URBAN DESIGN PROJECT REVIEW MANUAL

CITY OF Tacoma

URBAN DESIGN STUDIO

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"Measurements…and other such formulae are not necessarily useful indicators of success since they only measure size or quantity. The performance of higher-density urban form needs to be measured in a more complex and complete way. Qualitative criteria are needed. We need to ask how the built form supports everyday life. The success of urban form must be measured in its delivery of a higher quality of life for the people who live within it and its resilience and adaptability to constant changes in society, environment, and economy."

– David Sim, Soft City. (Island Press, 2019) p. 212

Planning and Development Services
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Tacoma, WA 98402

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www.cityoftacoma.org/PDS

02 August 2024

Dear Tacoma Community Members:

I am pleased to introduce Tacoma's Urban Design Project Review (UDPR) Manual. This manual has been completed pursuant to Tacoma Municipal Code Section 13.19.020.A.3, established by Ordinance No. 28966, and approved by the City Council on May 7, 2024.

Working collaboratively with the Urban Design Project Review's Project Advisory Group, diverse City subject matter experts, and a respected consultant team, this manual has been developed to provide creative inspiration and clear, objective guidance for Tacoma's UDPR process.

This manual represents a significant milestone in Tacoma's commitment to equitable design outcomes and to supporting development in our mixed-use centers in ways that improve community health and resilience. The manual serves as an urban design roadmap for design and development teams, providing clear and standardized expectations for projects subject to the UDPR permitting process.

Reflecting community priorities, it provides a vocabulary for how the largest new development projects can positively contribute to a quality-built environment. Organized around seven key themes, it incorporates best practices and acknowledges opportunities for innovation and insights gathered from our experienced design professionals. It is a tool to be used to realize consistent outcomes while being sensitive to unique circumstances and without sacrificing opportunities for creative design responses.

A dedicated team of professionals contributed their expertise and insights to the development of this manual. Equally, it reflects community priorities collected from those who participated and provided input to this process. That collective input has framed a valuable resource that will guide specific projects and serve as a foundation for a more comprehensive discussion of urban design in Tacoma.

I invite community members and Planning and Development Services customers to familiarize themselves with this manual's contents and embrace its guidance as we make important decisions that shape our city.

I extend my gratitude to everyone involved in bringing this manual to fruition, and I am confident it will aid us all in making a positive and lasting impact on Tacoma.

Sincerely,

Peter Huffman
Planning and Development Services Director

ACKNOWLEDGMENTS

City Council (As of May 7, 2024, Approval of Ordinance 28966)

Victoria Woodards	Mayor
John Hines (Deputy Mayor)	Position 1
Sarah Rumbaugh	Position 2
Jamika Scott	Position 3
Catherine Ushka	Position 4
Joe Bushnell	Position 5
Kiara Daniels	Position 6
Olgy Diaz	Position 7
Kristina Walker	Position 8

Planning Commission (As of October 18, 2023, Recommendation to City Council)

Jordan Rash	District No. 1
Morgan Dorner	District No. 2
Brett Santhuff	District No. 3
Sandesh Sadalge	District No. 4
Robb Krehbiel	District No. 5
Anthony Steele	Development Community
Brett Marlo	Environmental Community
Christopher Karnes	Public Transportation (Chair)
Matthew Martenson	Architecture/Historic/or Urban Design

City Leadership

Elizabeth Pauli	City Manager
Peter Huffman	Planning and Development Services Director
Brian Boudet	Planning Division Manager

Puyallup Tribe Land Acknowledgement

Tacoma's Planning and Development Services Department recognizes the lands in which we conduct Urban Design Project Review are both the original and current homelands of the Puyallup Tribe of Indians. Since time immemorial they have been the stewards of these lands and waterways. We recognize the responsibility bestowed upon Tacoma's Planning and Development Services as the decisions must be mindfully deliberated as they may have lasting impacts on the Tribe, their land base, and their treaty-protected rights to fish, hunt, and gather. The Department recognizes the importance of, and encourages regular, meaningful consultation with the Tribe over land use decisions while preserving the Tribe's treaty rights and supporting tribal self-determination & sovereignty.

Project Advisory Group (PAG, 2021-24)

Obinna Amobi	Mercy Housing Northwest W
Jennifer Baersten	Washington State Historical Society
Eric Blank, AIA	Low Income Housing Institute
Paul Del Vecchio	Ethos Development
Chris Dewald	Rush Development
Ben Ferguson, AIA	Ferguson Architects
Ryan Givens, AICP	Stantec
Justin Goroch, PE	Axea Civil Engineering
Joshua Jorgensen	Tacoma Public Schools
Gary Knudson	(retired)
Rachel Lehr	Rebuilding Together South Sound J
Matt Martenson, PLA, ASLA	Jett Landscape Architecture + Design
Tobias Nitzsche	Tacoma Central Neighborhood Council
Corey Orvold	Tacoma Urban League
Christine Phillips	BCRA (retired)
Katie Randall	Mercy Housing Northwest
Brett Santhuff, AIA	McGranahan Architects
Tadashi Shiga	Realogics Sotheby's; Evergreen
Rev. Anthony Steele	Allen AME Church
Holly Williams, PLA	KPG Psomas
John Wolters, Architect, LEED AP, CPHB	WC Studios

Project Team & Technical Advisory Committee (TAC)

Stephen Antupit	Senior Planner
Carl Metz	Senior Planner
Brian Boudet	Planning Manager
Lucas Shadduck	Building
Shirley Shultz	Current Planning
Noah Yacker	Application Services
Jillian Hulse-Leww	Intern
Kristin Bauer	Intern

Consultant Team

VIA Architecture
Winter & Company
Code Studio

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A INTRODUCTION

OVERVIEW

The City of Tacoma Urban Design Studio Program promotes high quality design and development. This Manual provides a framework that supports the City's Urban Design Studio Program and serves as a tool in the review and evaluation of applicable development projects through the Urban Design Project Review process. When applied correctly, this Manual will help improve the overall design quality of new developments while being sensitive to the local context, culture, scale, and development community of Tacoma.

The Manual provides an important tool in articulating the vision for a livable, equitable, and resilient Tacoma. The Guidelines comprising this Manual address key aspects of private development, including site planning, connectivity, and contributions to a vibrant pedestrian realm. Guidance to support specific sites' open space opportunities, architectural composition, creative cultural expression, and climate responsiveness are equally addressed in the Manual.

The Guidelines in this Manual are supported by numerous possible Design Approaches as a means to achieve the various objectives. These Design Approaches are neither exhaustive nor specific requirements, but rather are provided to illustrate applicable design concepts.


UNION STATION


BREWERY BLOCKS
tacoma

BASIS IN POLICY

The Manual is informed by the vision, goals, and design intent outlined in *One Tacoma*, the City's Comprehensive Plan. The Manual translates city policies into physical design policy and outcomes while providing flexibility appropriate to the Tacoma Design and Development Community.

VISION

One Tacoma Comprehensive Plan identifies goals and policies that convey the City's intent to foster equitable development, enhance the public realm, and help guide future infrastructure investments, designs, and sustainable development. Chapter 2: Urban Form highlights 13 Urban Form Goals. The following goals have direct implication for the program:

The following goals set the foundation for the Urban Design Review Program:

GOAL UF-2: *Focus growth in a citywide network of centers that provide healthy, equitable, and sustainable access to services and housing and preserve the city's character and sense of place.*

GOAL UF-3: *Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.*

GOAL UF-7: *Promote Neighborhood Centers as thriving centers that serve the needs of surrounding neighborhoods.*

GOAL UF 11: *Preserve and protect open space corridors to ensure a healthy and sustainable environment and to provide opportunities for Tacomans to experience nature close to home.*

GOAL UF 13: *Promote the unique physical, social and cultural character and historic residential patterns as integral to Tacoma's sense of place.*

COMMUNITY DESIGN THEMES

The following Community Design Themes are defined in the One Tacoma Plan and help illustrate the importance of design in the City of Tacoma:

Create Compact Mixed-Use Centers

Enhance Neighborhood Quality / Promote Compatible Development

Design for Pedestrian and Micromobility Access

Protect Environmental Resources

Provide For a Variety of Open Spaces

Preserve Historic Resources

Promote Innovative Development on Large Sites

RELATIONSHIP TO OTHER CITY PLANS AND POLICIES

Additional City Plans and Policies complement the Urban Design Review program. Those listed below establish processes and requirements administered by others, and are not through the Urban Design Review program.

Complete Streets Design Guidelines: Mixed-Use Centers

Right-of-Way Design Manual

Downtown Streetscape Study and Design Concepts

Tacoma Waterfront Public Access Alternatives Plan

Tacoma Waterfront Design Guidelines

Tacoma Urban Forestry Manual

City of Tacoma Storm Water Manual

URBAN DESIGN PERMIT REVIEW

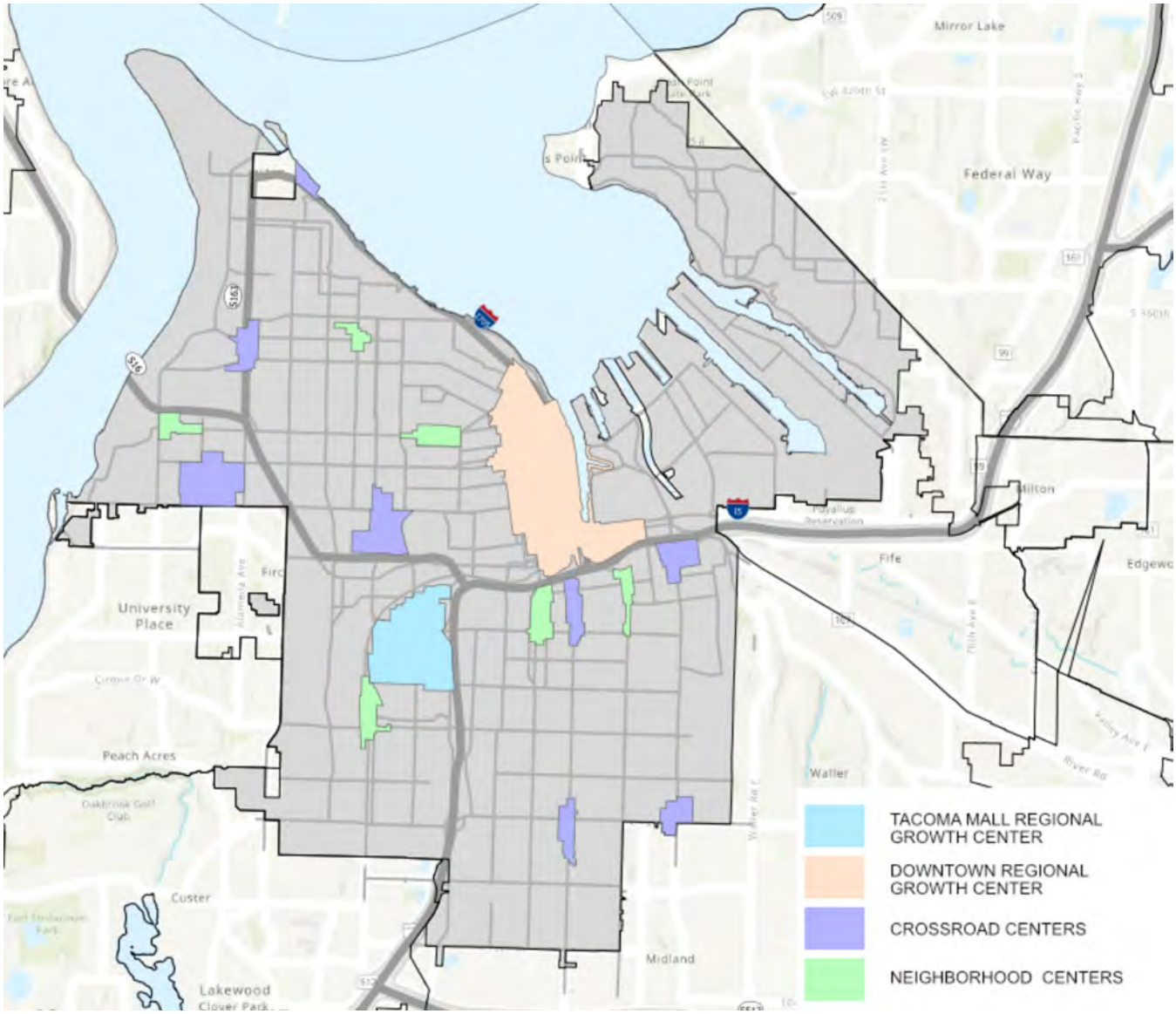
APPLICABILITY

Urban Design Project Review (UDPR) permits are required for development projects of a certain size located in Tacoma's designated Mixed-Use Centers. The City's Mixed-Use Centers consist of two (2) Regional Growth Centers, eight (8) Crossroads Centers and six (6) Neighborhood Centers.

Regional Growth Centers	Crossroad Centers	Neighborhood Centers
Downtown Tacoma Mall	Lower Pacific Ave. Lower Portland Ave. James Center Point Ruston Tacoma Central Upper Pacific Ave. Upper Portland Ave. Westgate	6th Ave. Lincoln McKinley Narrows Proctor South Tacoma Way

The total building size of the development determines if a UDPR permit is required. Further, building size also determines if the permit is subject to an Administrative or Urban Design Board decision. These specific thresholds are established in TMC 13.19.040.C.2 and outlined on pages 16-17.

TACOMA'S MIXED-USE CENTERS



DECISION AUTHORITY

Administrative

Developments that exceed the baseline UDPR threshold but are below the Urban Design Board-level threshold (see below) are subject to an Administrative-level review and decision. The baseline UDPR thresholds within Neighborhood Centers would be lower than those of other Mixed-Use Centers (i.e., Downtown, Tacoma Mall, and Crossroads Centers).

