational needs of the residents.

**Goal NET-5 Transportation**

Achieve a safe and efficient multi-modal transportation system which provides for the present and future land use and population needs of Northeast Tacoma.

**Policy Intent** – A key component of this safe and efficient transportation system will be the completion of a comprehensive arterial street network including the Norpoint Way extension project as well as unfinished street lighting and sidewalks. The provision of improvement and traffic calming actions for the safe movement of both pedestrians (e.g., walkways along arterial streets/near schools, crossings at schools) and bicyclists (e.g., bicycle lanes) is desired. The street system must also be developed to improve access to adjacent communities such as Federal Way, Fife, Dash Point and Browns Point as well as downtown Tacoma and Sound Transit in the Tacoma Dome area. Likewise, coordination and improved services among transit organizations such as Pierce Transit, Sound Transit and King County Metro must be assured. Future facilities and services should also be established as community needs warrant their development or improvement.

**Policy NET-5.1 Improve Access**

Coordinate with Federal Way and King County to situate and improve transportation facilities to assure reasonable access between the Northeast Tacoma and adjacent communities.

**Policy NET-5.2 Restricted Parking**

Provide the safe sufficient movement of traffic in Northeast Tacoma by restricting vehicular parking along all minor or principal arterial streets.

**Policy NET-5.3 Streetlights**

Install street lights along all neighborhood streets and arterial streets to improve safety. Design the streetlights so as to minimize impacts in the view areas.

## **Goal NET-6 Community Facilities**

Provide a broad range of community facilities and services that are distributed fairly and equitably to meet the needs of the residents of all ages and of all areas within Northeast Tacoma.

**Policy Intent** - Community facilities are public and quasi-public uses that encompasses a wide range of needs and services such as schools, libraries, fire stations, churches, and day care centers. The area's growing population supports the development and/or expansion of a number of these community facilities. It is the intent to guide the development and/or expansion of community facilities so that the needs of existing and future residents will be met. It is also intended that such facilities be readily accessible to users and represent an enhancement to the community. Special attention should be given to future expansion or reconstruction of Kobetich Library as well as the potential development of a public high school in Northeast Tacoma.

### **Policy NET-6.1 Landscaping**

Encourage existing community facilities to provide or maintain landscaping and other amenities.

### **Policy NET-6.2 Fulfill Identified Needs**

Encourage the development or expansion of community facilities with priority for a senior center in Northeast Tacoma.

## **Goal NET-7 Utilities and Services**

To develop, maintain and properly distribute an adequate system of utilities and provide for an acceptable level of police, fire, refuse collection and street cleaning services for area residents.

**Policy Intent** – Provision of quality utilities and related services is necessary to the health, safety and well-being of the residents of Northeast Tacoma. They include storm and sanitary sewers, water service, electrical power, natural gas, refuse collection, telecommunications, street cleaning and police and fire services. It is recognized that most of these services are being met through numerous citywide policies that are not included in this section. The policy intent is to develop and

maintain an adequate system of utilities and services to meet the demands of the existing and future residential, commercial and industrial users. Efficient coordination between public and private utility providers is an important consideration.

## **Goal NET-8 Special Areas**

### **Steep Slope Areas**

**Policy Intent** - The steep slope area is a continuous greenbelt of natural vegetation that provides a buffer between the Port Industrial area and the residential uplands. When the existing conditions of the slope are disturbed, there is a potential for erosion and other related hazardous conditions. The future of the slope would ideally be an open space natural area for all to enjoy. While it is recognized that limited development may occur on privately owned slope property, the physical constraints should limit construction to significantly lower overall densities and cluster development on large sites. It is key that the natural contours of the slope area not be substantially altered by development. In addition, small ravines and other areas of surface runoff that drain into the Hylebos Waterway and Commencement Bay should be protected from development.

### **Policy NET-8.1 Slope-Based Development**

Commercial and light industrial developments may be appropriate only in those areas along Marine View Drive, southeasterly of E. 11<sup>th</sup> Street, that were previously excavated and would be physically suitable for development.

### **Policy NET-8.2 Shared Access**

Minimize the amount of area taken up by roadways necessary to service development on a steep slope. Encourage use of shared access roads.

### **Trees, Views and Native American Cultural Sites**

**Policy Intent** – As Northeast Tacoma has developed, there has been a significant loss of mature trees and new efforts need to be made to retain the remaining trees. The trees add visual beauty, aid in erosion prevention and re-oxygenation and provide wildlife habitats. Planting of new trees should occur in areas where retention is not feasible. As an asset of

the area, view also deserves consideration for promotion, protection and/or preservation pursuant to the City's view sensitive ordinance. As an area for early Puyallup and Nisqually cultural activities, it is also important that preservation and other actions be implemented in support of identified historic or prehistoric sites.

**Policy NET-8.3 Site Views/Minimize View Blockage**

Development within potential view areas should utilize various building designs, site layouts, street arrangements and orientation to maximize and protect the view potentials and minimize view blockage of adjacent sites.

## North End Neighborhood

### Community Profile

The North End Neighborhood Council Area represents the westerly and northwesterly portion of the city comprising a number of sub-areas that include: Sherman, Jane Clark, Puget Park, Mason, Washington, Jefferson, UPS, Old Town, Prospect Hill, Buckley, Stadium-Seminary, St. Patrick, Jason Lee and the Wedge. The North End community abuts the waters of Commencement Bay and other parts of Tacoma. Early development occurred around the Old Town area. With the establishment of New Tacoma and as other transportation routes (e.g., 6<sup>th</sup> Avenue, North 30<sup>th</sup>, North I Street) were completed from downtown, the area grew away from its older water-related orientation in Old Town and along Ruston Way. Today, the North End community primarily includes single-family neighborhoods as well as some multi-family housing and a few commercial districts situated along arterial streets and at major intersections.

### Area Vision

North End is shaped by a distinct sense of place formed largely by existing qualities including a grid of streets, historic structures, salmon streams, natural and green open spaces, mature trees, parks, views, waterfront, neighborhood schools, housing variety and compact commercial districts. The future is viewed as only incremental change with infill development and redevelopment and limited densification in designated areas. Amenities such as beautification projects, historic preservation and increased recreation are desired as well as aggressive code enforcement to preserve this sense of place.

The residential vision is to preserve and enhance the existing single-family areas while supporting multifamily housing in the mixed-use centers and along the major transit corridors. In particular, it is envisioned that unique features of the North End area such as its historic districts, public natural areas, and water view should be protected while accommodating new infill housing on vacant residential properties. Efforts

should also be made to buffer existing residential areas from heavily trafficked east-west corridors such as North I /21<sup>st</sup> Street, 6<sup>th</sup> Avenue, North 26<sup>th</sup> Street and North 30<sup>th</sup> Street.

The commercial vision is to enhance the existing Proctor and 6<sup>th</sup> Avenue neighborhood mixed-use centers while improving other commercial areas such as the Old Town district situated at North 30<sup>th</sup> and McCarver Street. The commercial vision is also concerned about maintaining the viability of commercial restaurant and other businesses located along the Ruston Way waterfront.

The recreation and open space vision is to maintain and/or enhance recreational facilities including existing playgrounds and new mini-parks as well as protect public natural open space assets such as gulches and steep slopes. The proximity of the Ruston Way waterfront as well as major parks (e.g. Point Defiance, Wright Park) also serve area residents. Additional goals include maintaining and/or developing trails systems for pedestrian circulation along the waterfront and slopes.

The transportation vision shall maintain and enhance the existing grid system of streets to provide good circulation. Resident concerns include the need to enhance unimproved rights-of-way, enforce parking regulations for passable streets, preserve exposed brick and cobblestone streets, enhance pedestrian safety through the use of traffic calming methods and improved sidewalks as well as support added resurfacing, turn lanes and other improvements.

In addition, the North End vision also includes objectives for community facilities, utilities, and city services that include actions to preserve the existing fire station in the Proctor District and restoring the fire station on Ruston Way, to develop a new community center, to underground overhead electrical wires, and to replace historic lighting throughout the North End area. Special areas such as environmental resources (e.g. steep slopes, gulches) and cultural resources (e.g. historic structures) should also be preserved and protected. Finally, the preservation and protection of other public natural areas from activities that are detrimental to fish and wildlife is also a concern.

## North End Neighborhood Subarea Descriptions

### Sherman

The Sherman area is located in the northern part of the North End Neighborhood area. The area is bounded by North 36<sup>th</sup> Street on the south, Cheyenne Street on the west, North 46<sup>th</sup> Street on the north and Commencement Bay on the east. The area is an established community generally comprising single-family homes, many with water views of the bay. Major landmarks include Mason Gulch, Northwest Baptist Seminary and Sherman Elementary School.

### Jane Clark

The Jane Clark area is located in the northwest part of the North End Neighborhood area. It is bounded by North 46<sup>th</sup> Street on the north, North Stevens Street and Cheyenne Street on the east, North 30<sup>th</sup> Street on the south and Huson Street on the west. Major facilities include Jane Clark Park, Sherman Elementary School, several historic churches and an historic fire station at North 41<sup>st</sup> Street and Gove Streets.

### Puget Park/Puget Creek

The Puget Park/Puget Creek area is located in the north central part of the North End Neighborhood area. The area is bounded by North 36<sup>th</sup> Street on the north, including Puget Creek's natural boundaries, Cedar Street on the east, North 30<sup>th</sup> Street on the south, and Stevens Street on the west. Unique features include Puget Park, Puget Creek Watershed, and Proctor Gulch along with a small business district located at North 34<sup>th</sup> and Proctor Streets.

### Mason

The Mason area is located in the west central part of the North End Neighborhood Council. It is bounded by North 30<sup>th</sup> Street on the north, Huson Street on the west, Proctor Street on the east and North 21<sup>st</sup> Street on the south. Facilities and services include a portion of the North 26<sup>th</sup> and Proctor Streets mixed-use center, Mason Middle School as well as a unique trail system along the Mason Avenue median that starts at North 27<sup>th</sup> Street.

### Washington

The Washington area is located in the central part of the North End Neighborhood area. The area is bounded by North 21<sup>st</sup> Street on the south, Proctor Street on the west, Oakes Street

on the east and North 30<sup>th</sup> Street on the north. Facilities and services include a major portion of the North 26<sup>th</sup> and Proctor Streets mixed-use center, both Washington and Hoyt Elementary Schools, Wheelock Library and the North End postal substation.

### Jefferson

The Jefferson area is located in the southwest part of the North End Neighborhood area. The district is bounded by North 21<sup>st</sup> Street on the north, 6<sup>th</sup> Avenue on the south, Huson Street on the west and Proctor Street on the east. Major facilities include Jefferson Elementary School and Jefferson Park, as well as commercial businesses along 6<sup>th</sup> Avenue.

### UPS Area

The University of Puget Sound (UPS) area is located in the south central part of the North End Neighborhood area. The district is bounded by Proctor Street on the west, North 21<sup>st</sup> Street on the north, Pine Street on the east and 6<sup>th</sup> Avenue on the south. It is a residential district surrounding the University of Puget Sound campus with some commercial activity along 6<sup>th</sup> Avenue.

### Old Town

The Old Town area is an historic community located in the northeast part of the North End Neighborhood area. The community is bounded by North 29<sup>th</sup> Street and Yakima Avenue on the south, North Cedar Street and North Carr Street on the west, North 11<sup>th</sup> Street on the east and Commencement Bay on the north. As the oldest part of Tacoma, the area has retained a number of historic structures (e.g. Slavonian Hall, Saint Peters Church). The area is served by the Old Town Business District, Old Town Park, a new mini-park in the business district as well as the terminus of Buckley Gulch.

### Prospect Hill

The Prospect Hill area is a small residential district adjacent to Old Town that is isolated by the steep slopes on its eastern side and Buckley Gulch on its western side. It is generally located between North 29<sup>th</sup> Street and North 21<sup>st</sup> Street from Carr Street to Oakes Street. The land use is primarily single-family housing with many of the structures having water views. At the north end of the district is Catherine Ursich Park located at the base of Buckley Gulch.

**Buckley**

The Buckley area is a small area in the south central part of the North End Neighborhood Council district. The area is bound by 6<sup>th</sup> Avenue on the south, North 21<sup>st</sup> Street on the north, Steele Street on the east and Pine Street on the west. The area is unique in having a sizable number of narrow streets and rectangular blocks. The key facility for the area is Grant Elementary School.

on the north and west, 6<sup>th</sup> Avenue on the south and South L Street on the east. The area abuts the expanding Mary Bridge and Tacoma General medical complex located on its eastern boundary.

**Stadium-Seminary**

The Stadium-Seminary area is an historic residential community located in the northeast part of the North End Neighborhood area. The area is bounded by Commencement Bay on the north, North 5<sup>th</sup> Street on the east, Yakima Avenue on the south, North 11<sup>th</sup> Street on the west. Many homes are historic and have water views. Key facilities include Garfield Gulch, Annie Wright School, the Tacoma Tennis Club and Garfield Park.

**Saint Patrick**

The Saint Patrick area is an older residential district located in the southeast part of the North End Neighborhood area. The area is bounded by North Yakima on the north, North M Street on the south, Steele Street on the west, and North 5<sup>th</sup> Street and Division Avenue on the east. The area contains some of the oldest homes in the city representing the northern portion of the larger North Slope Historic District. The area's key landmark is St. Patrick Cathedral at North 12<sup>th</sup> & J Streets as well as the new Valerie Sivinski mini-park.

**Jason Lee**

The Jason Lee area is an older residential district located in the southeast part of the North End Neighborhood area. The area is bounded by 6<sup>th</sup> Avenue on the south, Steele Street on the west, Division Avenue on the east and M Street on the north. Facilities and services include the historic Jason Lee Middle School and commercial businesses located along 6<sup>th</sup> Avenue. The area also contains some of the oldest homes in the city representing the southern portion of the larger North Slope Historic District.

**Wedge**

The Wedge area is a small triangular shaped residential area located in the extreme southeast corner of the North End Neighborhood area. The community is bounded by Division Avenue



## North End Neighborhood Goals and Policies

### **Goal NE-1 Residential**

Maintain the area's current mix of housing while preserving the unique features of the North End area.

**Policy Intent** –Residential areas within the North End Neighborhood area offer a variety of housing options. While a majority of the existing housing is represented by older single-family structures, apartments and some specialized housing are also located on or near major arterial streets. In addition, since most of the area was platted and developed over many decades, many of these neighborhoods currently reflect a variety of architectural styles. Additionally, many view homes and important natural areas are located in specific neighborhoods such as Sherman, Puget Park/Puget Creek, Old Town, Prospect Hill, Stadium-Seminary and Saint Patrick.

Multifamily residential uses range from small duplexes and triplexes to larger apartment buildings located especially on or near 6<sup>th</sup> Avenue, Division Avenue, North I Street, North K Street and Tacoma Avenue North. It is intended that multifamily residential use continue along these transportation corridors and in the designated mixed-use centers. As the demand for housing in the area continues to grow with increasing housing costs, efforts should be made to accommodate additional residents while maintaining the unique sense of place reflected in the community vision. Encroachment by commercial or other incompatible nonresidential uses shall be prohibited.

#### **Policy NE-1.1 Expand Housing Opportunities**

Accommodate housing in or near the two mixed-use centers and along major arterial streets. Allow regulatory actions (e.g., Accessory Dwelling Units) to accommodate additional housing consistent with the existing residential character of the neighborhoods.

#### **Policy NE-1.2 North Slope Historic Zone**

Ensure zoning regulations that are compatible with the area's historic district designation and which recognizes the existing mix of single-

family and multiple-family housing, while preventing new multi-family development.

#### **Policy NE-1.3 Wedge Neighborhood Preservation**

Discourage zoning and intensity changes to properties abutting the Mary Bridge and Tacoma General Hospital medical complex to protect the residential integrity of the Wedge neighborhood.

#### **Policy NE-1.4 UPS Neighborhood Preservation**

Support limited expansion of the University of Puget Sound campus pursuant to a master plan document developed with community input. Encourage future campus development within an area bounded by North 18<sup>th</sup> Street, North Alder, Union Avenue & 6<sup>th</sup> Avenue. Consider limited development on the west side of Union Avenue for non-classroom facilities only.

#### **Policy NE-1.5 Historic Preservation**

Preserve and protect existing historic homes and structures. Discourage demolition of properties listed on, or eligible to be listed on, the National Register of Historic Places and the Tacoma Landmarks Register through the adoption of effective regulations and policies governing City review of projects affecting historic properties.

#### **Policy NE-1.6 Historic Building Replacement**

Allow designated historic buildings that are damaged or destroyed and are legally non-conforming to area regulations to rebuild within their existing footprint, provided the new structure complies with appropriate building and fire codes.

### **Goal NE-2 Commercial**

Maintain and/or expand existing commercial activities, especially in designated mixed-use centers, unless the expansion of commercial activity impacts the important natural areas.

**Policy Intent** – Commercial activity is limited since the North End is primarily a residential district. Existing retail activity is primarily located along major arterial streets that include 6<sup>th</sup> Avenue, Proctor Street, Union Avenue, North 26<sup>th</sup>, North 21<sup>st</sup> and North 30<sup>th</sup> Streets. More concentrated development is encouraged in two designated mixed-use centers at North 26<sup>th</sup> &

Proctor Street and along 6<sup>th</sup> Avenue near Pine Street. The long-term policy intent is to maintain and enhance these existing commercial facilities while protecting the abutting residential areas and that any new commercial development should be developed so as to not negatively affect adjacent residential uses.

**Policy NE-2.1 North 34<sup>th</sup> & Proctor Streets Commercial Node**

Support a change to C-1 Commercial zoning at the intersection of North 34<sup>th</sup> Street and Proctor Street. Discourage zoning and intensity changes that expand the node into the abutting residential areas or Puget Gulch, especially as it will impact or affect the upper Puget Creek Watershed area and its habitat features.

**Policy NE-2.2 6<sup>th</sup> Avenue & Proctor Street Mixed-Use Center Development**

Encourage new housing and commercial development within the Proctor Street and 6<sup>th</sup> Avenue mixed-use centers. Provide adequate parking to mitigate impacts on surrounding residential neighborhoods.

**Policy NE-2.3 6<sup>th</sup> Avenue & Proctor Street Commercial Node**

Support medium intensity and C-2 Commercial zoning on both sides of the commercial node along 6<sup>th</sup> Avenue between Madison and Adams Streets. Eliminate existing M-1 Industrial zoning upon abandonment of the use and consistency with the Central Area policies.

**Goal NE-3 Recreation and Open Space**

Maintain and enhance parks, open space and other recreational facilities located within walking distance of existing residents living in the North End Neighborhood area.

**Policy Intent** – While larger recreational facilities (e.g. Wright Park) are available nearby, the North End area continues to rely mostly on existing school playgrounds, small neighborhood parks (e.g., Jefferson Park, Old Town Park, Ursich Park) and new mini-parks to address most of its immediate recreational needs. In addition, residents also make good use of the existing gulches and ravines as well as the Ruston Way promenade for walking and

enjoyment of the natural environment. The community realizes good access to and preservation of these natural areas is an important element in the livability and attraction of this North End community.

Note: *Policy NE-7.3 Public Notification* also supports the preservation of recreation and open spaces.

**Policy NE-3.1 Shoreline Trails Network**  
Acquire properties and seek funds to implement a Shoreline Trails Network.

**Policy NE-3.2 Mason Avenue Median Trail**  
Complete the Mason Avenue Median Trail from North 27<sup>th</sup> Street to North 9<sup>th</sup> Street. Add amenities such as benches and landscaping to enhance its use.

**Policy NE-3.3 Buckley Gulch Trail System**  
Develop a pedestrian trail along Buckley Gulch from the top of the bluff (in the area of North 19<sup>th</sup> and Anderson Streets) to Catherine Ursich Park and on to Old Town Park.

**Policy NE-3.4 Mason Gulch Scenic Overlook**  
Develop a scenic overlook wayside park in the vicinity of North 38<sup>th</sup> and Stevens Streets in the Sherman neighborhood.

**Policy NE-3.5 Puget Creek Trail System**  
Complete the Puget Creek trail system.

**Policy NE-3.6 Puget Creek Management Watershed Plan**  
Support the intent of the Puget Creek Watershed Management Plan and preservation of other public-owned natural areas by preventing tree cutting and other degrading activities.

**Policy NE-3.7 Community Center**  
Encourage the development of a community center.

**Policy NE-3.8 Wheelock Library**  
Support maintenance, restoration, and possible expansion of the Wheelock Library.

**Goal NE-4 Transportation**

Preserve and enhance the established grid system of streets that provides good circulation for area residents throughout the North End.

**Policy Intent** – The North End area is well served by both residential and arterial streets. Existing arterial streets provide both east-west and north-south circulation facilitating access to other parts of Tacoma and to specific destination points such as Ruston Way, Point Defiance Park, Tacoma Narrows Bridge and downtown Tacoma. The arterial streets also provide access to the two mixed-use centers.

Transportation issues for North End residents reflect a variety of concerns that include the condition of the infrastructure, the improvement or beautification of unimproved rights-of way, parking encroachment issues, preservation of existing historic brick and cobblestone streets, as well as traffic calming (e.g. traffic circles, traffic enforcement) especially in residential areas.

While Tacoma has a citywide bicycle system of streets, sidewalks, utility rights-of-way and separate bike paths, several bike routes have been striped in the North End including North Union Avenue and North Stevens Street. However, even with some lane striping, bicyclists often face riding in heavy traffic due to a lack of designated bicycle lanes on many streets.

Pierce Transit plays an important role in the area with several transit routes providing service throughout the area. It is recognized as the community changes, bus routes may need to be added or revised to facilitate access to jobs, shopping and specific destinations such as downtown, Ruston Way, University of Puget Sound, and the Proctor Street and 6<sup>th</sup> Avenue mixed-use centers.

**Policy NE-4.1 Bicycle Route Improvements**  
Complete bicycle improvements (e.g. lanes, signage) along arterial streets and other routes designated on the Nonmotorized Network Map for travel in the North End. Give priority to improvements that connect existing bike lanes and trails within the North End, as well as to adjacent areas (e.g. Stevens and Tyler Streets).

**Policy NE-4.2 North Mason Avenue Circulation**

Change North Mason Avenue (from North 9<sup>th</sup> to North 27<sup>th</sup> Street) to one-way traffic on each side of the median to improve traffic circulation and to complement planned recreational improvements for Mason Avenue Median Trail.

**Policy NE-4.3 Historic Street Preservation**  
Preserve and maintain brick and cobblestone streets especially in the designated North Slope and Stadium-Seminary Historic Districts, by considering load limits for commercial vehicles.

**Policy NE-4.4 Hazardous Sidewalks**  
Make sidewalk improvements to infill and repair stretches of the walkway network, giving priority to hazardous sidewalks and missing curb ramps, and whenever possible protecting street trees by avoiding root damage.

**Policy NE-4.5 Parking Encroachment**  
Ensure that new and expanding commercial, medical, or residential developments provide adequate parking to mitigate impacts on surrounding residential neighborhoods (e.g. Mary Bridge and Tacoma General Hospitals, 6<sup>th</sup> Avenue, and North 5<sup>th</sup> Street & Sheridan Avenue).

**Policy NE-4.6 Parking Management**  
Explore options to encourage property owners to provide incentives for transportation options to reduce parking demand in the North End area.

**Goal NE-5 Beautification and Safety**

Improve the beauty, safety and security of the North End area by supporting clean up activities, safety, and other improvements to enhance both residential neighborhoods and commercial business districts.

**Policy Intent** – The North End area reflects an older residential area with various needs related to public health, safety, and aesthetics.