Urban Design Board

Developments that exceed an additional size threshold, beyond the baseline UDPR threshold would be subject to review and decision by the Urban Design Board. Like the baseline Administrative-level UDPR thresholds, Board-level thresholds within Neighborhood Centers would be lower than those of other Mixed-Use Centers (i.e., Downtown, Tacoma Mall, and Crossroads Centers).

PERMIT PROCESS

The UDPR application process consists of a pre-application consultation and two formal review steps (outlined below). Reviews and decisions will be based on the Urban Design Guidelines of this Manual. All review timeframes are consistent with State law.

Pre-application

Potential UDPR applicants are required to hold a pre-application consultation with Urban Design Studio staff. The purpose of this meeting is for the applicant to introduce the project at the earliest possible juncture and discuss their approach to meeting the UDPR Design Objectives. These specific Objectives are outlined on pages 20-21.

Concept Design Review

To initiate a formal UDPR review, the applicant submits a Concept Design application package. Minimum application requirements are outlined in the UDPR application manual available online. Following the review of the Concept Design materials, a report summarizing staff's or, if applicable, the Urban Design Board's respective response and guidance for the Final Design will be provided to the applicant.

Applications subject to Urban Design Board-level approval will be limited to one public meeting at the Concept Design review step. Public notice will be provided ahead of the public meeting and will explain how comment can be provided ahead of the public meeting.

Final Design Review

The applicant may submit a Final Design application package within one (1) year of receiving their Concept Design summary report. The Final Design must be responsive to all the guidance provided in the Concept Design summary report. Once the application is deemed complete, the Final Design review application will be approved (with or without conditions) or denied. Developments subject to Board approval will be reviewed and a decision will be rendered at the next available Urban Design Board meeting upon a completeness determination.

Final Design decisions would be appealable to the Hearing Examiner.

DEPARTURES

Design departures from certain site development and applicable building design standards may be requested through the Urban Design Project Review process. Design departure requests are not considered to be variances as administered in TMC 13.05.010.B, but rather are unique to the Urban Design Project Review process. Applicants seeking a Departure from eligible standards are required to demonstrate that the requested departure equally or better meets the intent and purpose of the standards and are consistent with the relevant Urban Design Objectives. As described below, the Design Approaches to Consider describe a range of means to achieve the associated Guideline and Design Objective. However, projects, including Departure requests, may request means that are not contained in the Guidelines.

UDPR PROCESSES FOR NEIGHBORHOOD CENTERS

Step One:

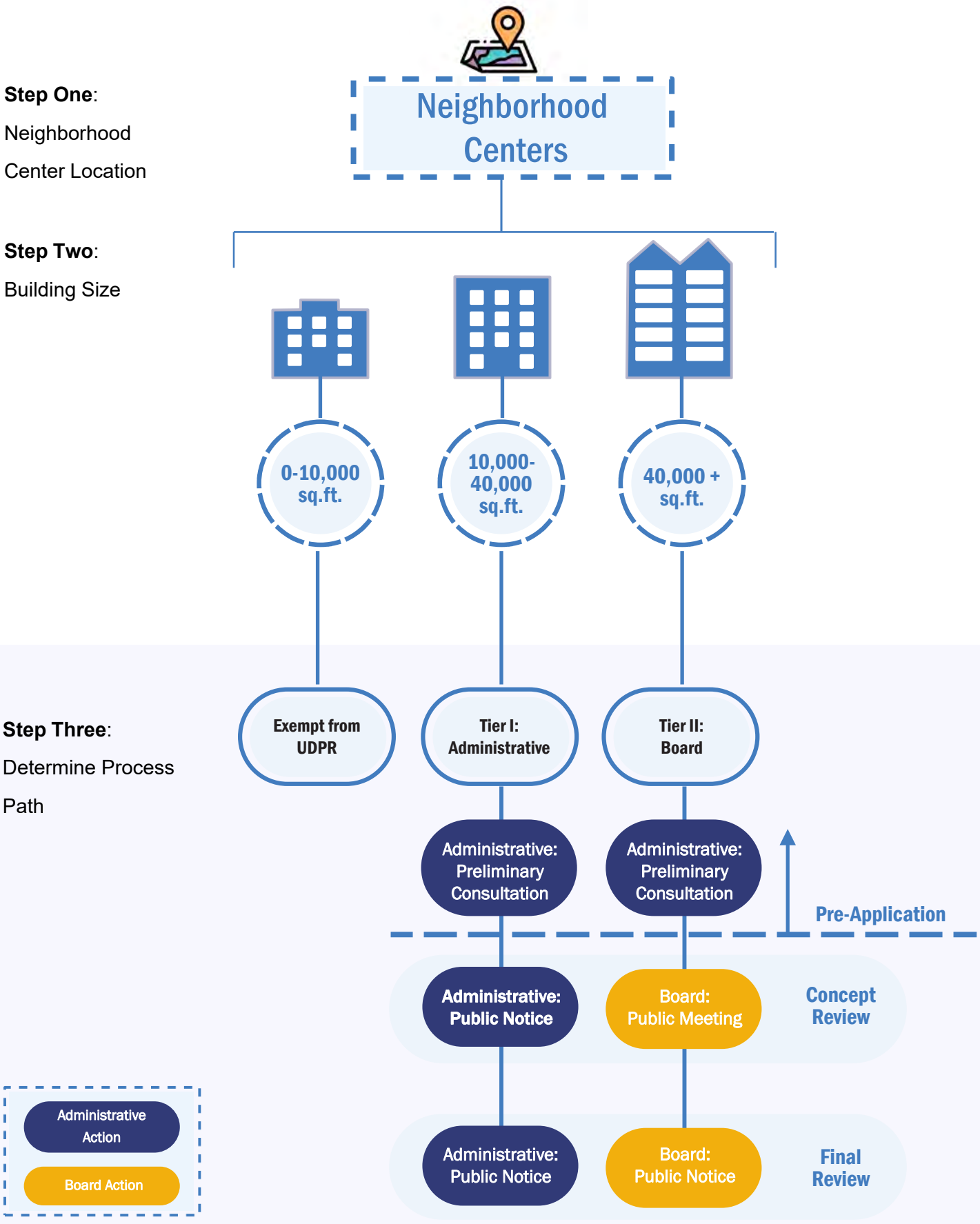
Neighborhood Center Location

Step Two:

Building Size

Step Three:

Determine Process Path



UDPR PROCESSES FOR DOWNTOWN, TACOMA MALL, AND CROSSROADS CENTERS

Step One:

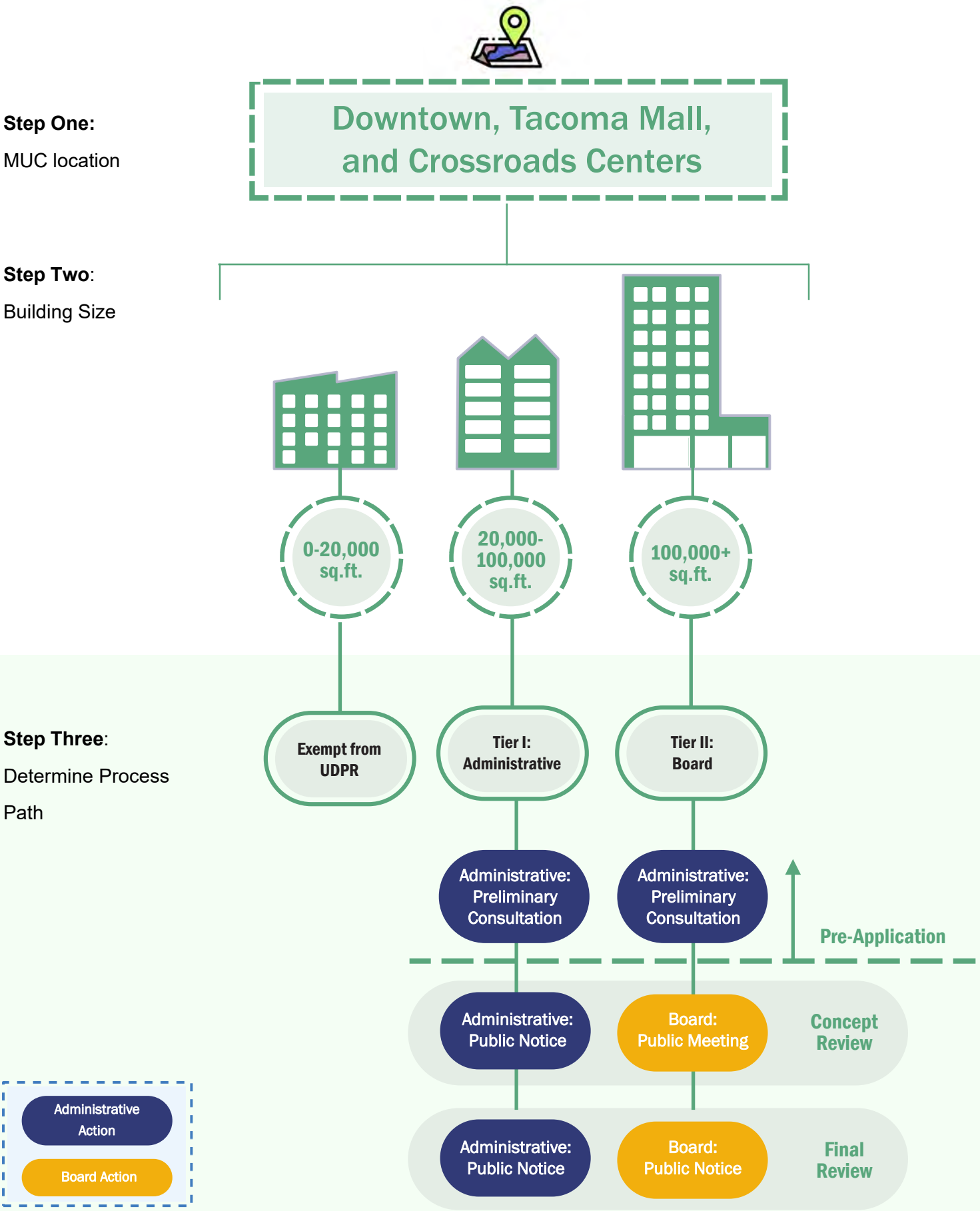
MUC location

Step Two:

Building Size

Step Three:

Determine Process Path



MANUAL STRUCTURE AND ELEMENTS

Urban Design Topics

The Manual is organized by seven (7) Topics that establish the basic framework for Urban Design Permit Review.

Design Objectives

This section describes the urban design Topic and its key considerations; and the Design Objective, which serves as one of the seven UDPR approval criteria.

Tacoma Urban Design Fundamentals

This section summarizes relevant background information for the Topic. The section also describes opportunities and challenges related to the Topic, including assets, design attributes, and amenities.

Guidelines

The Tacoma Urban Design Guidelines are organized into the seven (7) Topics. Within each of those Topics, two (2) to three (3) Guidelines provide general direction toward meeting the Topic Design Objective.

While every project must address each of the seven Topic Design Objectives, not all Guidelines will be applicable and will depend on the project's specific location, size, scope, and unique context.

Design Approaches to Consider

This section lists planning approaches that could effectively satisfy the associated Guideline. The list is not exhaustive and should not be used as a checklist for meeting the guideline. Rather, they provide clear and objective examples of an approach consistent with the Guideline and Design Objective and that successfully respond to the conditions and opportunities of the urban design context.

Precedent Imagery

Photographic examples and descriptions of elements that successfully meet the Guideline are offered in this section. The photographs support design approaches and correspond to the examples listed in the Design Approaches section beneath each Guideline.

Additional Precedent Imagery and Illustrations are provided in ***Section C: Appendices*.**

Development and Building Design Standards

Site development and building design standards in TMC Title 13 provide a baseline for design performance. These standards remain applicable to developments subject to UDPR permit approval, and development consistent with them alone may be sufficient to meet relevant Design Objectives in some situations. Additionally, some of these standards may be eligible for Departure request through the UDPR process.

Historic Preservation and Landmarks Design Review

Structures designated as city landmarks or properties that are located within one of the locally recognized historic districts that overlap with the applicable UDPR geographies are subject to all controls, standards, and procedures for designated historic set forth in TMC Title 13 and other applicable TMC requirements. These properties are subject to design review and approval by the Landmarks Preservation Commission and/or other historic review bodies and exempt from the UDPR process outlined in this document.

B URBAN DESIGN GUIDELINES

SUMMARY OF DESIGN OBJECTIVES AND GUIDELINES

The following is a full list of guidelines included in this document.

SITE PLANNING

Design Objective: Development presents a unified site plan that achieves desirable urban form and is responsive to context.

G1- The arrangement of buildings, infrastructure, and open spaces support Urban Design goals and objectives, and are contextually appropriate.

G2- Building placement and site design leverage topography and enhance unique site features.

CONNECTIVITY

Design Objective: Development provides equitable and efficient access with an emphasis on active transportation and supports a coherent network of connections appropriate to its size.

G3- Entrances and points of access provide equitable and efficient access appropriate to the site's context.

G4- New streets and connections appropriately respond to existing block and desired mobility patterns.

G5- Internal connections are appropriately located, designed, and scaled for their use, and provide comfortable, safe access.

ARCHITECTURAL COMPOSITION

Design Objective: Buildings positively contribute to a neighborhood's character and vision, express a coherent design concept, and are complementary to their immediate context in terms of overall design.

G6- Architectural design is cohesive, provides visual interest, and enriches its context.

G7- Design creates a positive relationship with the surrounding area consistent with planned Urban Form.

G8- Building design balances immediate goals and long-term resiliency with respect to use of materials and building programming.

PUBLIC REALM

Design Objective: The development addresses the public realm in a manner that is appropriate to its context, safe, and supportive of community goals related to connectivity, active transportation, open space, and pedestrian orientation and activation.