**Policy NE-5.1 Public Rights-Of-Way (ROW) Improvements**  
Encourage the use and planting of native plants and trees in the landscaping of public ROWs, particularly parking strips, and open space areas especially along visual arterial streets. Consider converting other unimproved ROWs (e.g., North 16<sup>th</sup> & Cedar Streets, North 27<sup>th</sup> & Mullen Streets) to mini-parks or open space uses.

**Policy NE-5.2 Non-Native Plants**  
Support the removal of invasive, non-native plants (e.g. English Ivy, Scotch Broom, Blackberry) on public and private properties.

**Policy NE-5.3 Business District Beautification**

Enhance the existing streetscape (e.g. signage, trees, benches) within designated business areas (e.g. Proctor District, 6<sup>th</sup> Avenue) as well as at specific commercial intersections and other nodes (e.g. North 26<sup>th</sup> & Alder Streets, North 26<sup>th</sup> & Stevens Streets).

**Policy NE-5.4 Historic Bridge Preservation**

Preserve historic bridges that cross the gulches in the North End area. In particular, restore the lighting standards and plaques on the North Proctor Bridge that crosses over Puget Gulch.

**Policy NE-5.5 Tree Preservation**

Retain large, mature trees, except when they block views and/or pose a safety hazard, especially in historic neighborhoods.

**Goal NE-6 Utilities and Services**

Develop and maintain a full complement of public and private utility services including electrical power, water service, natural gas, storm and sanitary sewers, refuse collection, street cleaning and telecommunications.

**Policy Intent** – The provision of quality utilities and related services is needed for the health, safety and well-being of the residents and businesses located in the North End area. While many North End residents want to reduce view blockage by under-grounding electrical distribution and other wires in their neighborhood, the high cost generally limits such improvements to financing through a Local Improvement Districts (LIDs). In addition to view blockage from utilities, residents are also concerned about view blockage from new residential construction within North End neighborhoods.

**Policy NE-6.1 Underground Utilities Program**

Support LID and other financial tools for underground utilities in the North End view neighborhoods and in the areas targeted for development such as the mixed-use centers.

**Policy NE-6.2 View Corridor Protection**

Protect mountain and water views within residential areas from blockage by unattractive utility lines, cell towers, and other man-made impediments (e.g. Sperry Ocean Dock). Also

utilize building design, site layout and street arrangements to maximize view while minimizing view blockage of adjacent sites.

**Policy NE-6.3 Electrical Substation Reuse**

Encourage the conversion of electrical substations (e.g. Alder Substation, Cushman Substation, Puget Park Substation, Junett Substation) for recreational and open space uses if the sites are no longer needed for their intended purpose.

**Policy NE-6.4 Historic Street Lighting System**

Preserve and expand historic street lighting along both arterial and neighborhood streets in older residential districts such as the North Slope area.

**Policy NE-6.5 Streetlight Improvements**

Install streetlights along streets to improve safety, particularly areas where there are documented safety issues, such as bus stops, schools, libraries.

**Goal NE-7 Special Areas: Environmentally Sensitive Areas**

**Policy Intent** – The steep slope area above Ruston Way along with the major gulches in the North End represent a major greenbelt of natural vegetation extending from the ASARCO site near the northwest corner of the North End along Schuster Parkway to downtown. When the existing conditions of the slope are disturbed, there is a potential for erosion and other hazardous conditions. The future of these steep slopes are best served as natural open spaces for all to enjoy. Likewise, both the small ravines and larger gulches that drain into Commencement Bay should also be protected from development.

While the North End area is generally an older developed district, there has been a gradual loss of this natural vegetation especially within the gulches due, in part, to the authorization of new housing. As a significant asset for the area, both steep slopes and gulches deserve protection from development to maintain green space as well as to preserve habitat for existing wildlife.

**Policy NE-7.1 Slope-Based Development Limitations**

Protect existing steep slope areas from development that would disturb its stability and reduce its natural beauty. While some limited development may occur on privately-owned slope property, existing physical constraints should limit construction to significantly lower overall densities.

**Policy NE-7.2 Gulch and Steep Slope Preservation**

Support the acquisition of gulch and steep slope properties for preservation as open space. Give special emphasis to preservation of the larger gulches including Mason Gulch, Garfield Gulch, Buckley Gulch and Puget Gulch.

**Policy NE-7.3 Public Notification**

Allow all residents and property owners, within the appropriate neighborhood council, to comment on activities affecting public property, e.g., tree cutting.

## South End Neighborhood

### Community Profile

The South End Neighborhood is located in the south-central section of the City of Tacoma. It contains nearly 24% of Tacoma's citizen and 16% of the City's land area. The establishment of I-5 in the early 1960's provided increased access and visibility that led to much of the commercial development present today along the west side of the South End. With most of its population and housing occurring since 1960, the area represents a community of residential neighborhoods with family incomes averaging a little below the city's average. However, the South End retains a higher percentage of owner occupied units than the city as a whole. Employment in the South End continues to increase and is projected to increase more than the entire city.

### Area Vision

The vision of the residents of the South End, as represented by the "action strategy" is a low-density residential district with commercial development located along major arterial streets and limited multifamily development within established residential neighborhoods. While focus is on the automobile and the street network to get motorist safely through the neighborhood and increased public transit service, the residents seek to support homogeneous residential areas with access to recreational activities, open space as well as basic public and private facilities and services.

The "action strategy" is intended to facilitate the vision through public and private actions that address identified community needs and concerns. The strategy emphasizes (a) the need to improve the aging infrastructure and public safety improvements; (b) the need to improve neighborhood business districts and preserve historic buildings; and (c) the need to develop, expand or change public facilities and services to meet the area's growing and changing population.

## Larchmont Analysis

### Background

The Larchmont area is a developed neighborhood of primarily single-family homes. There are a number of vacant lots remaining in the area. The area is seeing some limited infill on the remaining vacant lots as well as redevelopment of older homes. The area has some non-conforming retail uses throughout the area.

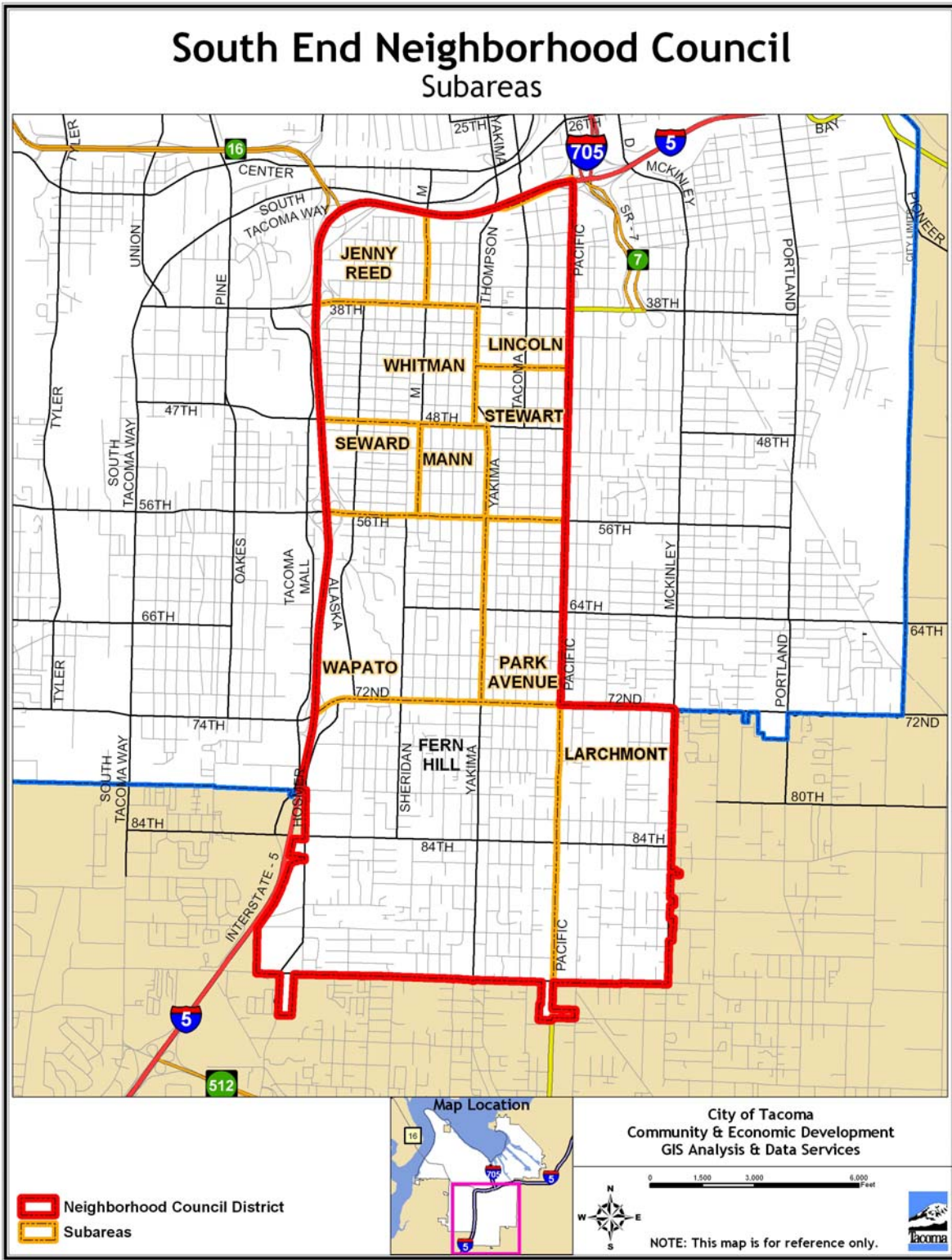
### Outlook

Larchmont is expected to see changes in the years to come from new residential development. New single-family homes will be added and a few older homes may be replaced. The few non-conforming uses in the area are residential properties, which will likely not detract from the stability of the neighborhood.

Many streets warrant improvements, but due to their low traffic volumes and residential street designation, improvements will be dependent upon forming Local Improvement Districts (LID). Several area streets have already used LID's to accomplish needed paving and reconstruction. McKinley Ave. from South 72nd to South 96th Street, and South 96th Street from "A" Street to McKinley Ave. is scheduled to be improved, funded through a special project from the state. Improvements include curbs and gutters, new paving, sidewalks, streetlights and storm drains. Construction is scheduled to begin in the spring of 1999 through 2000.

### Special Policy

Within the medium and low intensity areas boarded by Pacific Avenue and "A" Street to the east, and between East 72<sup>nd</sup> to East 84<sup>th</sup> Street, access shall be limited to Pacific Avenue. An exception may be granted where a development is proposed with a density at or lower than fifteen units per acre. The intent of this policy is to limit traffic on "A" Street to a level normally associated with single family residential generation levels to protect the single-family neighborhood along both sides of "A" Street from the adverse affects of traffic from higher density and intensity uses from adjacent properties using this residential street for access.



# South Tacoma Neighborhood

## Community Profile

South Tacoma is located in the southwest portion of the city. It is a large area bounded by State Route 16 and Center Street on the north, Orchard Street on the west, South 80<sup>th</sup> Street on the south, and Interstate 5 on the east.

Development of South Tacoma began in 1891 when the Northern Pacific Railroad Company decided to move their shops to southern Tacoma. Because of the abundance of flat, developable land and easy access to the downtown area, significant commercial and industrial development occurred.

Currently, South Tacoma is home to 23,281 people, representing approximately 12% of the city's population. South Tacoma abuts the cities of Lakewood, University Place and Fircrest on its south and west sides. South Tacoma contains 15.3% of Tacoma's land area, comprising 4,973 acres.

South Tacoma has ten distinct subareas, which include the Arlington, Edison-Gray, Lincoln Heights, Madison, Manitou, Oakland/Madrona, Orchard neighborhoods as well as the South Tacoma Way Commercial Area, Tacoma Mall Area, and the South Tacoma Manufacturing/Industrial Center. Citizen groups have played a crucial role in the continued development of South Tacoma. These groups include the South Tacoma Neighborhood Council, Oakland-Madrona Neighborhood Council, South Tacoma Way Business District, and Oakland-Madrona Business District.