G9- Design buildings to have a context appropriate relationship with the pedestrian environment.

G10- Building entrances are legible, located appropriately, and provide suitable public-private transitions.

G11- Provide wayfinding, signage, and lighting that is functional and complements the development's overall design.

OPEN SPACE

Design Objective: Open space is situated in a manner that is consistent with related Urban Design objectives, and designed to be inclusive, functional, and welcoming.

G12- Open space design demonstrates functional arrangements of site features and incorporates furnishings appropriate to level of activity, location, and local climate factors.

G13- Open space is designed and sited to be welcoming, accessible, and safe.

CULTURAL VITALITY, HERITAGE, AND CREATIVITY

Design Objective: Development takes advantage of opportunities to reflect local history and culture in a manner that is respectful and appropriate.

G14- Appropriately respond to notable structures and landscapes located on site and/or nearby.

G15- Take advantage of opportunities to respectfully engage the local community character, culture, and heritage.

CLIMATE RESPONSIVENESS

Design Objective: Development demonstrates a climate responsive approach in its site planning and building design, and supports Tacoma's Climate Action goals and strategies.

G16- Utilize methods, technologies, and materials that enhance building performance and reduce carbon emissions.

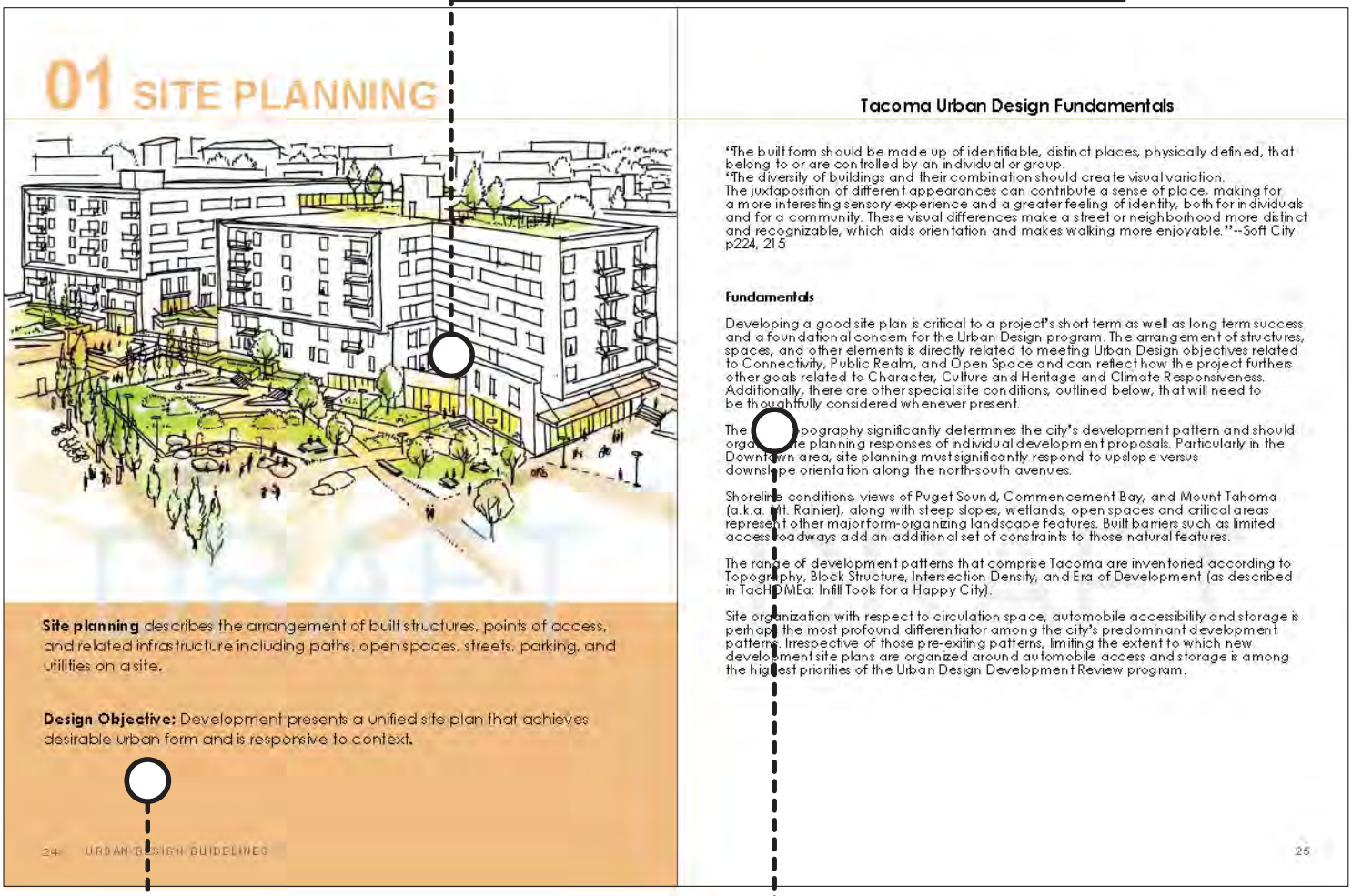
G17- The development responds to site conditions and natural processes in a way that reduces energy and water usage and minimizes on- and off-site impacts.

G18- Implement strategies to reduce dependency on automobiles and promote use of active transportation.

DOCUMENT ORIENTATION

This spread explains how to navigate the document. An illustrative example is shown below. The seven (7) urban design topic sections in this document are organized similarly.

HEADLINE SKETCH:
Sketch expressing the design intent of the urban design topic section.



TOPIC STATEMENT & DESIGN OBJECTIVE:

This section describes the urban design Topic and its key considerations, as well as the Design Objective, which serve as one of the seven UDPR approval criteria.

URBAN DESIGN FUNDAMENTALS:

This section summarizes relevant background information for the Topic. The section also describes opportunities and challenges related to the Topic, including assets, design attributes, and amenities.

GUIDELINE:

Provides guidance toward demonstrating consistency with the Section Design Objective. Not every guideline will be applicable to every development site but should be considered whenever appropriate.

SITE PLANNING

G-1 : The arrangement of buildings, infrastructure and open spaces support Urban Design goals and objectives and be contextually appropriate.

Design Approaches To Consider:

01. Orient buildings toward streets, internal connections, pedestrian network (including trails), and open space.

02. Provide minimal setbacks, prominent entrances, and active ground floor uses for buildings abutting Pedestrian streets and other streets with enhanced or notable active mobility features.

03. Provide more generous setbacks, emphasized public-private transitions, and private or less active ground floor uses for buildings abutting Residential streets or where buffering is warranted.

04. Locate utilities and access for support uses, such as refuse, loading, and deliveries, to the alley or secondary street frontage where alley access is not available.

05. Locate motor vehicle parking at the rear of the site and limit access to the alley or secondary street frontage where alley access is not possible or practical.

06. Situate surface parking in a way that allows for flexible programming and future development.

"See Additional Precedent Imagery and Illustrations in Section C Appendices"

GUIDELINES

26 URBAN DESIGN DEVELOPMENT REVIEW MANUAL-*DRAFT FOR PUBLIC REVEIW*

CITY OF TACOMA, WA 27

DESIGN APPROACHES:

This section lists planning approaches that could effectively satisfy the associated Guideline. The list is not exhaustive and should not be used as a checklist for meeting the guideline. Rather, they provide clear and objective examples of an approach consistent with the Guideline and Design Objective and that successfully respond to the conditions and opportunities of the urban design context.

PRECEDENT IMAGERY:

Photographic examples and descriptions of elements that successfully meet the guideline are offered in this section. The photographs support design approaches and correspond to the examples listed in the DESIGN APPROACHES. Additional precedent imagery and illustrations can be found in the Appendices.

01 SITE PLANNING

Site planning describes the arrangement of built structures, points of access, and related infrastructure including paths, open spaces, streets, parking, and utilities on a site.

Design Objective: Development presents a unified site plan that achieves desirable urban form and is responsive to context.

Tacoma Urban Design Fundamentals

"The built form should be made up of identifiable, distinct places, physically defined, that belong to or are controlled by an individual or group.
"The diversity of buildings and their combination should create visual variation. The juxtaposition of different appearances can contribute a sense of place, making for a more interesting sensory experience and a greater feeling of identity, both for individuals and for a community. These visual differences make a street or neighborhood more distinct and recognizable, which aids orientation and makes walking more enjoyable."
--Soft City p. 224, 215

Fundamentals

Developing a good site plan is critical to a project's short term as well as long term success and a foundational concern for the Urban Design program. The arrangement of structures, spaces, and other elements is directly related to meeting Urban Design objectives related to Connectivity, Public Realm, and Open Space and can reflect how the project furthers other goals related to Cultural Vitality, Heritage, and Creativity and Climate Responsiveness. Additionally, there are other special site conditions, outlined below, that will need to be thoughtfully considered whenever present.

The city's topography significantly determines the city's development pattern and should organize site planning responses of individual development proposals. Particularly in the Downtown area, site planning must significantly respond to upslope versus downslope orientation along the north-south avenues.

Shoreline conditions, views of Puget Sound, Commencement Bay, and Mount Tahoma (a.k.a. Mt. Rainier), along with steep slopes, wetlands, open spaces, and critical areas represent other major form-organizing landscape features. Built barriers such as limited access roadways add an additional set of constraints to those natural features.

The range of development patterns that comprise Tacoma are inventoried according to Topography, Block Structure, Intersection Density, and Era of Development (as described in TacHOMEa: Infill Tools for a Happy City).

Site organization with respect to circulation space, automobile accessibility and storage is perhaps the most profound differentiator among the city's predominant development patterns. Irrespective of those pre-exiting patterns, limiting the extent to which new development site plans are organized around automobile access and storage is among the highest priorities of the Urban Design Project Review program.

SITE PLANNING

G-1 : The arrangement of buildings, infrastructure, and open spaces support Urban Design goals and objectives, and are contextually appropriate.

Design Approaches To Consider:

01. Orient buildings toward streets, internal connections, pedestrian network (including trails), and open space.

02. Provide minimal setbacks, prominent entrances, and active ground floor uses for buildings abutting Pedestrian streets and other streets with enhanced or notable active mobility features.

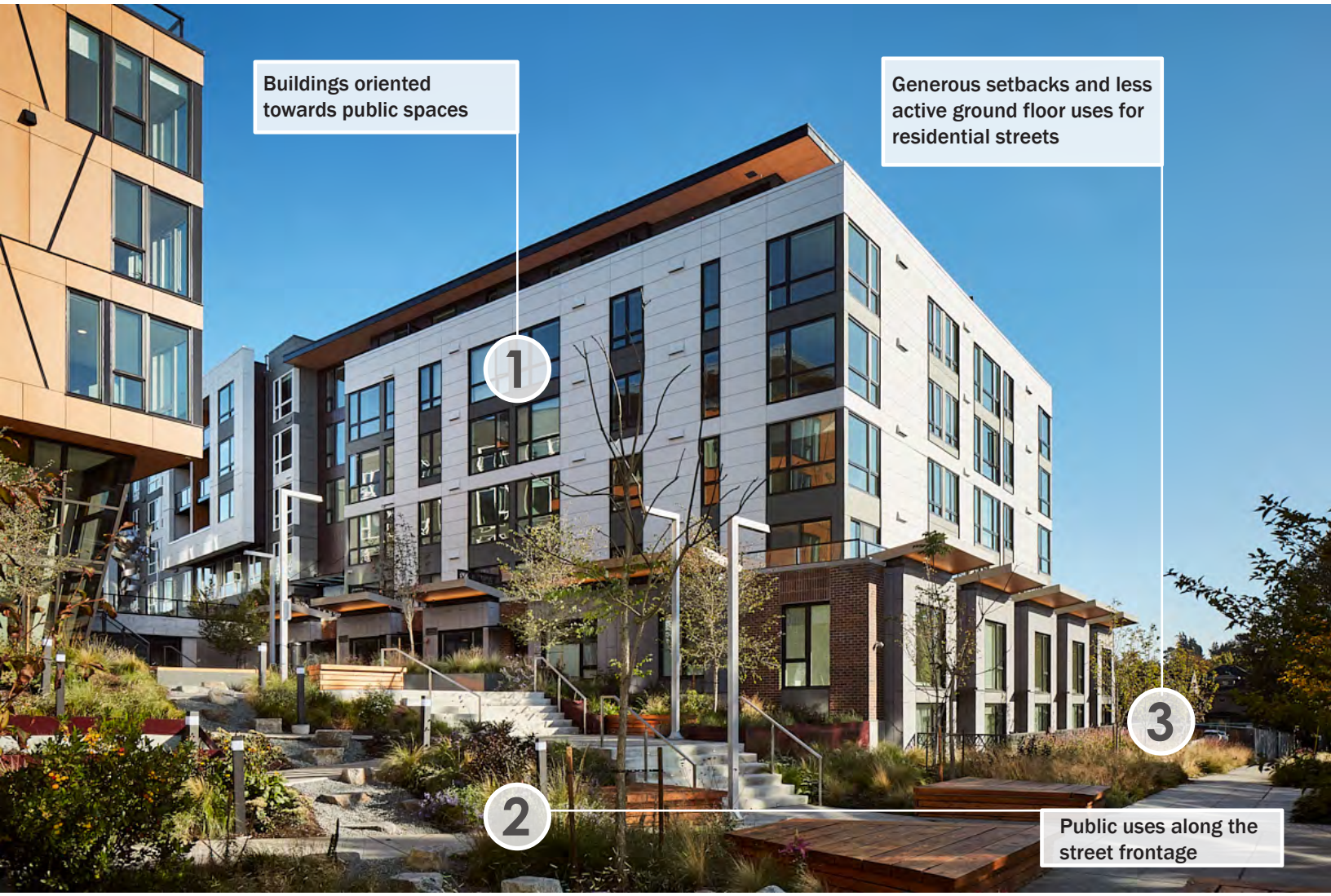
03. Provide more generous setbacks, emphasized public-private transitions, and private or less active ground floor uses for buildings abutting Residential streets or where buffering is warranted.