Historically, as the area continued to grow necessary amenities such as parks, playgrounds, and street improvements were not developed at the same pace. While basic services are provided, problems related to flooding, a lack of parks and playgrounds, and non-motorized circulation continue to impact the community. With a high percentage of rental housing, landlords have been unwilling to invest in infrastructure improvements.

South Tacoma continues to have an abundance of vacant non-residential land as well as significant retail and office space. Unique from other areas of the city, South Tacoma has a significant presence of new and used car dealerships along South Tacoma Way and around the Tacoma Mall.

## Area Vision

South Tacoma's vision is to be an integrated and cohesive group of neighborhoods and business districts that provide a safe and livable environment. Its goal is to be an economically healthy and eminently livable area with a diversity of housing, employment, and commercial opportunities.

It is expected that continued economic growth will further family-wage job opportunities, especially in existing industrial areas, neighborhood mixed-use centers, and the Tacoma Mall Center. Priority will be placed on commerce that is pedestrian-oriented and supports a feeling of community. Business districts and neighborhoods will be protected from "strip-malls" and commercial and industrial properties will be protected from residential encroachment such that it limits future commercial or industrial development. The reuse and redevelopment of both commercial and industrial properties should be emphasized in order to increase employment opportunities, protect residential properties, and remove blight. Development of the South Tacoma Manufacturing/Industrial Center will continue to enhance the economic vitality of Tacoma and the region.

Future priorities for South Tacoma should include development and enhancement of public parks, open spaces, bike and hiking trails; development of industrial areas; and redevelopment of existing retail-commercial centers.

The **residential vision** is to maintain the area's mix of single-family and multifamily housing while preserving the unique features of South Tacoma neighborhoods. South Tacoma contains over 9,000 housing units, approximately 12% of the city's total units. Single-family residences make up 17.3% of the total land area; with multi-family and other types of housing consisting of

only 5%. Currently, only 40.3% of the housing is owner-occupied, compared to 54% citywide. Rental housing ranges from single-family to large apartment complexes. The price levels range from some of the most affordable in the city to the upper middle range. Currently, housing age ranges from late 19<sup>th</sup> century homes to newly constructed subdivisions and infill construction, with a predominance of homes built from the 1920's to the 1960's. Efforts should be made to buffer quiet neighborhood areas from the onslaught of heavily trafficked commercial areas and transit corridors by applying traffic-calming and other methods as necessary. Additionally, residential development and infill should be directed into areas that have been zoned for such use.

The **commercial vision** is to maintain and enhance development within the existing designated commercial and mixed-use districts to enrich the local business area and to protect the residential areas from the effects of incompatible commercial development. The overall vision is to develop new economic opportunities in the South Tacoma and Oakland-Madrona Business Districts and in the Tacoma Mall Mixed-Use Center. With South Tacoma's rail history, adaptive use of historic buildings should be supported.

The **industrial vision** will be to maintain and further enhance economic and employment opportunities of the South Tacoma Manufacturing/Industrial Center, which is supported by a regional transportation system to include commuter rail. As older industrial uses move away or become obsolete, the overall strategy will be to prioritize the redevelopment of these older locations while also developing new business opportunities on vacant parcels. However, industrial development should have adequate buffering such that residential uses are not adversely impacted when construction is complete and development is occupied.

The **recreation vision** will be to maintain and enhance parks, open space and other recreational facilities. Given the geographic dispersal of the residential neighborhoods, it is important to build on the success of Wapato Hills Park by developing Oak Tree Park, improving the South End Recreation Area (SERA) facilities, and developing recreation facilities at the new Mount Tahoma and Gray Middle schools. The relocation of Gray Middle

School provides an opportunity to utilize the Barlow Annex and its adjacent grounds for recreational purposes.

The **transportation vision** will be to maintain and/or improve street and street-related circulation systems (e.g., sidewalks, trails, bicycle routes) throughout South Tacoma. Special emphasis should be given to projects that support mass transit, bicycling, and walking in favor of automobile use. Future projects should include developing the historic Water Ditch Trail and enhancing bicycle routes and trail linkages to other nonmotorized routes in Tacoma and Pierce County.

The South Tacoma vision includes objectives for beautification and safety such as new lighting projects for pedestrian safety and beautification enhancements of the business districts and neighborhoods. This includes pedestrian crosswalks in business districts and routes serving schools, parks, trails, and other community facilities. Utility changes should include the future reuse of the City Landfill and improvements to facilitate development in the low flood plain areas of South Tacoma consistent with protecting existing wetland areas.

## South Tacoma Neighborhood Subarea Descriptions

### Arlington Neighborhood

The Arlington neighborhood is located in the southeast part of South Tacoma. It is bounded by South 66<sup>th</sup> Street on the north, Interstate 5 on the east, South Tacoma Way on the west and the City limits on the south. The Tacoma Mall Boulevard area serves a number of multifamily apartment complexes and numerous industrial, commercial and retail uses. South Tacoma Way area offers various auto-oriented businesses in addition to retail-commercial uses. This area includes educational assets of Bates Technical College, Arlington Elementary, and Tacoma Baptist School. Recreational facilities in this area include the undeveloped Oak Tree Park Natural Area and the proposed Historic Water Ditch Trail, which links this area to South Park and the City of Lakewood.

**Edison-Gray Neighborhood**

As the largest subarea in South Tacoma, Edison-Gray is located in the southeast part of South Tacoma. This primarily single-family neighborhood is bounded by South 48<sup>th</sup> Street on the north, South 66<sup>th</sup> Street on the south, South Tacoma Way on the west and Interstate 5 on the east. Educational facilities in the area are Edison Elementary and Gray Middle Schools. Recreational and open space areas include the Wapato Hills Park play area and large natural trail area, and South Park with a community center and the proposed northern terminus of the Historic Water Ditch Trail.

**Lincoln Heights Neighborhood**

The Lincoln Heights district is a residential area slowly converting to commercial uses. It is located in the north-central part of South Tacoma and is part of the Tacoma Mall Mixed Use Center. The district is bounded by the “Nalley Valley” industrial area on the north, 38<sup>th</sup> Street on the south, Pine Street on the west and Interstate 5 on the east. Major facilities include a Costco Warehouse store, the City’s Fleet Maintenance Shop and Police Headquarters as well as the Pierce County Annex and Lincoln Heights Park.

**Madison Neighborhood**

The Madison district is a residential area in the south-central part of South Tacoma. The district is bounded by South 48<sup>th</sup> Street on the south, South 38<sup>th</sup> Street on the north, South Pine Street on the east and South Tacoma Way on the west. The Madison Park residential district is an area that is about 10 blocks on each side that is zoned to accept the largest concentration of high intensity housing in the city. This area is part of the Tacoma Mall Mixed-Use Center and is served by the Tacoma Mall Transit Center offering local and regional bus service. The area includes the Continuous Progress Center and Alternative Middle School (formerly Madison Elementary School). In addition, the Tacoma Mall is located to the east across South Pine Street.

**Manitou Neighborhood**

The Manitou area is located in the southwest corner of South Tacoma. The area is bounded by South 56<sup>th</sup> Street on the north, South Tacoma Way on the east, Orchard Street on the west and the city limits on the south. On the south end of the area is large storm water retention area adjacent to Tacoma Power’s training

facility. The north end of the area contains mixed low intensity multi-family housing with various commercial uses. The west end of the area includes land located in Pierce County, which is located in Tacoma’s urban growth boundary. It is anticipated this land may be annexed in the future. The educational assets include the “old” Mt. Tahoma High School on Tyler Street and Manitou Elementary on 66<sup>th</sup> Street. The “new” Mt. Tahoma is located in the southwest corner of the area on the old Flett Dairy property; this expansive complex is also a diverse recreational facility that is available to the community. The following recreational facilities are contained in this area: Manitou Community Center; Manitou Park; Meadow Park Golf Course; and the South End Recreational Area (SERA) ball fields and play fields.

**Oakland-Madrona Neighborhood**

The Oakland-Madrona neighborhood is located in the northwest portion of South Tacoma. The area is bounded by State Route 16 on the north, Tyler and Orchard Streets on the west and the South Tacoma Manufacturing/Industrial Center on the south and east. This neighborhood subarea is home to a large range and types of land uses and facilities. Housing is primarily single-family homes with some multifamily housing developments. This area’s educational asset includes the Oakland-Madrona Alternative High School but is need of a local elementary school for local children. The Oakland-Madrona neighborhood also includes the Oakland-Madrona Business District, which is located along Center Street. This district provides retail and commercial businesses that serve area residents. Major recreational facilities include Oakland-Madrona Park, the south end of the Tacoma Nature Center, and the Scott Pierson Trail.

**Orchard Neighborhood**

The Orchard neighborhood is located in the northwest part of South Tacoma and is bounded by Center Street on the north, South 56<sup>th</sup> Street the south, Orchard Street on the west and Tyler Street on the east. This area contains several large multifamily apartment complexes with single-family detached housing located in planned residential developments. The City of Tacoma Landfill is located in this neighborhood and accounts for a large amount of undeveloped land. On the Center Street side of the Landfill is a substantial development of commercial-retail and national “big box” retailers. This area has

limited recreational opportunities, which include the Tyler Square pocket park and the golf driving range.

**South Tacoma Manufacturing/Industrial Center**

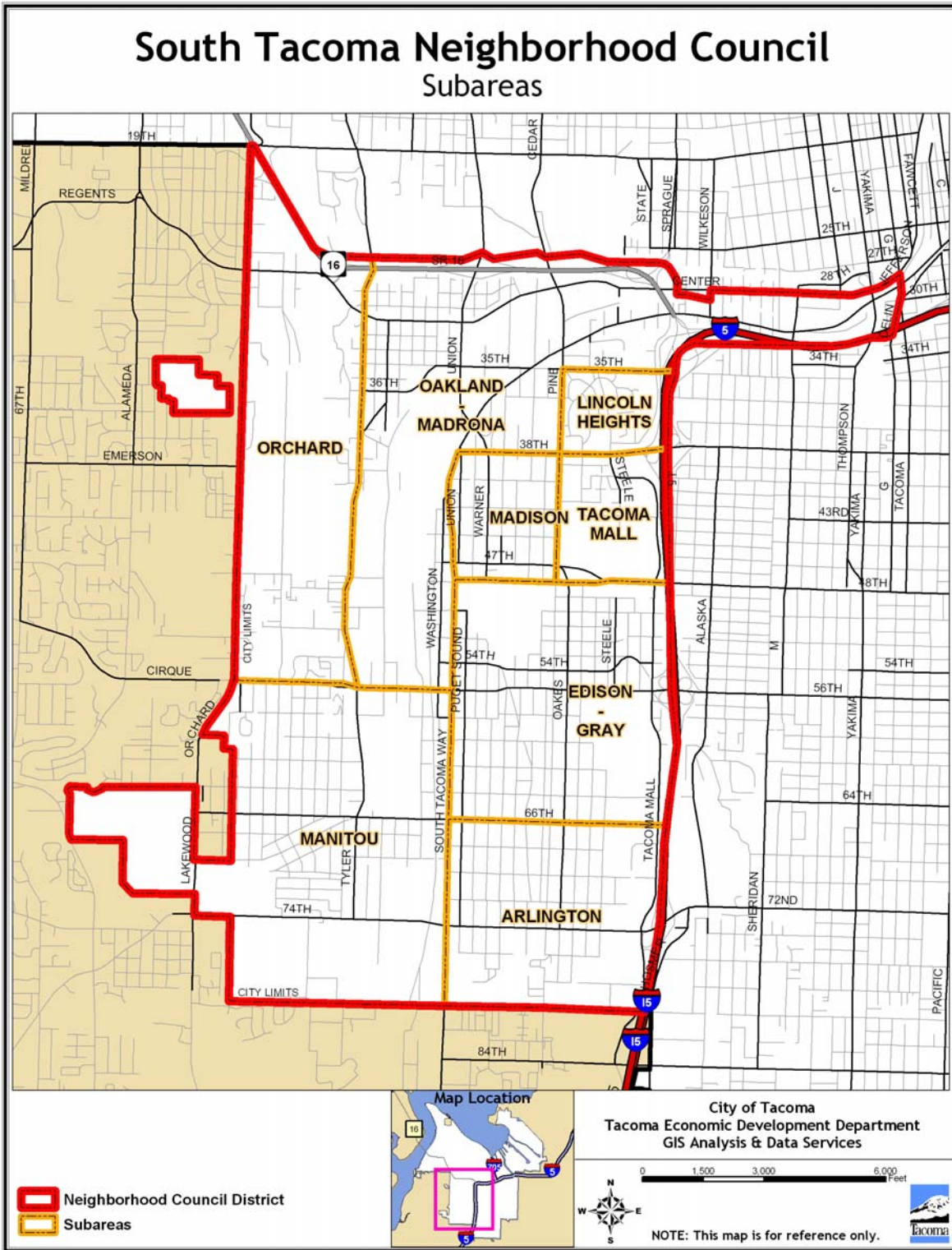
This industrial district, formally called the “Nalley Valley,” is located in the south-central part of South Tacoma adjacent to South Tacoma Way. The district is bounded by 56th Street on the south, South Tacoma Way and Interstate 5 on the east and south, Tyler Street on the west and State Route 16 on the north. The majority of the area is vacant industrial land with the majority of land owned by Burlington Northern Santa Fe. It is well served by a regional transportation system that includes rail, soon to be developed commuter rail, and Interstate 5. This district covers a large portion of South Tacoma and its boundaries will soon be revised.

**South Tacoma Way Commercial Area**

This area along South Tacoma Way, which begins in the South Tacoma Manufacturing/Industrial Center and continues to the city limits, includes the South Tacoma Neighborhood Mixed-Use Center and the South Tacoma Business District. The area is home to various retail and commercial stores as well as many auto-oriented businesses. In the future, this area will be served by the nearby Sound Transit commuter rail.

**Tacoma Mall Area**

The Tacoma Mall area is a high intensity regional shopping facility, supported by a mix of office and residential uses, located in the south-central portion of South Tacoma. The district is bounded generally by 48<sup>th</sup> Street on the south, 38<sup>th</sup> Street on the north, South Tacoma Way on the west and Interstate 5 on the east and includes the Lincoln Heights and Madison neighborhoods. The key facility is the Tacoma Mall, which is served by the Tacoma Mall Transit Center operated by Pierce Transit.



## South Tacoma Neighborhood Goals and Policies

### **Goal ST-1 Residential**

Maintain the area's mix of single-family and multifamily housing while preserving the unique features of South Tacoma neighborhoods.

**Policy Intent** – Single-family areas within South Tacoma offer a variety of housing styles, ages, and values. A majority of this housing is older with some newer infill structures. This variety provides affordable housing for moderate to lower income households especially for workers employed at nearby commercial and industrial facilities.

Multifamily residential uses range from small duplexes and triplexes to large apartment buildings. It is intended that medium density multifamily residential uses continue and that future development be encouraged along arterial streets and near major employment centers such as the Tacoma Mall. At the same time, older single-family neighborhoods such as Arlington, Edison-Gray, Manitou and Oakland/Madrona should be preserved and protected.

Portions of South Tacoma also contain different types of group care facilities, often based on the lower cost of housing and nearby medical and health facilities and services. Their number, spacing and size have recently been addressed by new land use regulations.

Overall, the policy intent is to encourage residential development in areas currently designated for more intense uses either through zoning or land use intensity while minimizing the impact of growth in existing single-family detached housing areas. To address recreation deficiencies in South Tacoma, new residential development should be encouraged to set aside open space and recreation areas to meet the needs of future residents. It is the intent of the following policies to retain or improve the quality of South Tacoma's housing stock.

### **Policy ST-1.1 Manitou/Orchard Neighborhood Housing Preservation**

Protect older single-family housing between South Tyler and Orchard Street from South 56<sup>th</sup> to 74<sup>th</sup> Street by not allowing commercial or other nonresidential development. Limit multifamily housing to South 66<sup>th</sup> Street.

**Policy ST-1.2 Madison Residential Infill**  
Encourage multi-family residential development in the Madison area to provide needed housing opportunities for employees working in nearby commercial and industrial jobs.

### **Policy ST-1.3 Edison-Gray/Arlington Housing Preservation**

Support single-family land uses and low intensity designations for properties located east of Puget Sound Avenue between South 48<sup>th</sup> Street and the City limits by not allowing future commercial encroachment.

### **Policy ST-1.4 Oakland-Madrona Housing Preservation**

Protect older single-family housing in this residential neighborhood by not allowing commercial or other nonresidential development to encroach into nearby neighborhoods.

### **Policy ST-1.5 Encourage Single-Family Development**

Encourage and give priority to single-family residential developments that add to the quality and character of South Tacoma's housing stock.

**Policy ST-1.6 Visual Attractiveness**  
Maintain existing natural vegetation or construct landscaping in new single-family and multi-family developments.

**Policy ST-1.7 Minimum Lot Sizes**  
Encourage single-family subdivision developers to provide minimum lot sizes equal to or greater in size than average lot sizes in existing single-family subdivisions.

**Policy ST-1.8 Residential Density**  
Limit infill density to maintain the character and quality of existing neighborhoods while encouraging higher housing density in existing multifamily areas and mixed-use centers, such as the Tacoma Mall, and Madison and Lincoln Heights neighborhoods.

## **Goal ST-2 Commercial**

Maintain and/or enhance development within existing designated commercial districts in South Tacoma by improving access and appearance. Retain the intended character of the mixed-use centers and neighborhood business districts as primarily retail-oriented businesses.

**Policy Intent** – Commercial activity exists in many locations: South Tacoma Way (e.g., South Tacoma Business District), Center Street (e.g., Oakland/Madrona Business District), Tacoma Mall (including Tacoma Mall Boulevard) and in parts of the Lincoln Heights district. As the retail center of the community, the Tacoma Mall represents a major employer and location for retail business activity. It is anticipated that future commercial activity will continue to be directed toward these areas, especially in the mixed-use centers and neighborhood business districts.

### **Policy ST-2.1 Lincoln Heights District Transition**

Encourage the continued reuse of this area for commercial and higher density residential development to better utilize its potential. Support replacement of open space lost through area redevelopment.

### **Policy ST-2.2 South Tacoma Mixed-Use Center**

Encourage pedestrian-oriented retail in the South Tacoma Neighborhood Mixed-Use Center. The intent of the South Tacoma Neighborhood Mixed-Use Center primarily is to provide retail products and services that derive its primary customer base from pedestrian traffic.

### **Policy ST-2.3 Land Use Actions on Puget Sound Avenue**

Hearing Examiner and/or Land Use Administrator land use actions (e.g., rezones, variances) for proposed non-residential properties located along Puget Sound Avenue from South 50<sup>th</sup> Street to South 74<sup>th</sup> Street shall prevent light, noise and traffic impacts to existing single-family homes through mitigation. Such mitigation may include requiring the installation of down lighting; prohibiting the use of loudspeakers; maintaining a landscape buffer between the proposed use and single-family homes; or employing CPTED (Crime Prevention through Environmental Design) measures to

enhance safety for both residential and commercial areas.

### **Policy ST-2.4 Business District Beautification**

Encourage and support clean-up activities, landscaping beautification; safety and other improvements that enhance the Oakland-Madrona and South Tacoma business districts.

## **Goal ST-3 Industrial Land Use**

Maintain and enhance the economic viability and employment opportunities of the South Tacoma Manufacturing/Industrial Center.

**Policy Intent** - Industrial uses within South Tacoma are extensive, extending from near downtown through the “Nalley Valley” corridor to the South Tacoma industrial area represented, in part, by the old Tacoma Industrial Airport. The area is well served by a regional transportation system that includes rail and Interstate 5. It also offers a variety of transportation modes for employees such as transit and commuter rail. As one of the few remaining areas of large, vacant industrial land, this area will play a significant role in the region.

### **Policy ST-3.1 Industrial Land Development**

Support the development and redevelopment of South Tacoma’s industrial land including transportation improvements and environmental cleanup that enhance the area’s marketability. Redevelopment activities should focus on using rail to transport goods or designating a truck route to State Route 16 so adjacent neighborhoods are not impacted by truck traffic.

### **Policy ST-3.2 Industrial Activity Buffering**

Discourage land uses that are incompatible with manufacturing and industrial activities. Ensure such activities are appropriately buffered including visual line of sight and light intrusion so as not to impact adjacent neighborhoods. Appropriate buffering should be in place and functioning prior to occupancy of industrial use.

### **Policy ST-3.3 Substantial Grading/Filling Relating to Land Use**

Preclude grading/filling of a property above or below the mean grade such that it will cause adverse impacts on adjacent neighborhoods and is inconsistent with the intent of historic zoning designation. It is recognized that historic zoning

classifications based on topographical separation should be maintained.

**Policy ST-3.4 Aquifer Protection**

Encourage industrial development that is sensitive to and will not adversely impact the Tacoma Groundwater Protection District.

**Goal ST-4 Recreation and Open Space**

Maintain and enhance parks, open space and other recreational facilities located within a convenient distance of residents living within South Tacoma.

**Policy Intent** – Recreational opportunities have been a major priority for South Tacoma given the dispersion of residential neighborhoods. The historical development of the district for commercial and industrial purposes has limited access to park, playground and open space for its residents. Existing facilities are scattered and not well positioned leaving a number of recreationally deficient areas. In addition, some key assets need to be protected and/or enhanced for the future enjoyment of the residents. Examples include the south end of the Tacoma Nature Center, the South Park/Tacoma Cemetery area, Manitou Park, Wapato Hills Park, and South End Recreation Area (SERA). Public schools have and will continue to provide needed recreation and open space opportunities especially for residents not living near these other facilities.

**Policy ST-4.1 Oak Tree/Wapato Hills Park Development**

Develop and/or improve both Oak Tree Park and Wapato Hills Park to provide increased recreational opportunities for the Arlington and Edison-Gray residents.

**Policy ST-4.2 Lincoln Heights Park Transition**

Maintain the existing park located in the Lincoln Heights area so long as housing continues in the neighborhood while acknowledging the area's transition from residential to commercial uses.

**Policy ST-4.3 Snake Lake Preservation**

Coordinate with other organizations including the Central Neighborhood Council and Metro

Parks to preserve, expand and enhance this community-wide asset.

**Policy ST-4.4 Water Ditch Linkages**

Link recreation areas and parks, like Oak Tree Park, Edison Gray Middle School properties, and the Scott Pierson Trail in the Oakland-Madrona area, with the Water Ditch Trail to provide a recreation network easily accessible by residents.

**Policy ST-4.5 South End Recreation Area**

Support improvements to the South End Recreation Area facility to meet the growing demand for competitive and practice field space for youth and adults, as well as indoor programming space.

**Policy ST-4.6 Accessibility to Recreation Areas**

Encourage Pierce Transit to locate transit stops near major parks and recreation facilities to enhance resident accessibility.

**Policy ST-4.7 Off-Leash Dog Parks**

Encourage and support efforts by Metro Parks to develop an off-leash dog park in South Tacoma.

**Goal ST-5 Transportation**

Maintain and/or improve street and street-related circulation systems (e.g. sidewalks, trails, bicycle routes) throughout South Tacoma.

**Policy Intent** – South Tacoma is served by major streets and highways for vehicular access from both a regional and local standpoint. State Route 16 and Interstate 5 provide a boundary on the north and east sides of the district providing connections at South 74<sup>th</sup>, South 56<sup>th</sup>, South 38<sup>th</sup> Streets and adjacent to Snake Lake next to Cheney Stadium. Other major arterial streets include South Tacoma Way, Center Street, Orchard Street, South 48<sup>th</sup> Street, South 66<sup>th</sup> Street, Tyler Street and Oakes/Pine Street.