04. Locate utilities and access for support services, such as refuse, loading, and deliveries, along the alley or secondary street frontage where alley access is not available.

05. Locate motor vehicle parking at the rear of the site and limit access to the alley or secondary street frontage where alley access is not possible or practical.

06. Situate surface parking in a way that allows for flexible programming and future development.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Buildings oriented towards public spaces
Generous setbacks and less active ground floor uses for residential streets
1
2
3
Public uses along the street frontage


Vehicular parking access from alley
Loading zone and utilities
5
4


Surface parking to be situated to allow flexible programming
6

SITE PLANNING

G-2 : Building placement and site design leverage topography and enhance unique site features.

Design Approaches To Consider:

01. Site buildings in a manner that minimizes the amount of ground disturbance/mass grading and reduces height of retaining walls.

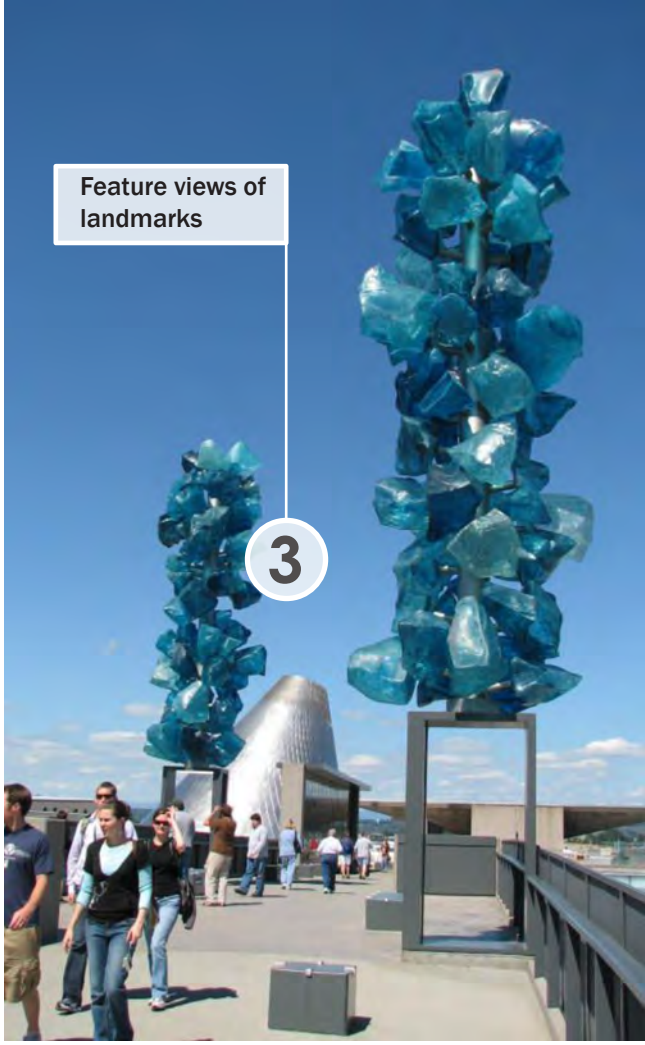
02. Combine complementary site features such as outdoor seating, stair climbs, accessible routes, and open space with any terracing.

03. Feature views of built and natural landmarks from public and private vantage points.

04. Incorporate prominent architectural features especially at upper levels at highly visible locations such as street corners, grid shifts, and/or view termini.

See Additional Precedent Imagery and Illustrations in Section C Appendices


'Stepped' placement of buildings to minimize mass grading
1


Feature views of landmarks
3


4
Prominent architectural features at highly visible locations
Combine complementary public realm elements
2

02 CONNECTIVITY

Connectivity describes the way one moves to and through a site. This urban design topic section describes how the buildings and site components relate to mobility patterns as well as the character of any internal connections.

Design Objective: Development provides equitable and efficient access with an emphasis on active transportation and supports a coherent network of connections appropriate to its size.

Tacoma Urban Design Fundamentals

"Walkability refers to the smallest, but perhaps the most important, movements that people make every day. Designing for walkability is about connecting people to the life of their neighborhood, seeing what is available, and having options to access it. The goal is quick-and-easy access, convenience, spontaneous participation, and being able to get from one situation to another quickly and easily." –Soft City, p. 222

Fundamentals

A highly functional and legible mobility network provides an interconnected, safe, and enjoyable experience, connecting people of all ages and abilities to access services and improve the quality of life for community members living and working in Tacoma. A logical pattern of blocks, streets, internal lanes, alleyways, and urban pathways provides direct access to public transit, micromobility, and pedestrian systems, linking neighborhoods to community services and places of employment.

The City encourages land use patterns, particularly within Mixed-Use Centers, that support non-SOV travel, access to multimodal options and intermodal connectivity, opportunities to live close to work, and short trips easily made by walking or bicycling.

Street System

A street system design in a rectangular grid pattern with smaller block sizes, frequent interconnections, and clear wayfinding facilitates and encourages transit and active transportation, and is generally encouraged. This design also supports the concept of the 20-minute neighborhood, which envisions most daily needs, focused in Mixed-Use Centers, are accessible within a 20-minute walk of most residential neighborhoods.

Transit Oriented Development

The City's Mixed-Use Centers generally receive the greatest level of transit support and are expected to only improve with future transit investments.

Land Use policies and regulations supportive of transit use include higher density allowances and relaxed parking requirements. In turn, development is expected to take full advantage of these investments and be supportive of these goals through building orientation and features supportive, active transportation choices.

Layered Network

The City's Transportation Master Plan (2015) describes the concept of a layered transportation network, where each street is designed to cater to the highest priority mode and where incompatible uses are discouraged. The Plan describes the various mode-specific priority networks, including Pedestrian, Bicycle, Transit, Auto, and Freight. Generally, developments within Mixed-Use Centers are expected to prioritize active transportation and transit use. However, many auto and freight priority routes transverse these Centers so these facilities may impact how developments respond to their immediate contexts.

Wayfinding
View corridors created by the street network also provide key navigation and wayfinding, by orientating movement toward landmarks, waterbodies, and natural features.

CONNECTIVITY

G-3 : Entrances and points of access provide equitable and efficient access appropriate to the site's context.

Design Approaches To Consider:

01. Locate and orient buildings in close proximity to abutting streets and internal connections.

02. Provide efficient, legible, and direct paths from building entrances to abutting streets, paths, connections, transit stops, and other mobility facilities.

03. Integrate accessible paths for all users into the site's design and provide access to a range of active transportation facilities and networks.

See Additional Precedent Imagery and Illustrations in Section C Appendices

Orient buildings in close proximity to abutting streets and internal connections

1

Legible and direct paths from building entrances

2

Universal access integrated into the site's design

3

CONNECTIVITY

G-4 : New streets and connections appropriately respond to existing block and desired mobility patterns.

Design Approaches To Consider:

01. Extend desired access patterns and urban fabric with new streets, alleys, and on-site connections.

02. Establish new block and mobility patterns to implement the land use and development vision for the location.

03. Create a hierarchy of connections as it relates to different modes, function, and volume of use.

04. Provide walking and active transport route choices through long block faces with mid-block connections where new streets are not possible.

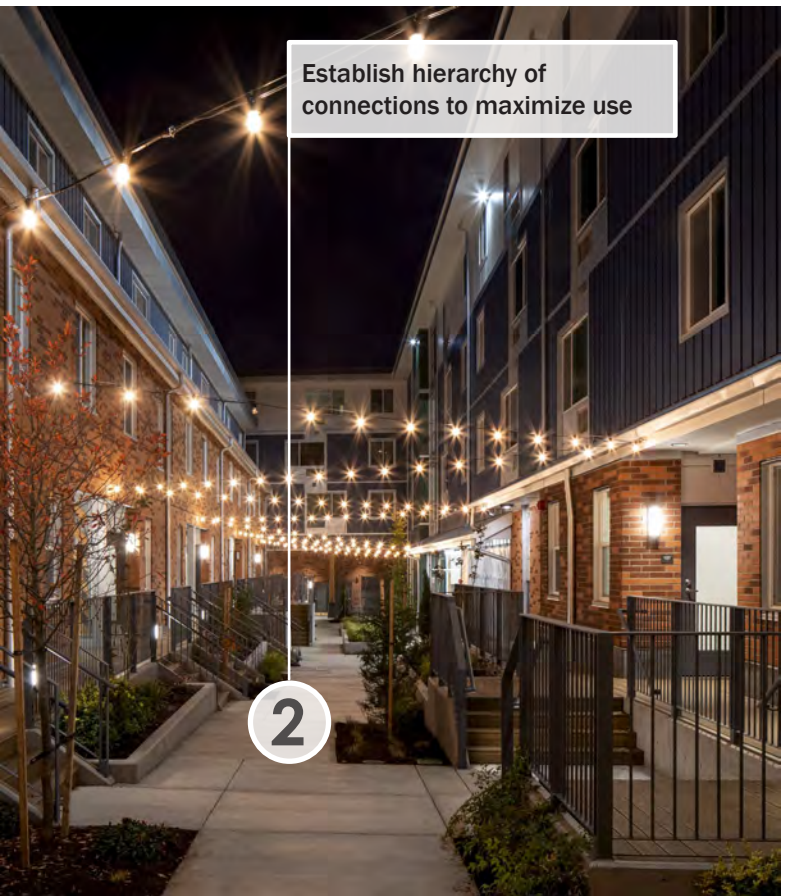
See Additional Precedent Imagery and Illustrations in Section C Appendices

Well-designed block and mobility patterns improve the site

Expanded network of street and alleys increase connectivity

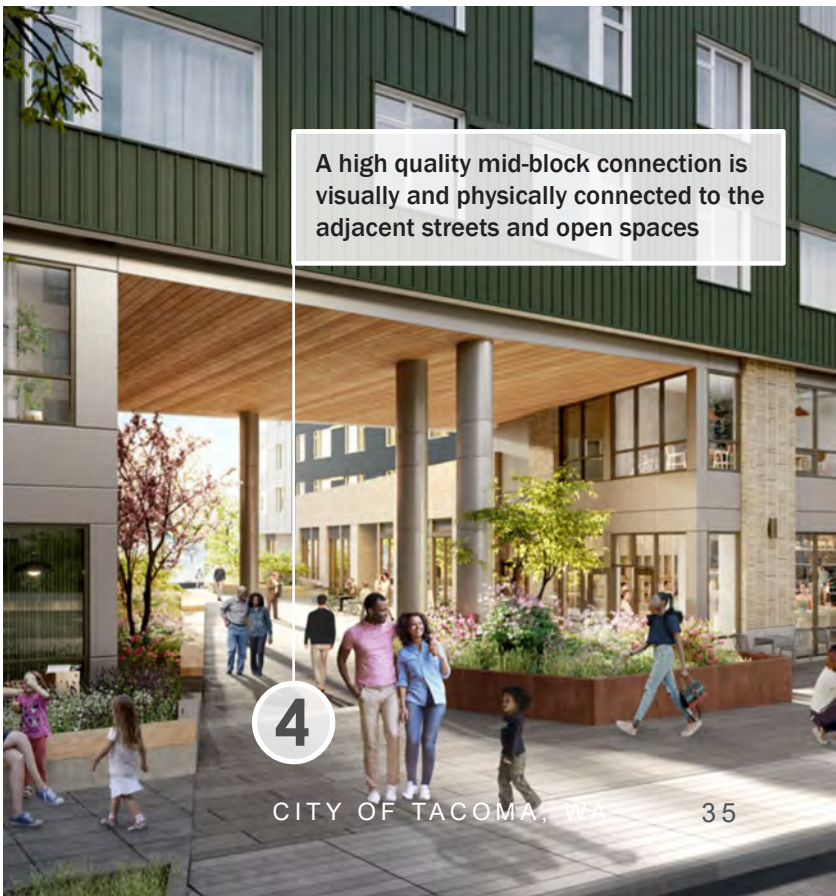
3

1



Establish hierarchy of connections to maximize use

2



A high quality mid-block connection is visually and physically connected to the adjacent streets and open spaces

4

CONNECTIVITY

G-5 : Internal connections are appropriately located, designed, and scaled for their use, and provide comfortable, safe access.

Design Approaches To Consider:

01. Incorporate a network of pathways to provide pleasant, engaging routes for users of all abilities on larger sites.

02. Efficiently and safely connect new streets and internal connections to adjacent destinations and facilities.

03. Create a functional network of internal connections that provide a comfortably proportioned public realm relative to scale of abutting buildings.

04. Design facilities to accommodate a wide range of modes and abilities safely and inclusively.

05. Provide for elements within the pedestrian environment that are appropriate to the level of activity and/or higher volume of users.

06. Design alleys and service drives to safely support and invite a mix of desired activity in addition to motorized vehicles and service providers.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Network of pathways provide engaging routes to all users
Comfortably proportioned public realm relative to abutting buildings
Connect new streets to the adjacent facilites
Accommodate wide range of modes and abilities
Pedestrian facilities, and street furnishings appropriate to the level of activity
1
2
3
4
5


Alleys and service drives designed for a mix of desired activities
DAIRY BLOCK
6

03 ARCHITECTURAL COMPOSITION

Architectural Composition addresses the design and organization of buildings. This includes consideration of building bulk, form, scale, and choice of materials to establish a coherent and consistent whole and that is responsive to context.

Design Objective: Buildings positively contribute to a neighborhood's character and vision, express a coherent design concept, and are complementary to their immediate context in terms of overall design.