These existing arterial streets provide both east-west and north-south travel to facilitate access to Fircrest, Lakewood, University Place and other parts of Tacoma as well as to a specific destination point within the district such as the Tacoma Mall, industrial employers and other commercial developments such as hardware outlets and car dealerships.

South Tacoma is particularly challenging given the high number of large arterial streets and the nodes of commercial and industrial activities that they connect. Traffic calming measures should be considered to help mitigate the impacts of “cut thru” traffic in residential neighborhoods and to redirect traffic flow to arterial streets. Traffic calming measures may include traffic circles, speed bumps, speed limit reduction, lane width restrictions, and street closure when approved by emergency services.

Within residential neighborhoods, non-motorized transportation improvements (e.g. traffic circles, bicycle lanes) should be supported to facilitate access to nearby schools, parks and nature trail systems. Citywide, Tacoma has a bicycle route system that consists of streets, sidewalks, utility rights-of-way and separate bike paths designed to encourage use of non-motorized transportation. One example is the Scott Pierson Trail being constructed along the north side of State Route 16 from near south State Street to Union Avenue located at the north edge of South Tacoma.

Pierce Transit and Sound Transit has and/or will play increasingly important roles in serving the transportation needs of the neighborhood residents. As the area continues to develop and redevelop, bus routes should be added or revised to facilitate access to jobs, shopping and other community needs. It is also anticipated that a new commuter rail station will eventually be developed adjacent to the South Tacoma Business District.

**Policy ST-5.1 Traffic Calming**

Consider traffic calming measures to reduce “cut-thru” traffic in residential neighborhoods, to redirect traffic flow to nearby arterials, and to mitigate traffic impacts from new development and redevelopment, especially along South 74<sup>th</sup> Street from Tacoma Mall Blvd. to Orchard Street; South 56<sup>th</sup> from Tacoma Mall Blvd. to Orchard Street; and Center Street from Union Avenue to Tyler Street.

**Policy ST-5.2 Bicycle Route Improvements**

Support bicycle improvements such as lane striping and signage along designated routes, especially the development of the Scott Pierson Bikeway route on State Route 16 and future non-motorized routes that link to this bikeway.

**Policy ST-5.3 Water Ditch Trail Development**

Provide regulatory and financial support to develop and improve the historic Water Ditch Trail and to support future extensions of the trail into Lakewood and to the Scott Pierson Bikeway and Snake Lake. Encourage the installation of recreational amenities such as bicycle racks, interpretive signs, and picnic facilities.

**Policy ST-5.4 South 48<sup>th</sup> Street Arterial Extension**

Extend South 48<sup>th</sup> Street from South Tacoma Way across the industrial area to connect with Tyler Street in order to improve access to the Tacoma Mall, serve the South Tacoma Manufacturing/Industrial Center, and enhance traffic circulation in the area.

**Policy ST-5.5 Oakland/Madrona Trail Access Development**

Combine Oakland/Madrona Park to existing or planned trails along State Route 16 and to trails at the south end of the Tacoma Nature Center. Support may include financing for trail construction as well as street vacation and/or other needed actions.

**Policy ST-5.6 Hazardous Sidewalks**

Make sidewalk improvements to infill and repair stretches of the walkway network, giving priority to hazardous sidewalks and missing curb ramps, and whenever possible protecting street trees by avoiding root damage.

**Goal ST-6 Beautification and Safety**

Improve the beauty, safety and security of South Tacoma by supporting clean-up activities, safety and other improvements that enhance both residential and commercial business districts.

**Policy Intent** – South Tacoma reflects an older industrial, commercial and residential community with a variety of needs related to public health, safety and beautification. With South Tacoma’s long history of rail, historic buildings and sites should be identified and preserved.

**Policy ST-6.1 Pedestrian Scale Lighting**

Provide more pedestrian scale lighting along neighborhood streets to improve safety through the installation of brighter low wattage upgrades on existing fixtures. Focus especially on lighting needs for residents walking to or from the

Oakland/Madrona Business District, South Tacoma Business District, and/or the Tacoma Mall.

**Policy ST-6.2 Business District Streetscape Improvements**

Support financial and regulatory measures for development of streetscape improvements including trees, walkways, bikeways, parks, pedestrian crosswalks, lighting and other amenities to enhance access to and within commercial nodes such as the Oakland-Madrona business district, South Tacoma business district, and the Tacoma Mall Mixed-Use Center.

**Policy ST-6.3 School Zone Safety**

Coordinate with Tacoma Public Schools to ensure children have a safe walking environment and implement safety provisions such as school zone speed limits, school zone signage, and flashing lights within a reasonable distance to public schools.

**Policy ST-6.4 Public Rights-Of-Way (ROW) Improvements**

Encourage the use and planting of native plants and trees in the landscaping of public ROWs, particularly parking strips, and open space areas especially along visual arterial streets. Consider converting other unimproved ROWs to mini-parks or open space uses.

**Policy ST-6.5 Tree Preservation**

Retain large, mature trees especially in neighborhoods, except when they pose a safety hazard.

**Policy ST-6.6 Historic Preservation**

Encourage the identification, preservation and adaptive reuse of historic structures in South Tacoma.

**Goal ST-7 Utilities and Services**

Provide the community a full complement of public and private utility services including electrical power, water service, natural gas, storm and sanitary sewers, refuse collection, street cleaning and telecommunications.

**Policy Intent** – The provision of quality utilities and related services is needed for the health, safety and well-being of the residents and businesses located in South Tacoma.

Tacoma’s water generally comes from the Green River. The South Tacoma Groundwater Protection District, which regulates underground storage tanks, is located in the South Tacoma Manufacturing/Industrial Center. Tacoma Water and Tacoma Power are located in offices next to the Oakland/Madrona neighborhood. Refuse collection is primarily disposed and/or transferred at the Tacoma Landfill operation located within the Orchard subarea. Telecommunications have been enhanced citywide by the installation of Tacoma Power’s new Click Network and expansion of similar systems by private companies such as Comcast and Quest. Given the limited resources available for all types of utility improvements, efficient coordination between public and private sector is essential.

**Policy ST-7.1 Flood Plain Improvements**

Support infrastructure improvements that facilitate development in the community, especially in the South Tacoma industrial area and in underdeveloped areas of the Manitou district designated by policy for development.

**Policy ST-7.2 Tacoma Landfill Transfer Station Relocation**

Support the relocation of the existing refuse transfer station to rail-based property, possibly in the Port Industrial area, to reduce traffic congestion and enhance the livability of the community.

**Policy ST-7.3 Tacoma Landfill Redevelopment**

Support future reuse of the landfill site pursuant to the EPA approved master plan.

**Goal ST-8 Noise**

Use noise reduction techniques to protect citizens against the adverse effects of noise on their health, safety and welfare, as well as protect property values and the overall quality of the environment.

**Policy Intent** - Noise impacts the livability of our environment and affects land use. Primary sources of excessive noise in the city are vehicle traffic and aircraft. A sizable portion of the city is either affected by aircraft noise generated by McChord Air Force Base, Sea-Tac International Airport, or by vehicular noise.

Noise impacts from airports are based on the number and types of aircraft using the airport and the numbers of flights for each type at different times of the day and night. Generally, night flights are also weighted by a factor of 10 in recognition of the greater probability that sleep interruptions occur at night. Noise contours are generated for the airport and the 65 dnl contour is used as the federally-accepted threshold, higher than which noise remedies are supported and may be financed with federal funds. Only a small portion of the McChord's 65 dnl noise contour is located in Tacoma and is shown on the accompanying map.

New residential development should be constructed using noise reduction measures to reduce noise levels within the structures to an acceptable level. Care should be exercised in locating land uses, particularly residential developments and other noise sensitive uses such as schools, nursing homes and churches, in high noise areas.

**Policy ST-8.1 Buffer Noise Sources**

Encourage the use of buffer areas and/or noise absorbing barriers between sources of noise and residential areas or other noise sensitive land uses.

**Policy ST-8.2 Noise Reduction Measures**

Promote the use of construction techniques, building siting and other means that reduce the level of internal and external noise, particularly in high noise areas.

**Policy ST-8.3 Noise Impacted Areas**

Discourage development in noise impacted areas that will significantly increase noise levels by either a direct contribution or by removing an existing natural feature that acts as a noise absorbing barrier.

**Policy ST-8.4 Noise Sensitive Land Uses**

Discourage the development of noise sensitive land uses within or near high noise areas.

**Goal ST-9 Accident Potential Zone II**

Lower residential densities and identify flight hazards in the APZ II zone to limit injury and property damage in the event of an Air Force accident.

**Policy Intent** - The Air Force and Army, together with local planning authorities, issued the Joint Land Use Study (JLUS) to address land use issues of mutual concern. In the study, the Air Force designated Accident Potential Zones (APZ) for the McChord Air Force Base which are areas where an aircraft mishap is most likely to occur *if* one were to occur. They do not reflect the probability of an accident. Accident Potential Zones are designed to follow arrival, departure and pattern flight tracks and are based upon analysis of historical accident data. Three zones are established: the Clear Zone, APZ I, and APZ II. A portion of McChord's APZ II is located in Tacoma and is nearly three miles from the end of the runway.

Within the City of Tacoma, the APZ II encompasses an area bounded roughly on the north by a line north of the parallel to South 72nd Street, on the east by Fife Street, on the south by the southern corporate limits, and on the west by a line just east of South Tacoma Way and is depicted on the following map.

The Growth Management Act was amended in 2004 recognizing the vital component that military installations have to the State's economy and the need to protect land surrounding military bases from development that is incompatible with the mission and operations of the installation. The McChord Air Force Base provides an invaluable contribution to the economy of the county and city. In addition to its role in protecting the security of our country, the Base benefits the City through the direct and indirect economic contributions of personnel and the purchase of goods and services. In recognition of its proximity and significance to the city, it is important to collaborate with McChord Air Force Base on land use plans and development that might affect the Base's ability to conduct its mission.

Ensuring lower densities in the APZ II can help limit injury and property damage in the event of an Air Force accident. Other land use regulations can help keep Air Force-identified flight hazards out of the APZ II. While virtually all development in Tacoma took place prior to the JLUS and preceding studies, any future development within the APZ II should follow Air Force guidelines as detailed in the policies below.

**Policy ST-9.1 Military Collaboration**

Establish procedures to provide timely notice to the commander of McChord Air Force Base concerning proposed amendments to the Comprehensive Plan and/or development regulations affecting lands adjacent to the military installation.

**Policy ST-9.2 Limit Density**

Housing densities greater than six units per acre or any concentrations of more than 25 people per hour/per acre in any given 24-hour period are discouraged in the Accident Potential Zone II (APZ II).