Tacoma Urban Design Fundamentals

"Each individual building has the potential to create spatial difference within itself…the built form should acknowledge that some parts of the building are connected to the ground plane, which [inform certain features] such as easier access. Other parts of the building are connected to the sky... [a]nd then there is the part of the building in the middle, between these two, that will be different again. Some buildings will have all three aspects at once." –Soft City, p. 214-15

Fundamentals

The Tacoma Urban Design Project Review Program's interests in architectural composition focus on spatial articulation, visual, and functional contributions that substantial new developments make to express a vibrant public realm and healthy neighborhood form. The program seeks to engage the best design thinking to arrive at successful design solutions and achieve the Urban Design Project Review objectives.

The City is not dictating any particular style, nor will the Urban Design Project Review process evaluate design details such as color palettes or interior finishes.

Moreover, State Law states that Design Review "…may not result in a reduction in density, height, bulk, or scale below the generally applicable development regulations for a development proposal in the applicable zone."

With those priorities and constraints in mind, applicants should consider a range of useful concepts:

<u>Function & Fit</u>

- Design reflects the uses and activities within the project
- Architectural composition supports other Urban Design Program priorities
- Bulk/Scale/Massing
- Form/Volumes
- Setbacks/Modulation
- Architectural Details
- Materiality

<u>Materials</u>

- Qualities & Appropriate Use
- Environmental (weather, climate) Considerations
- First Cost versus Durability

<u>Historic Resources</u>

- Within districts
- On-site
- Adjacent or nearby

<u>Other Design Considerations</u>

- Adaptive Reuse (including non-designated older structures)
- Well-defined and consistent built character context (formally documented and established through architectural surveys or adopted plans)

ARCHITECTURAL COMPOSITION

G-6 : Architectural design is cohesive, provides visual interest, and enriches its context.

Design Approaches To Consider:

01. Articulate facades at intervals that relate to overall building design and limit large spans of blank walls.

02. Include massing and architectural features that add interest, depth, texture, and color.

03. Frame primary building entrances with distinguishing architectural elements.

04. Employ architectural treatments and material selections throughout the development, reflecting a unified design.

05. Introduce material changes that are cohesive within the architectural concept and relate to shifts in massing or building modulation that wrap corners or resolve transitions.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Articulated facades limit large spans of blank walls
1


Massing and color add interest
2


Building entrance framed by distinguishing design element
3


Architectural treatments and material changes should be thoughtfully employed
4
5
The visual impact and coherence of an architectural facade is influenced by its material

ARCHITECTURAL COMPOSITION

G-7 : Design creates a positive relationship with the surrounding area consistent with planned Urban Form.

Design Approaches To Consider:

01. Arrange building volumes with consideration of future vision for the area, development scale transitions, and adjacent uses.

02. Arrange building elements to be human-scaled with taller components located to minimize looming or shading impacts.

03. Incorporate vertical and horizontal massing breaks, particularly along street-facing facades, to reduce perceived mass of larger structures and/or improve solar access.

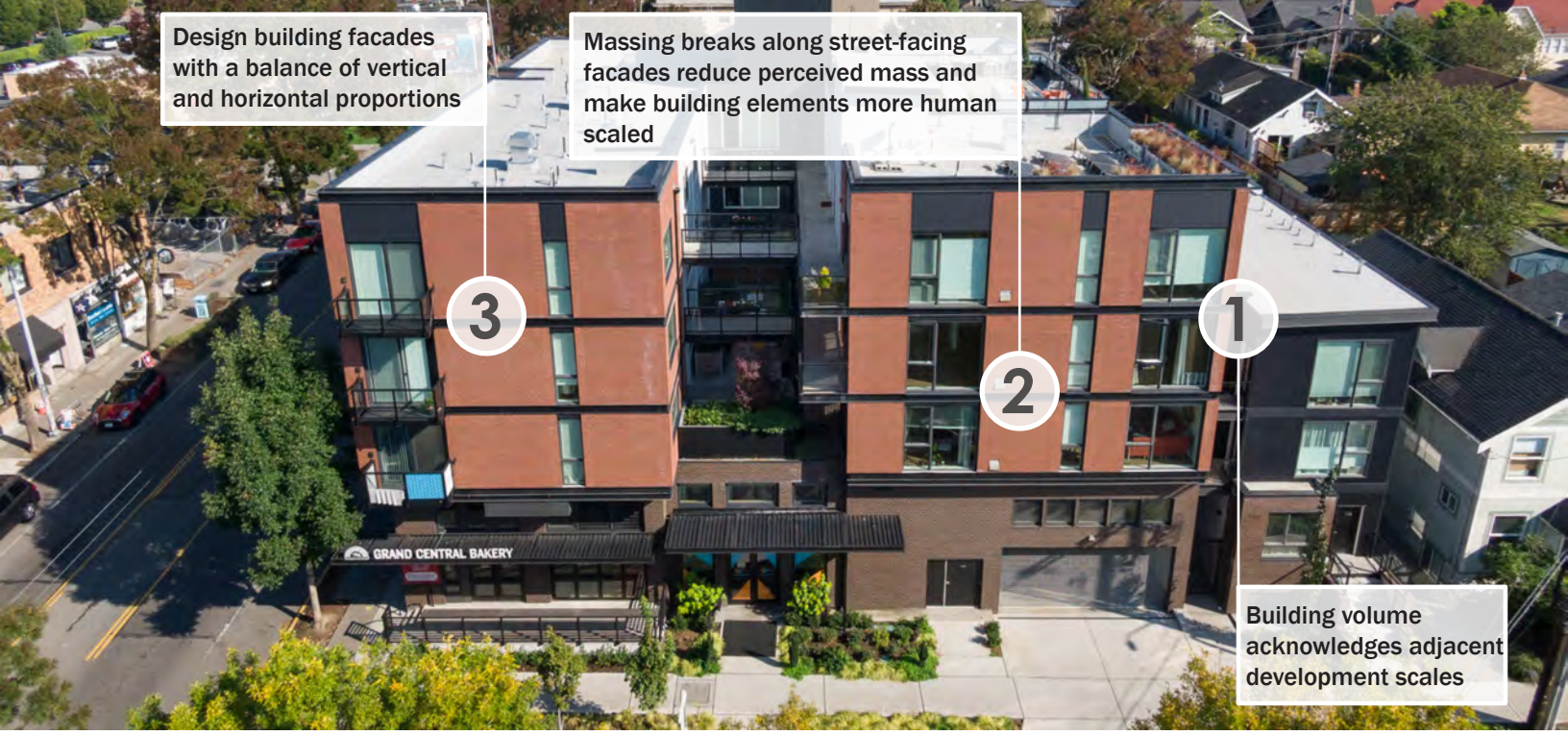
04. Use fencing, landscaping, or other site features to mitigate impacts to sensitive uses or lower-intensity zones.

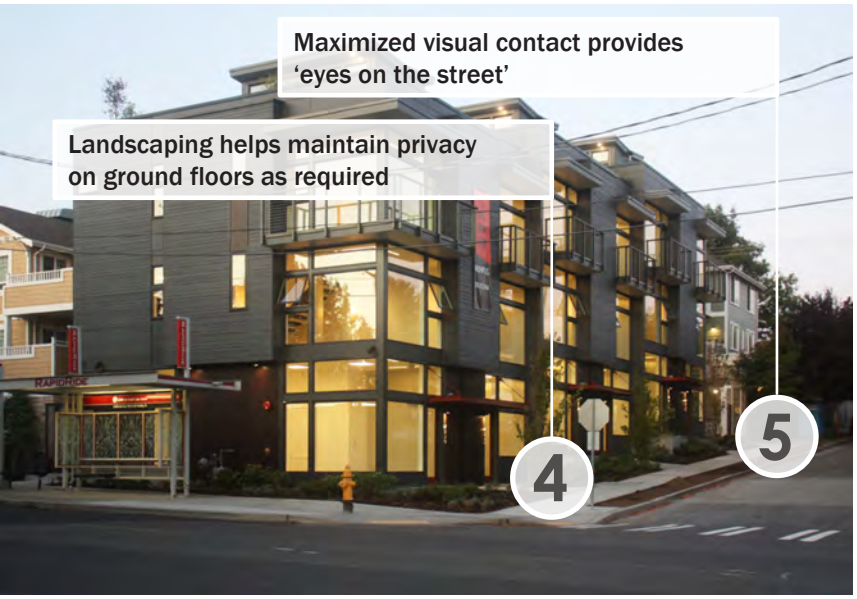
05. Maximize visual contact to outdoor environments to provide "eyes on the street."

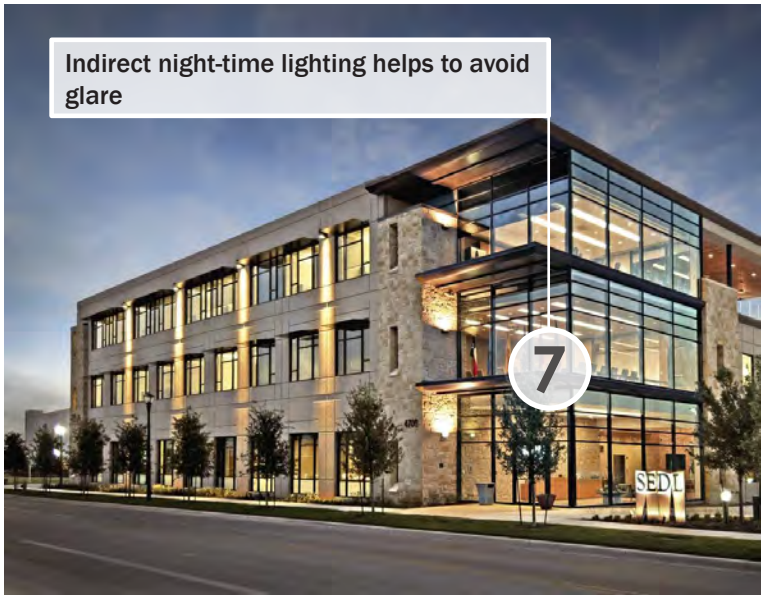
06. Offset windows and balconies to minimize impacts to privacy.

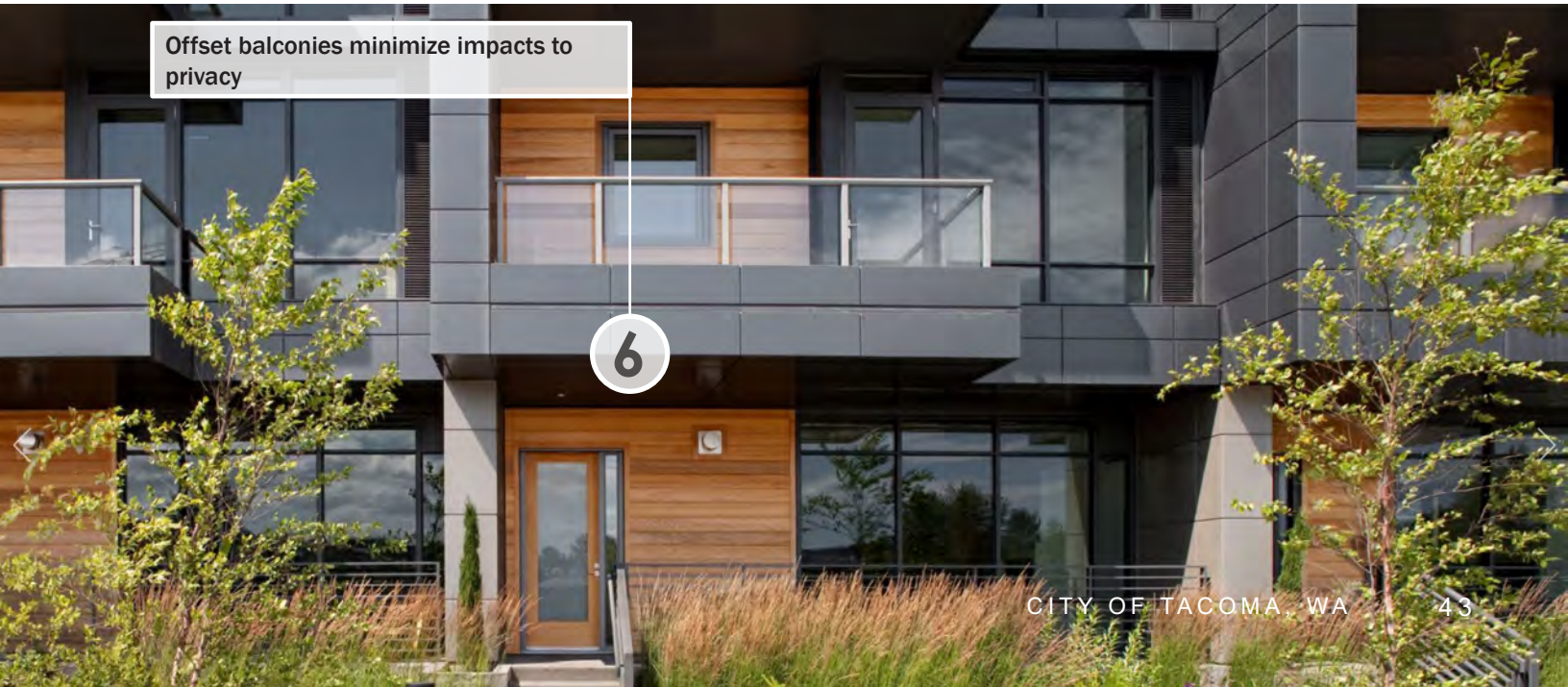
07. Design nighttime lighting to avoid glare and light spill-over.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Design building facades with a balance of vertical and horizontal proportions
Massing breaks along street-facing facades reduce perceived mass and make building elements more human scaled
3
2
1
GRAND CENTRAL BAKERY
Building volume acknowledges adjacent development scales


Maximized visual contact provides ‘eyes on the street’
Landscaping helps maintain privacy on ground floors as required
4
5


Indirect night-time lighting helps to avoid glare
7


Offset balconies minimize impacts to privacy
6

ARCHITECTURAL COMPOSITION

G-8 : Building design balances immediate goals and long-term resiliency with respect to use of materials and building programming.