**Policy ST-9.3 Restrict Flight Hazards**

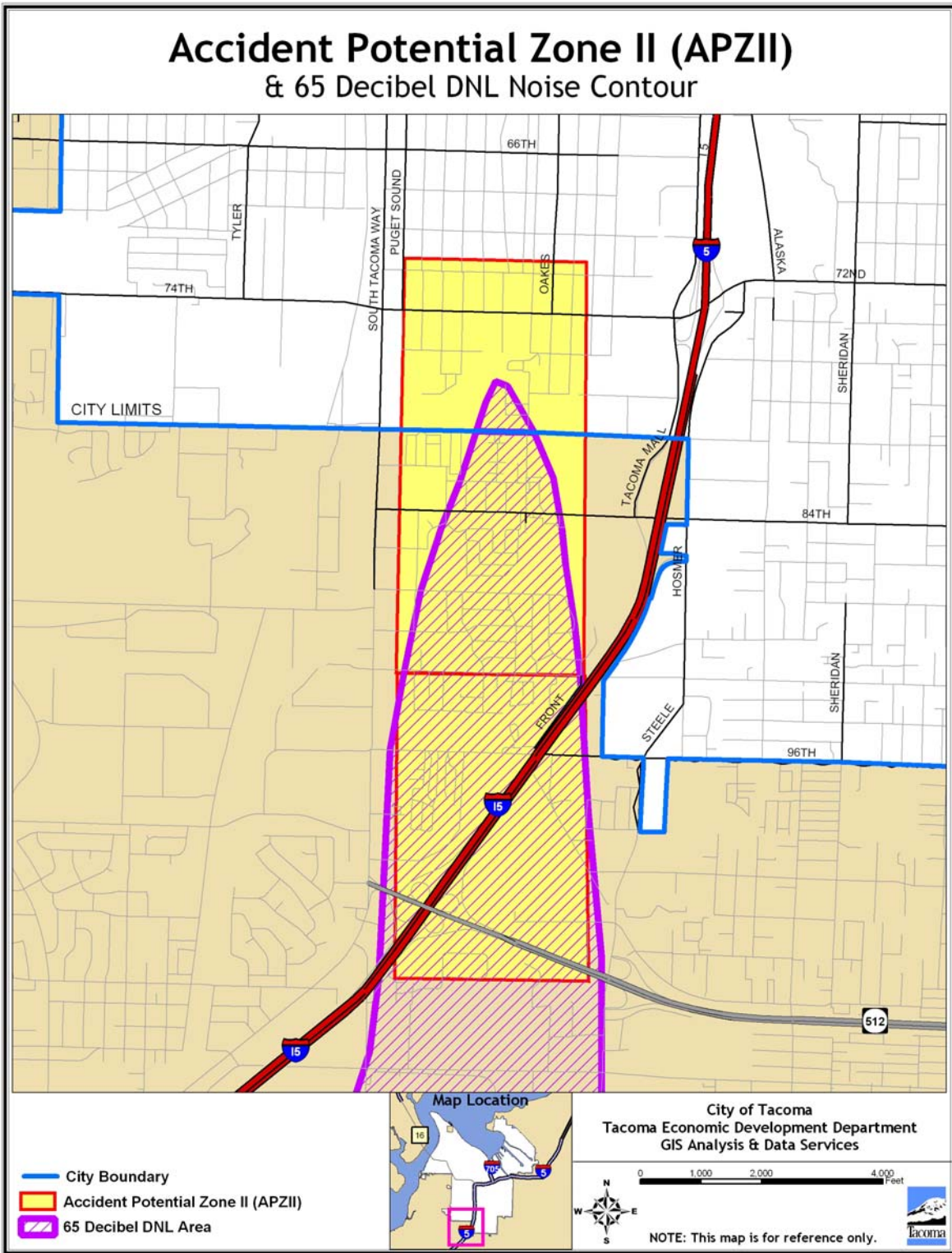
The following characteristics are also discouraged in Accident Potential Zone II (APZII) development:

- a. Release of airborne substances such as steam, dust and smoke, which interfere with aircraft operations.
- b. Emission of light, either direct or indirect, which interferes with pilots' vision.
- c. Emission of electrical currents, which interfere with communication systems or navigational equipment.
- d. Attraction to birds (i.e. landfills, feeding stations, etc.).
- e. Increased intensity or density in new development or redevelopment.

**Policy ST-9.4 Minimize Incompatible Uses**

Discourage the following incompatible land uses within the Accidental Potential Zone II:

- a. Manufacturing involving chemicals, rubber, plastic, allied products, or scientific or calibrated products.
- b. Educational uses.
- c. Cultural facilities including churches.
- d. Public assembly uses including outdoor music amphitheaters.



## West End Neighborhood

### Community Profile

The West End Neighborhood Council Area represents the westerly and northwesterly portion of the city comprising a number of sub-areas that include: Point Defiance, North West Slope, Ruston/Jane Clark Park, Vassault Park/Truman School, Highlands/Narrows, Wilson School, West Slope and the Highland Hills/TCC/China Lake area. The West End community abuts the waters of the Narrows and Commencement Bay, the cities of University Place, Fircrest, the Town of Ruston, and other parts of Tacoma. Early development occurred around Point Defiance Park and Ruston and spread along its 11 miles of shoreline to Titlow Park. As other transportation routes (e.g., 6<sup>th</sup> Avenue) were expanded to the downtown, the area grew away from the older water-related facilities. Today, the community includes single-family neighborhoods as well as multifamily housing and commercial districts developed along arterial streets and at major intersections.

### Area Vision

The overall vision is a community with attractive neighborhoods, flourishing business areas, excellent schools, safe and attractive streets with places to walk and ride bicycles, viable public areas; well maintained and constructed single-family homes and apartments; good building design as well as protected natural areas and attractive parks accessible by all residents.

The residential vision is to maintain a mix of single-family and multifamily housing that preserves and protects the unique features of the West End community. While protecting the existing homes, the vision should also accommodate infill housing on vacant lots, larger Accessory Dwelling Units ( i.e., “granny flats”) especially for homeowners with convertible daylight basements, and new housing in the mixed-use centers. Efforts should also be made to buffer existing areas from heavily trafficked commercial districts, transit corridors as well as State Route 16.

The commercial/industrial vision is to enhance the two designated mixed-use centers while improving other commercial areas along 6<sup>th</sup> Avenue and Pearl Street. The potential redevelopment of the Titlow/Day Island area into a mix of commercial and residential should be considered, as well as facilitating the redevelopment of the former ASARCO property.

The recreation and open space vision is to maintain and enhance parks, open space and other recreational facilities including the jewel of the district, Point Defiance Park, and local facilities such as Minnetti Playfield, Baltimore Park, Jane Clark Park, Titlow Park, and newly relocated War Memorial Park. In addition, parks and playgrounds are anticipated along with extension of the Ruston Way pedestrian promenade through the old ASARCO site to Point Defiance Park. Finally, trails and paths should also be developed along the water waterfronts and adjacent slopes.

The transportation vision shall enhance neighborhood streets, arterial streets as well as State Route 16 that crosses the district to the Narrows Bridge. Actions shall also focus on the non-motorized improvements (e.g. sidewalks, bike lanes, traffic calming) that support pedestrian and bicycle safety within residential areas, and in or near the mixed-use centers. Specifically, arterial streets should be improved for local traffic and not for bypass traffic for State Route 16.

Finally, the West End vision also includes objectives for beautification and safety such as making the major arterial streets and underdeveloped areas more attractive and safer for pedestrian use. The future use of the undeveloped land at Tacoma Community College (adjacent to Minnetti Field) should be assessed, efforts should be made to mitigate negative impacts of the major transmission lines crossing the district and the under grounding of utilities in the residential neighborhoods should be supported. Finally, special areas such as environmental resources (steep slopes, creeks, wetlands, critical areas) and cultural resources should be preserved and protected.

## **West End Neighborhood Subarea Descriptions**

### **Point Defiance**

This area is encompassed entirely by the 700 acre Point Defiance Park operated by the Metro Parks Tacoma. It is bounded by North 46<sup>th</sup> Street on the south and by the Narrows and Commencement Bay on the east, north and west sides. As a major urban park, the area provides a variety of recreational opportunities including picnicking, boating, driving, bicycling as well as a zoo and aquarium.

### **North West Slope**

North West Slope is located in the northwest part of the West End Neighborhood Council area. It is bounded by Point Defiance on the north, North Pearl Street on the east, North 37<sup>th</sup> Street on the south and the Narrows on the west. The community is generally comprised of single-family housing with a few commercial developments along Pearl Street. The area also includes the unique and historic Salmon Beach waterfront residential community.

### **Ruston/Jane Clark Park**

The Ruston/Jane Clark Park area is located in the northeast corner of the West End Neighborhood Council. The area is bounded by the Town of Ruston and Commencement Bay on the north, North 37<sup>th</sup> Street on the south, North Pearl on the west and Huson Street / Commencement Bay on the east. Facilities include Baltimore Park and Jane Clark Park. The area also includes the site of the old ASARCO smelter.

### **Vassault Park/Truman School**

The Vassault Park area is located in the west-central part of the West End Neighborhood Council area. It is bounded by North 37<sup>th</sup> Street on the north, the Narrows on the west, North Pearl Street on the east and the power lines/North 26<sup>th</sup> Street on the south. Facilities and services include Vassault Park, Truman Elementary, and some commercial development along Pearl Street.

### **Highlands/Narrows**

The Highlands/Narrows neighborhood is located in the west-central part of the West End Neighborhood Council area. The area is bounded by State Route 16 on the south, the Narrows on the west, North Pearl Street on the

east and power lines/North 26<sup>th</sup> Street on the north. Facilities include the Highlands Golf Course, the old Truman School, elderly assisted-living facilities and apartment complexes, and some commercial office space located along North Pearl Street.

### **Wilson School**

The Wilson School area is a unique mix of residential and commercial uses located in the east central part of the West End Neighborhood Council area. The community is bounded by North 30<sup>th</sup> Street on the north, Sixth Avenue on the south, North Pearl Street on the west and Huson Street on the east. Facilities include Wilson High School, Gonyea Boys and Girls Club, Kandle Park, Downing Elementary School, Remann Hall, Westgate Mixed-Use Center and other commercial uses along North Pearl Street and 6<sup>th</sup> Avenue.

### **West Slope**

West Slope is an area in the southwest part of the West End Neighborhood Council area. The district is bounded by the Narrows on the west, State Route 16 on the north, Jackson Avenue on the east, and by the City of University Place on the south. Facilities include Titlow Park and swimming pool, assisted living services / apartments for the elderly and the nearby Day Island Marina.

### **Highland Hills/TCC/China Lake**

The Highland Hills/TCC/China Lake is a large area comprising a variety of uses. The area is bound by South 19<sup>th</sup> Street on the south, State Route 16 on the north and east, and Jackson Avenue on the west. Facilities include Tacoma Community College, Hunt Middle School, Tacoma YMCA, Geiger Elementary School and the TCC/James Center Mixed-Use Center. The China Lake nature reserve is also in the district.



## **West End Neighborhood Goals and Policies**

### **Goal WE-1 Residential**

Maintain the area's mix of single-family and multifamily housing while preserving the unique features of the West End area.

**Policy Intent** –Residential areas within the West End offer a variety of housing styles, ages and values. While a majority of the existing housing is represented by relatively new single-family structures located in existing subdivisions, both apartments and some specialized housing are located on or near the major arterial streets and intersections. In addition, since most of the area was platted and developed over several decades, many of the neighborhoods currently reflect a variety of architectural styles as well as a number of unique residential communities such as Salmon Beach. Additionally, many large view homes in the west slope overlook the Narrows.

Multifamily residential uses range from small duplexes and triplexes to large apartment complexes. It is intended that medium density multifamily residential use continue and that future development be encouraged along major transportation corridors such as Pearl Street, 6<sup>th</sup> Avenue, and Mildred Street and within mixed-use centers. As Tacoma Community College adds more international students, there is an increasing need for more housing near the campus. While many existing single-family subdivisions are protected through private covenants, other residential neighborhoods should also be preserved and protected.

#### **Policy WE-1.1 Expand Housing Opportunities**

Increase housing in or near the mixed-use centers and along major arterial streets. Support housing development through regulatory actions such as allowing accessory dwelling units in daylight basements of existing single-family homes and developing standards for the short-platting of larger parcels.

#### **Policy WE-1.2 Salmon Beach Community Housing Preservation**

Protect this unique waterfront community by development of a master plan, which includes

actions to preserve slope stability, protect the shoreline, support the timeliness of permit processing, and direct the provision of utilities.

#### **Policy WE-1.3 Ruston/Jane Clark Park Residential Infill**

Support infill housing in the Ruston/Jane Clark Park area focusing on property adjacent to the former ASARCO site to encourage added investment and support population growth.

#### **Policy WE-1.4 Historic District Designation**

Explore the potential designation of two historic districts in the Ruston/Jane Clark Park and West Slope (Titlow/Day Island) areas.

### **Goal WE-2 Commercial**

Maintain and/or improve existing commercial activities in the neighborhood council area, especially in designated mixed-use centers.

Maintain and enhance the economic viability and employment opportunities of the former ASARCO smelter site as it redevelops on land located within the City of Tacoma and the Town of Ruston.