Design Approaches To Consider:

01. Employ primary materials that emphasize long-term durability and minimize maintenance needs accounting for the building's location and Tacoma's climate.

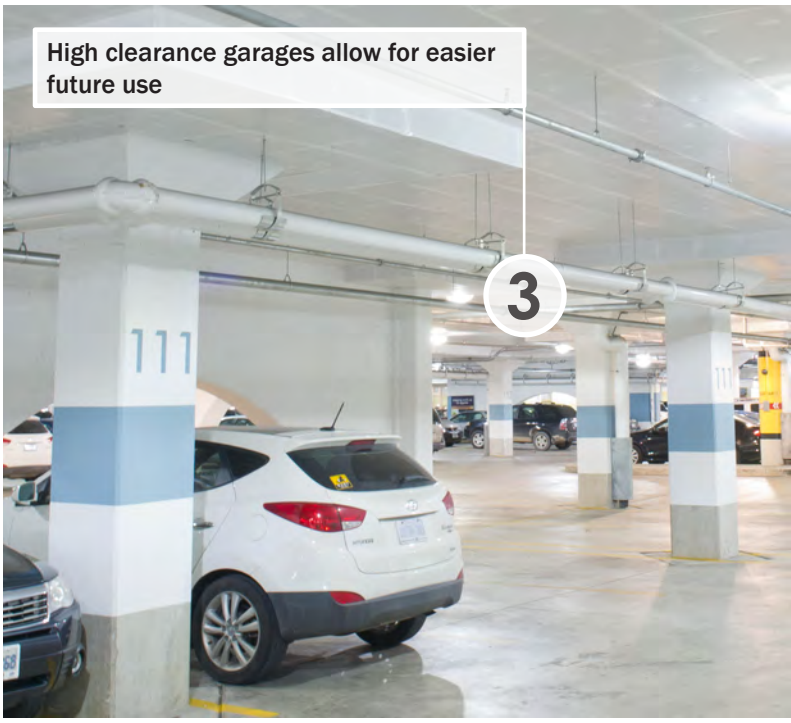
02. Design buildings to be adaptable to shifts in market demand and community needs such as live/work units or office-to-residential conversion.

03. Design structured parking with level floors, higher floor-to-floor heights, and other features to allow for easier future re-use.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Materials that emphasize long term durability and are low maintenance
1


Live-work units or designs compatible with office-to-residential conversion
2


High clearance garages allow for easier future use
3

04 PUBLIC REALM

Public Realm describes how developments address public and semi-public areas such as sidewalks, streets, and publicly accessible spaces like paths, courtyards, plazas, and parks.

Design Objective: The development addresses the public realm in a manner that is appropriate to its context, safe, and supportive of community goals related to connectivity, active transportation, open space, and pedestrian orientation and activation.

Tacoma Urban Design Fundamentals

"Public spaces like streets, squares, and parks offer something different than private spaces like gardens and courtyards. If both types can exist in close proximity to each other and complement one another, greater choice and opportunity can be delivered to more people in everyday life. As with other parts of the city, the whole is greater than the sum of its parts." –Soft City p. 216

Fundamentals

Public Realm is the space framed and activated by buildings, and largely consists of public right-of-way not dedicated to vehicle movement or storage. Adjacent plazas, entry courts, and transition areas provide "punctuation" and relief along the longer segments of an overall streetscape.

While the design and ground level uses of adjacent buildings are essential contributors to the character and functionality of the public realm, much also depends on the arrangement and detailed design of sidewalk space.

Sidewalks are an important part of the public realm, and should provide adequate space for pedestrian travel. What sidewalks provide for "through travel" as circulation space is distinct from curbside edges, transit loading areas, and the street furnishing zone.

Depending on the level of pedestrian activity, type and intensity of land uses, design of the street furnishing zone should provide human-scaled interest, places for respite, interaction, dining, and microclimate benefits with provision of seating, street trees, lighting, rain gardens, and other landscape areas.

It is important to give careful consideration to the space dedicated to vehicle travel and its impact on directing the best approach to achieving the highest quality public realm possible. In many ways, the characteristics of this space in terms of mode priority (automobile, bike, transit) and their accommodations (travel lane width, shared or separated lanes, buffered or protected, in-lane loading, center lane platform) will inform the best approach for the public realm. For example, a busy five-lane wide arterial road might not be the best place for curbside cafes without generous buffering.

PUBLIC REALM

G-9 : Design buildings to have context appropriate relationship with the pedestrian environment.

Design Approaches To Consider:

01. Emphasize higher quality materials and architectural details at ground level.

02. Include landscape elements, pedestrian facilities, and street furnishings to enhance the urban environment.

03. Set buildings back to provide space for adequate pedestrian movement and sidewalk area uses.

04. Orient private or semi-public spaces toward adjacent streets and internal connections providing "eyes on the street."

05. Include ground floor uses to support engaging pedestrian streets and other streets with enhanced or notable active mobility features.

06. Design buildings to provide a well-defined street edge along active pedestrian streets.

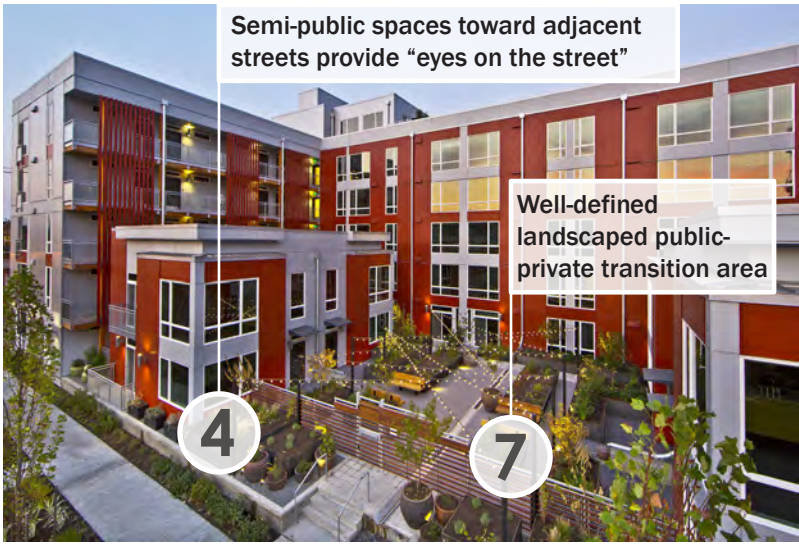
07. Incorporate well-defined entry courts, stoops, landscaped public-private transition areas along Residential streets.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Higher quality materials and architectural details at ground level
Pedestrian facilities and street furnishings
Adequate space for pedestrian movement and sidewalk area uses
1
2
3


Distinct street wall along active pedestrian streets
6


Ground-floor uses support engaging pedestrian experience
GALLERY
EYE CARE
LOADING/ UNLOADING ZONE
EYE·ON ART
5


Semi-public spaces toward adjacent streets provide “eyes on the street”
Well-defined landscaped public-private transition area
4
7

PUBLIC REALM

G-10 : Building entrances are legible, located appropriately, and provide suitable public-private transitions.

Design Approaches To Consider:

01. Locate entrances to be oriented toward and easily accessed from adjacent public streets.

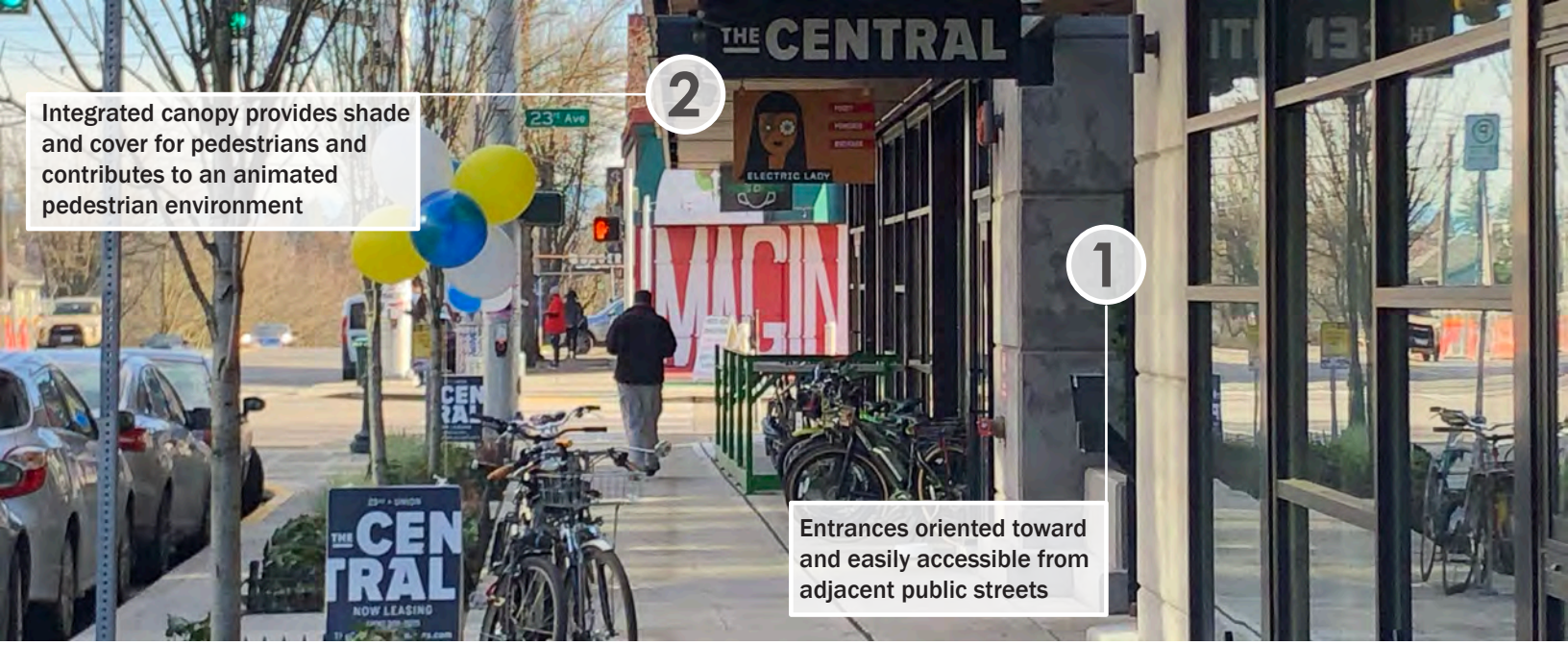
02. Design entrance canopies, weather protection, awnings, or similar architectural features to enhance the public realm and provide ample protection from sun and/or rain.

03. Articulate entrances serving multiple tenants or uses through visual hierarchy, transparency, lighting, wayfinding, signage, landscaping, and other design features.

04. Incorporate sensitive, well-defined transitions to residential units with direct access from a street or public area through landscape, screening, step-backs, or grade change separation.

05. The frequency, size, and arrangement of storefronts and entrances contribute to an active streetscape along Pedestrian Streets and other streets with enhanced or notable active mobility features.

See Additional Precedent Imagery and Illustrations in Section C Appendices

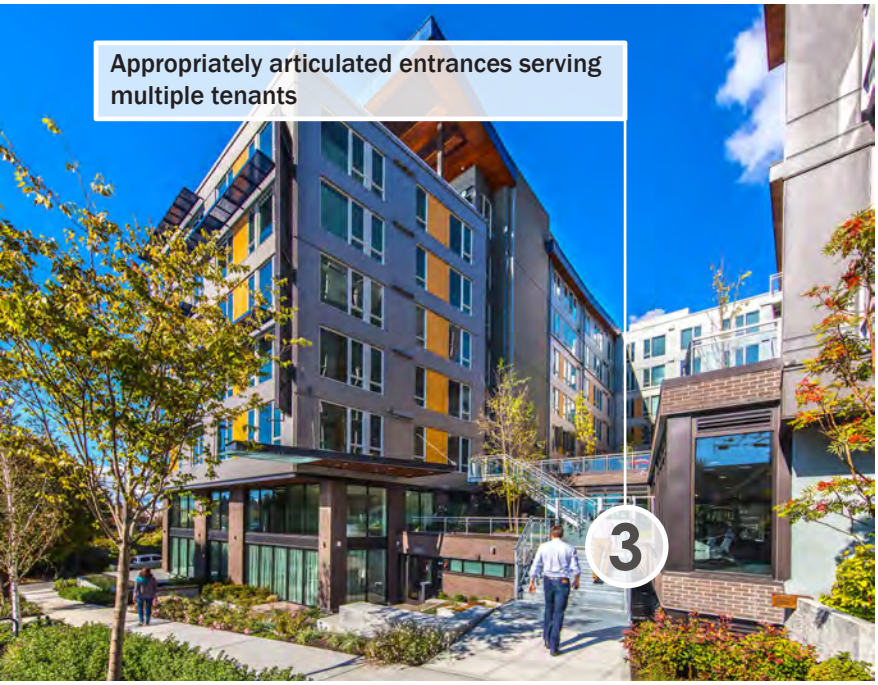


2

Integrated canopy provides shade and cover for pedestrians and contributes to an animated pedestrian environment

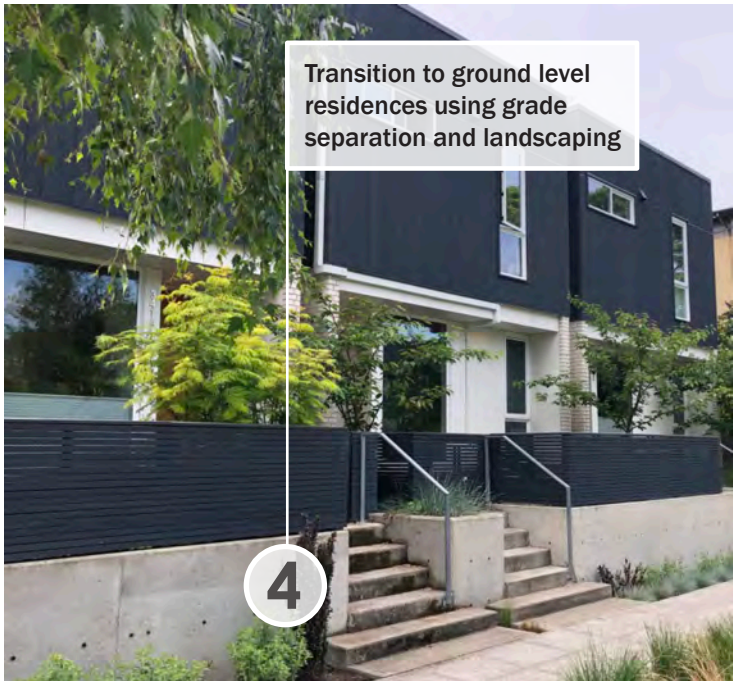
1

Entrances oriented toward and easily accessible from adjacent public streets



Appropriately articulated entrances serving multiple tenants

3



Transition to ground level residences using grade separation and landscaping

4

Appropriate frequency and size of storefronts along pedestrian streets

5

PUBLIC REALM

G-11 : Provide wayfinding, signage, and lighting that is functional and complements the development's overall design.