**Policy Intent** – Commercial activity is situated primarily along major arterial streets especially Pearl Street, 6<sup>th</sup> Avenue, Mildred Street and South 19<sup>th</sup> Street. The activity is concentrated in three major shopping districts, two of which are designated mixed-use centers. The three shopping areas include James Center, Westgate Center and the Highland Hills Shopping Center. In addition, there is also commercial development along 6<sup>th</sup> Avenue (west of Highland Hills and east of State Route 16 to Orchard Street) and near Point Defiance at North 51<sup>st</sup> Street and Pearl Street (abutting Ruston).

#### **Policy WE-2.1 North 51<sup>st</sup> & Pearl Commercial Enhancement**

Support measures to maintain and enhance existing commercial uses located at the intersection of North Pearl and North 51<sup>st</sup> Streets adjacent to the Town of Ruston using regulatory, programmatic, and financial tools to encourage revitalization of the area.

#### **Policy WE-2.2 Highland Hills Revitalization**

Support the intensification of the existing Highland Hills business area focusing new retail and mixed-use development along 6<sup>th</sup> Avenue

between Pearl Street and Mildred Street. Support multiple-family housing located within and adjacent to the district.

**Policy WE-2.3 Westgate & TCC/James Center Mixed Use-Center Development**

Support new commercial development and new housing within the Westgate and James Center mixed-use centers. Encourage residential development to buffer adjacent single-family neighborhoods, specifically near James Center.

**Policy WE-2.4 Titlow/Day Island Development**

Support redevelopment of the Titlow/Day Island area into a node for commercial, residential, and marina uses.

**Policy WE-2.5 Commercial Compatibility**

Encourage measures to eliminate and prevent noise nuisances and litter around commercial areas, such as Westgate, James Center, and Highland Hills, from encroaching on adjacent residential neighborhoods.

**Policy WE-2.6 Gas Station Clean-up**

Support environmental clean-up and re-use of abandoned gas station sites.

**Policy WE-2.7 Redevelopment of the ASARCO Site**

Encourage medium intensity redevelopment of the ASARCO site into a variety of uses that would include commercial and residential uses pursuant to the master plan authorized for the site.

**Goal WE-3 Recreation & Open Space**

Maintain and enhance parks, open space and other recreational facilities located within walking distance of existing residents.

**Policy Intent** – Recreational and open space opportunities continue as a priority for the West End Neighborhood Council given the diversity of its neighborhoods. While Point Defiance Park represents a large 700-acre recreational area, it is located at the far north end of the area and primarily serves a regional population. Existing neighborhood level recreational needs are generally served by public school playgrounds, Titlow Park, Baltimore Park, east end of the

Tacoma Community College campus and a few natural areas such as China Lake.

**Policy WE-3.1 War Memorial Park Development**

Develop the new Memorial Park relocated to property east of Jackson Avenue due to construction of the second Narrows Bridge.

**Policy WE-3.2 Neighborhood Park Property Acquisition**

Acquire added property for recreational facilities such as Baltimore Park and Minnetti Playfields. Give consideration to future recreational use of the city-owned property located near South 19<sup>th</sup> Street & Pearl Street.

**Policy WE-3.3 West Slope Trail System**

Determine the feasibility and potentially acquire slope properties to begin development of the West Slope Trail System to connect Titlow Park to Pt. Defiance Park.

**Policy WE-3.4 Ruston Way Pedestrian Promenade**

Complete the pedestrian promenade along Ruston Way through the ASARCO redevelopment site to connect to Point Defiance Park.

**Policy WE-3.5 Titlow Park**

Preserve, maintain, and enhance existing facilities at Titlow Park, e.g. Titlow Pool. Encourage Metro Parks to explore recreational uses for the single-family house near the shoreline as an interpretive center and/or divers' center.

**Goal WE-4 Transportation**

Maintain and/or improve street and street-related circulation systems including sidewalks, trails, bicycle routes throughout the West End.

**Policy Intent** – The West End is generally well served by arterial streets and highways. State Route 16 bisects the West End area enroute to the Narrows Bridge providing connections at Jackson Avenue, Pearl Street and South 19<sup>th</sup> Street. Other major arterial streets include South 12<sup>th</sup> Street, 6<sup>th</sup> Avenue, North 21<sup>st</sup> Street and North 26<sup>th</sup> Street.

Existing arterial streets provide both east-west and north-south circulation facilitating access to

Fircrest, University Place, Ruston and other parts of Tacoma as well as to specific destination points such as Point Defiance Park, Tacoma Community College, Ruston Way and commercial shopping areas including the James and Westgate mixed-use centers.

Citywide, Tacoma has a bicycle route system that consists of streets, sidewalks, utility rights-of-way and separate bike paths designed to encourage use of non-motorized transportation. One example is the Scott Pierson Trail being constructed along the north side of State Route 16. However, in some parts of the West End, the community is challenged by a lack of sidewalks, curb cuts and paths that impact local residents, especially seniors and the disabled. Many bicyclists must ride in heavy traffic due to a lack of designated bicycle lanes. This lack of road space was brought about, in part, as older arterial streets expanded into four lanes leaving little or no right-of-way for parking, planter strips and bicycle lanes.

In a few areas, non-motorized circulation is also frustrated by the use of “super blocks,” such as the area north of Tacoma Community College. In this location, existing development discourages good pedestrian circulation such as near Hunt Middle School and the YMCA.

Pierce Transit plays an important role in the area with its transit center located at Tacoma Community College. It is recognized, as the community continues to evolve, bus routes will need to be added or revised to facilitate improved access to jobs, shopping and key destinations such as Point Defiance and the two designated mixed-use centers.

**Policy WE-4.1 Bicycle Route Improvements**  
Support bicycle improvements (e.g., lanes, striping, signage) along routes designated for travel especially along arterial streets (e.g., 6<sup>th</sup> Avenue, Orchard Street, Pearl Street, Narrows Drive). Also support completion of the Scott Pierson Trail located along State Route 16.

**Policy WE-4.2 Ruston/Jane Clark Pedestrian Improvements**

Develop sidewalks, bicycle lanes, curb cuts and other street-related improvements to enhance pedestrian safety and circulation in this older neighborhood especially along streets such as Orchard, Baltimore, Ferdinand and North 46<sup>th</sup> Streets.

**Policy WE-4.3 Traffic Calming Improvements**

Use traffic calming measures such as traffic circles and street humps especially along residential streets impacted by speeding and by-pass traffic from State Route 16.

**Policy WE-4.4 Vehicle Movement**

Provide safe, efficient movement of vehicles through intersections around State Route 16 traffic.

**Policy WE-4.5 Arterial Walkway Improvements**

Make sidewalk improvements to infill stretches of the walkway network giving priority to pedestrian access near schools.

**Goal WE-5 Beautification and Safety**

Improve the beauty, safety and security by supporting clean up activities, safety and other improvements that enhance both residential neighborhoods and commercial business districts.

**Policy Intent** – The West End area reflects a relatively new commercial and residential district with a variety of needs related to public health, safety and aesthetics.

**Policy WE-5.1 Public Rights-Of-Way (ROW) Improvements**

Encourage the use of native plants and trees in the landscaping of public rights-of-way and open space areas and by private property owners especially along more visual arterial streets such as the west side of Mildred Street from 6<sup>th</sup> Avenue to South 12<sup>th</sup> Street.

**Policy WE-5.2 Gateway Enhancement**

Improve and enhance gateway locations into the West End area. One example is improvements to enhance visibility for the new Memorial Park to be located just east of the new Narrows Bridge.

**Policy WE-5.3 View Corridor Protection**

Provide regulatory support to protect residential mountain and water views from blockage by unattractive utility lines, cell towers and other potential impediments.

**Policy WE-5.4 Train Safety**

Enhance pedestrian safety near train tracks and crossings.

**Policy WE-5.5 Arterial Beautification**

Provide new or replacement street trees, landscaping, ornamental lights, and other improvements along Sixth Avenue, Pearl Street, and around James Center and Westgate Center.

**Policy WE-5.6 Neighborhood Litter Clean-up**

Encourage neighborhood programs and measures to reduce and control litter throughout the neighborhood.

**Policy WE-5.7 Streetlight Improvements**

Install streetlights along neighborhood streets and arterial streets to improve safety. Design the streetlights so as to minimize impacts in the view areas.

**Goal WE-6 Utilities and Services**

Develop and maintain a full complement of public and private utility services including electrical power, water service, natural gas, storm and sanitary sewers, refuse collection, street cleaning and telecommunications.

**Policy Intent** – The provision of quality utilities and related services is needed for the health, safety and well being of the residents and businesses located in the West End Neighborhood Council.

While Tacoma’s water mostly comes from the Green River, a local aquifer provides an additional source. Telecommunications have been enhanced citywide by the installation of Tacoma Power’s new Click Network along with similar systems by private companies (e.g. Comcast, Quest).

While many residents want to underground electrical distribution wires in their area, the high cost generally limits such activity to use of Local Improvement Districts (LIDs). Likewise, many residents are also concerned with the unattractive utility lines that block view corridors especially along Vassault and Pearl Streets. Given the limited resources, public-private coordination is essential.

**Policy WE-6.1 Underground Utilities**

Support LID and other financial tools to underground overhead utilities especially in areas targeted for development such as the mixed-use centers.

**Policy WE-6.2 Tacoma Power Lines**

Support efforts to minimize negative impacts of the power lines coming from Cushman Dam to reduce health risks and enhance development opportunities.

**Policy WE-6.3 Sewer and Storm Drain Service Enhancements**

Extend storm and sanitary sewer improvements to owners of existing developed parcels who do not currently have such services. Limit extension of such service within critical areas.

**Goal WE-7 Special Areas: Critical Areas**

**Policy Intent** -- The steep slope area is a continuous greenbelt of natural vegetation extending from the former ASARCO site on Commencement Bay around Point Defiance Park and finally along the west side of the area facing the Narrows. When the existing conditions of the slope are disturbed, there is a potential for erosion and other related hazardous conditions. The future of the slope would ideally be an open space natural area for all to enjoy. It is key that the natural contours of the slope area not be substantially altered by development. In addition, small ravines and other areas of surface runoff that drain into the Narrows and Commencement Bay should also be protected from development.

As the West End has developed, there has been a continuing loss of mature trees and new efforts need to be made to retain the remaining trees. Mature trees add visual beauty, aid in erosion prevention and re-oxygenation and provide wildlife habitats. Planting of new trees should occur in areas where retention is not feasible. As an asset of the area, view also deserves consideration for promotion, protection and/or preservation pursuant to the City’s view sensitive ordinance.

**Policy WE-7.1 Slope-Based Development**

Protect existing steep slope areas from development that would disturb its stability and reduce its natural beauty. While some limited development may occur on privately-owned slope property, existing physical constraints should limit construction to significantly lower overall densities with cluster development on large sites.

**Policy WE-7.2 Large Parcel Development**

Consider measures to reduce density in critical areas. Discourage use of short-platting of such parcels to protect steep slopes, wetlands and other critical areas.

**Policy WE-7.3 Site Views/Minimize View Blockage**

Development within potential view areas should utilize various building designs, site layouts, street arrangements and orientation to maximize and protect view potentials and minimize view blockage of adjacent sites.

**Policy WE-7.4 Tree Preservation**

Retain mature trees, except when they block views and/or pose a safety hazard.

**Policy WE-7.5 View Protection**

Within the Medium Intensity area located to the northwest of North Waterview Street and southwest of the BNSF railroad tracks, new development projects shall be designed with a particular emphasis on view preservation, utilizing appropriate building height, scale, orientation and location to prevent significant impacts to the views from existing, upslope neighbors.

**Policy WE-7.6 Slope Preservation**

Development projects incorporating the Medium Intensity area located to the northwest of North Waterview Street and southwest of the BNSF railroad tracks shall be required to provide a protective easement, covenant or dedication to the City of the adjacent, contiguously-owned steep sloped property to ensure that the sloped areas are preserved as open space in perpetuity.