Design Approaches To Consider:

01. Include wayfinding, signs, and lighting that are designed, scaled, and placed appropriate to the location and intended purpose.

02. Design signage proportionate to the street type and building concept.

03. Integrate signage with overhead canopies, weather protection, landscaping, and lighting.

04. Develop a master sign program that complements the development's overall design palette and vocabulary.

05. Include lighting that enhances building and site features and provides real and perceived safety.

See Additional Precedent Imagery and Illustrations in Section C Appendices

Signage design principles should be consistent to enhance user experience

Signage is appropriately sized and reflects the character of the street

4

THE LONDON PLANE

2

the London Plane

Assimilating signage into canopies reinforces branding as users shelter from weather

3

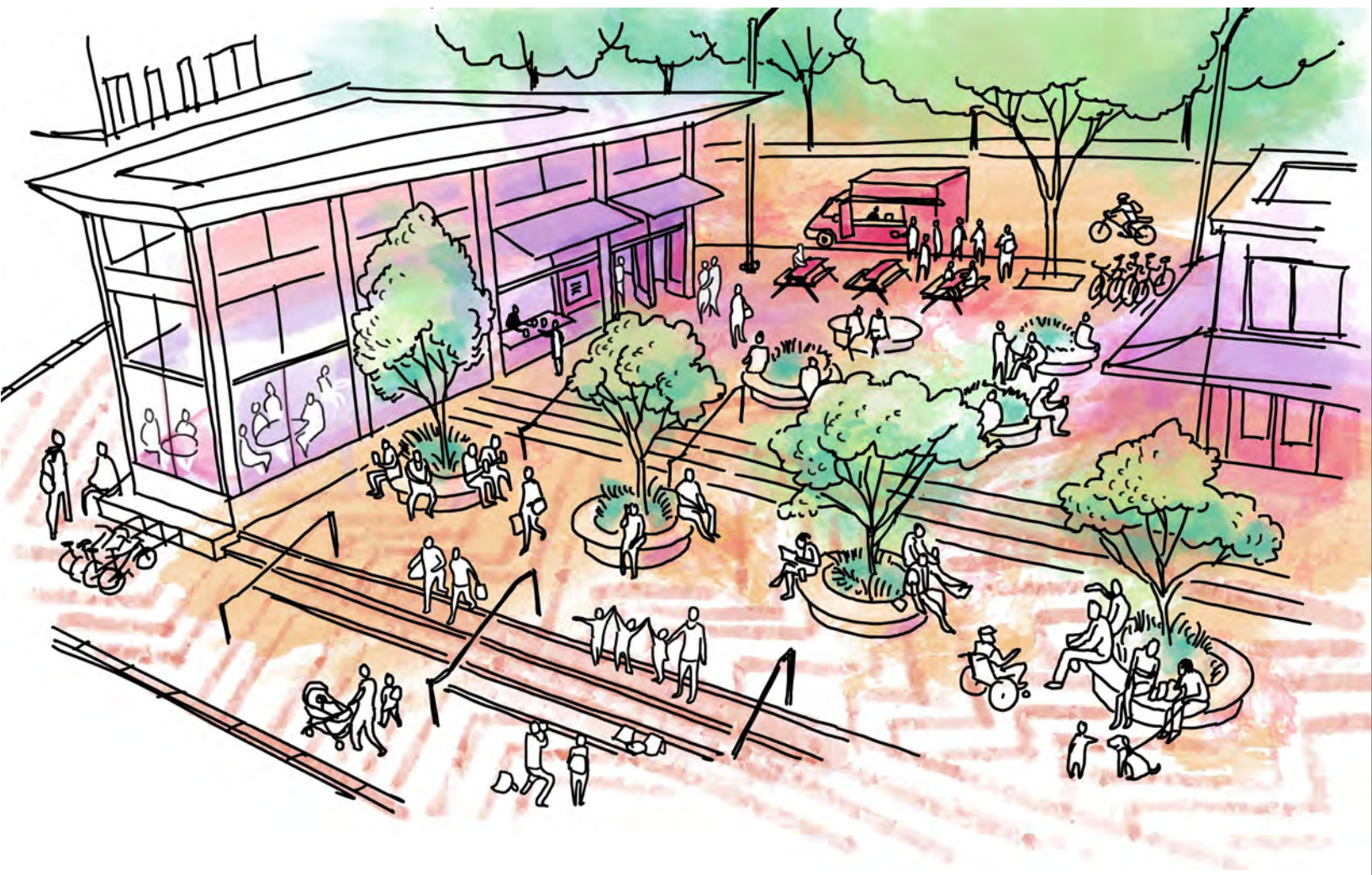
1

Visible and clear signage

5

Exterior lighting provides adequate illumination for the entryway

05 OPEN SPACE



Open Space describes how open space elements are sited and designed within a development. Open space includes public and other outdoor areas that provide a variety of experiences, from lively play to calming respite and passive transitions between intensity of activity and/or uses.

Design Objective: Open space is situated in a manner that is consistent with related Urban Design objectives, and designed to be inclusive, functional, and welcoming.

Tacoma Urban Design Fundamentals

"The outdoor spaces of the city should make up a system of diverse public and private spaces, joined up or juxtaposed. The combination and interconnection of different types of space makes for a complex system, the nuances of which allow more activity to happen." –Soft City p. 216

Fundamentals

Open space resources are essential to good urban form, livability, and health. New development can enhance and expand Tacoma's open space network through careful consideration of how it adds to the overall network and on-site development programming.

One of the most significant elements in defining and structuring Tacoma's open space network is our Urban Forest. Improving overall tree canopy coverage also reduces operating costs directly through shading and indirectly through mitigating area-wide heat island effects.

Open space that is adjacent to development sites– including streets– should be addressed as visual resources as well as functionally related with appropriate orientation, adjacent on-site uses, and appropriate access.

Locating and designing new open space must consider Pacific Northwest seasonality and microclimate. Open space programming decisions and design choices should address inclusion, universal access, design for all ages, and opportunities for fun with function. Appropriate sight lines, lighting, and arrangement of active and/or passive use areas can enhance the sense of personal security that an open space design can convey.

<u>Types of Open Space & Contexts</u>

Active

- Appropriate for high levels of public use and emphasizes visibility and access
- Hardscape is prominent
- Common features include: farmers markets, festival streets, performance space

Passive

- Less programmed and emphasizes quiet respite
- Natural elements dominate

Private & semi-public

- May or may not be oriented toward public spaces (i.e. streets or plazas)
- Well-defined, enclosed
- Some area limited to private uses like residential amenity spaces or dining establishments or areas

Landscape areas

- Design approaches/spectrum (very designed to more natural)
- Incorporate/demonstrate green infrastructure practices
- Can provide buffer from incompatible uses or negative views

Public/private considerations

- Public access easements
- Land dedication
- Maintenance arrangements

OPEN SPACE

G-12 : Open space design demonstrates functional arrangements of site features and incorporates furnishings appropriate to level of activity, location, and local climate factors.

Design Approaches To Consider:

01. Employ a cohesive palette of materials, color, texture, and site furniture.

02. Incorporate elements such as outdoor seating, water features, play spaces, shelters, public art, permanent or mobile vending, and community gardens within active open space.

03. Locate active spaces in visible areas, such as near entries or along the street.

04. Create semi-private spaces intended to be primarily used by residents or commercial tenants that emphasize privacy and safety through location and design elements.

05. Locate and design open space to leverage proximity to public gathering places, destinations, and settings for activities such as outdoor markets, parade routes, or cultural events.

06. Site open spaces to connect to and enhance any surrounding natural areas and/or parks.

07. Incorporate existing significant vegetation, native plants, and pollinator and habitat-supportive plantings within landscaping.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Cohesive palette of materials and furnishing enhances design and aesthetic of the space
1
Outdoor elements in an large open space create defined areas for different activities
2
3
Active spaces near entrances enhance accessibility and liveliness


4
Semi-private outdoor spaces emphasize privacy and safety


Vegetation preserves the local ecosystem and promotes biodiversity
Open spaces leverage proximity to and promote urban gatherings
6
5
Open spaces connecting to the surrounding areas creates a sense of continuity between the built and natural
7

OPEN SPACE

G-13 : Open space is designed and sited to be welcoming, accessible, and safe.

Design Approaches To Consider:

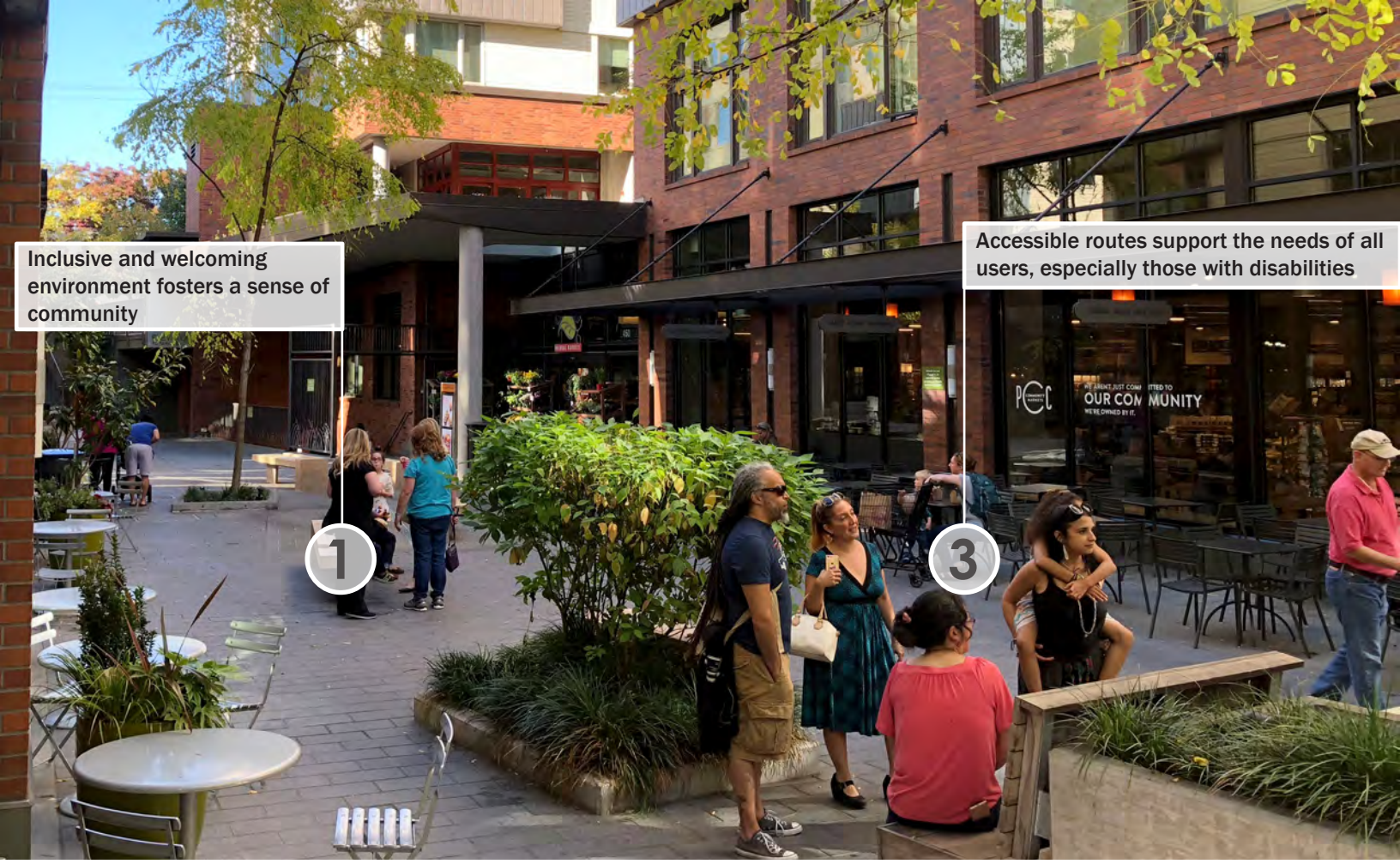
01. Include spaces that are situated at visible locations, provide an inclusive and welcoming environment, and do not communicate exclusivity to residents, employees, or patrons.

02. Incorporate structures to provide shelter from the sun, rain, and wind.

03. Provide accessible routes that are well-integrated and prioritized in site design.

04. Integrate sensible safety-minded design approaches and "eyes on the street."

See Additional Precedent Imagery and Illustrations in Section C Appendices


1
Inclusive and welcoming environment fosters a sense of community
3
Accessible routes support the needs of all users, especially those with disabilities
OUR COMMUNITY


2
Integrating weather protection enhances the usability and comfort of the outdoor spaces
4
Incorporation of active street-level uses can enhance safety and security
CAKE

06 CULTURAL VITALITY, HERITAGE, AND CREATIVITY

Cultural Vitality, Heritage, and Creativity considers how new development can address the distinct geographic, cultural, and architectural character of each of Tacoma's neighborhoods. This includes built and social histories as well as the natural environment – some still evident today, some lost to time, and some rediscovered.

Design Objective: Development takes advantage of opportunities to reflect local history and culture in a manner that is respectful and appropriate.

Tacoma Urban Design Fundamentals

"Tacoma is rich with culture [and] history…From the earliest Native American inhabitants to waves of immigrants from around the world, many peoples contributed to Tacoma's cultural landscapes and the city that we live in today.

"Art, culture, and creativity reflect Tacoma's spirit and values—they are…critical to strengthening neighborhoods, building infrastructure, and fostering positive social change in the city. Creative human expression inspires community members and attracts visitors. Celebrating cultural and religious identity brings people together. Music can stir emotions. Art can challenge residents to see the world in new ways. Festivals and events can educate communities about each other. From cultural heritage to contemporary art, human creativity in Tacoma embodies the past, present, and future. In turn, these strengthen social relationships, civic engagement, and neighborhood vitality." –ArtFull Tacoma, p. 12

Fundamentals

Expression of diverse cultural traditions, heritage, and artistic creativity provide deep meaning and enrich the urban environment through built forms and placemaking interventions, as well as with venues for events, festivals, markets, and performance.

Authentic and intentional engagement with a wide range of artists as part of the design of new development projects can establish connections and strengthen experience of community amidst the changes presented by new development. This includes design for serendipity, surprise, and the ephemeral experience.

Local culture can be expressed in a variety of ways including, but not limited to:

- Public art
- Integrated works
- Sculptural
- Murals
- New media installation
- Community art
- Performances and festivals
- Memorials
- Interpretive signage
- Historic preservation and adaptive reuse
- Support of a local cultural organization

CULTURAL VITALITY, HERITAGE, AND CREATIVITY

G-14 : Appropriately respond to notable structures and landscapes located on site and/or nearby.

Design Approaches To Consider:

01. Take cues from neighboring historic landmarks and other notable buildings through massing, form, window patterns, architectural features, or relationship to the street.

02. Preserve and reuse existing structures or remnants of the built environment present on the site.

03. Include materials and site furniture that complement historic elements on the site and/or in the vicinity.

04. Incorporate on-site natural features, such as significant trees or topography, into the site's design.

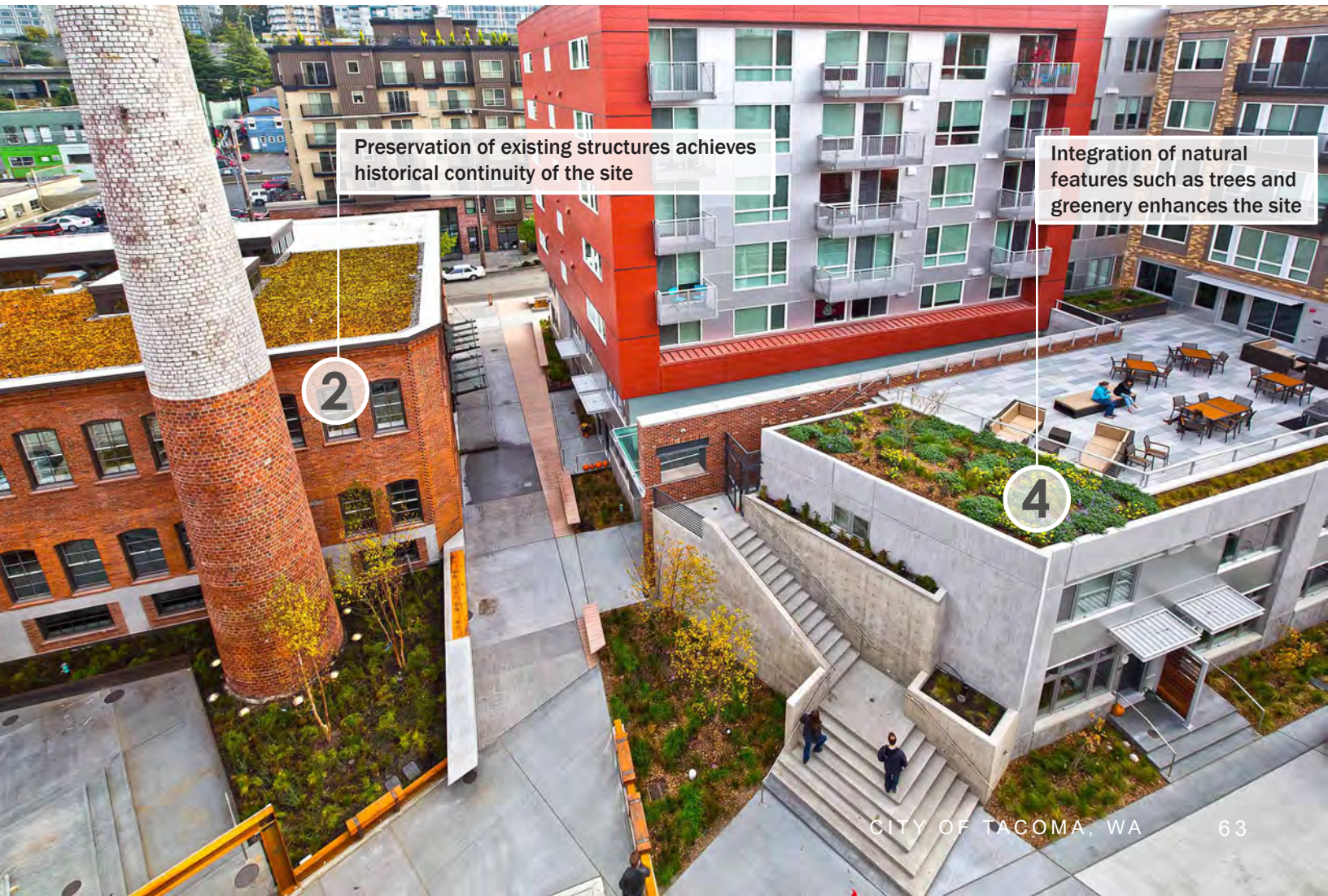
See Additional Precedent Imagery and Illustrations in Section C Appendices

Building is contextually appropriate and well integrated with its surroundings

1

3

Use of appropriate materials and site furniture enhances the cultural and historical significance of the site



Preservation of existing structures achieves historical continuity of the site

2

Integration of natural features such as trees and greenery enhances the site

4

CULTURAL VITALITY, HERITAGE, AND CREATIVITY

G-15 : Take advantage of opportunities to respectfully engage the local community character, culture, and heritage.

Design Approaches To Consider:

01. Incorporate architectural features or building materials that are reflective of the neighborhood's character.

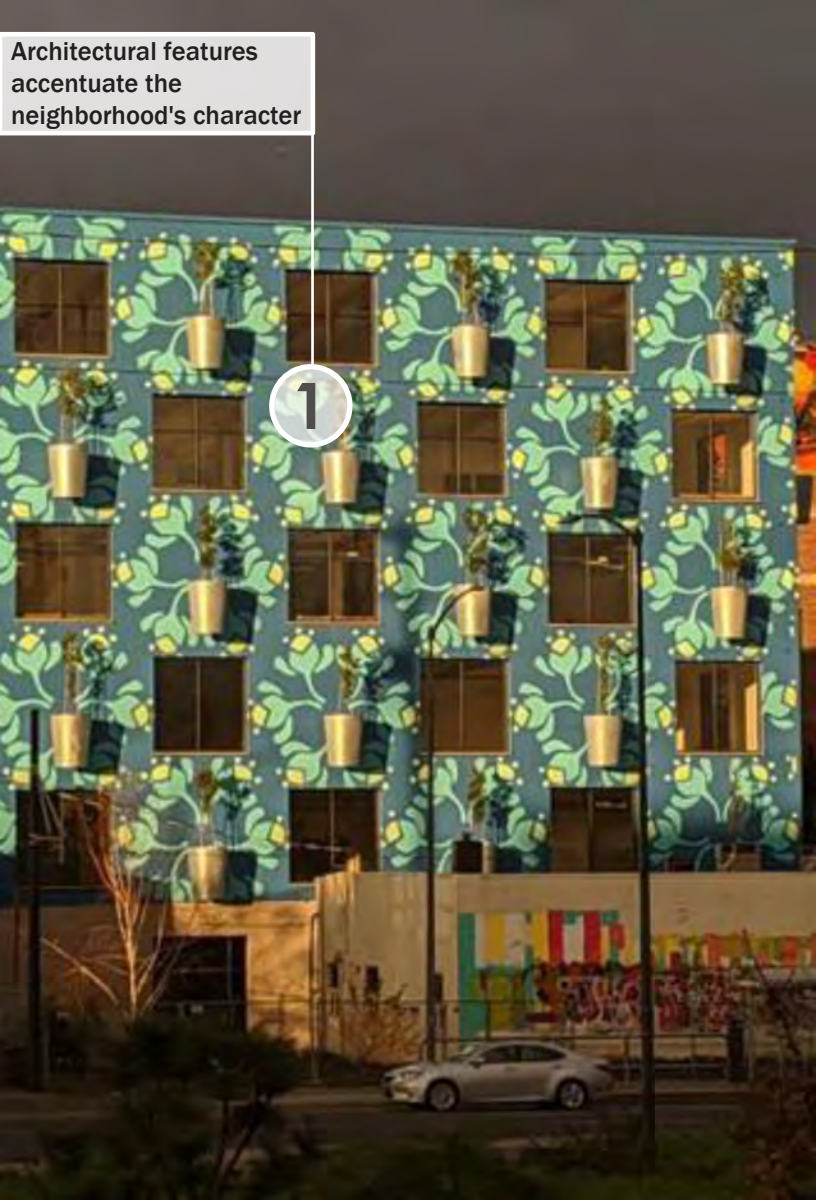
02. Set aside permanent space for community use.

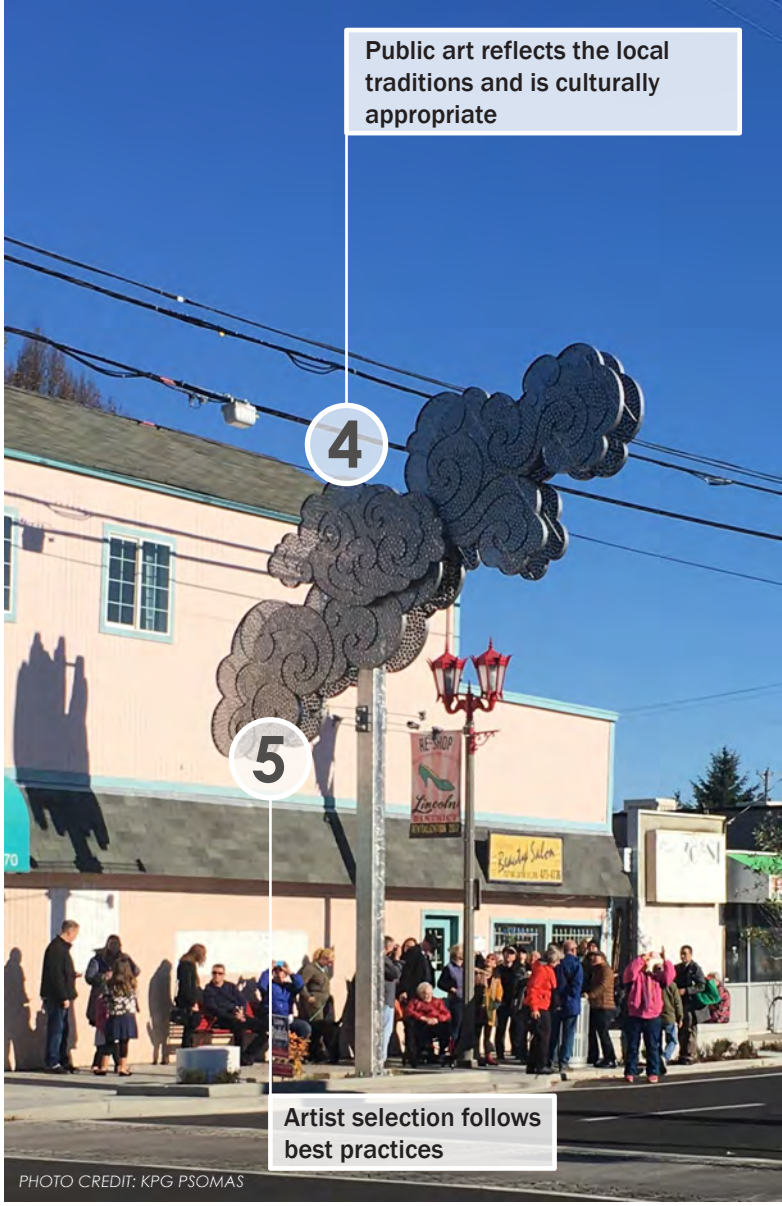
03. Memorialize notable sites or events through public art or other interpretive methods.

04. Incorporate public art that meaningfully engages the community in its creation and is reflective of the neighborhood.

05. Follow regional best practices in the public artist selection process.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Architectural features accentuate the neighborhood's character
1


Public art reflects the local traditions and is culturally appropriate
4
5
Artist selection follows best practices
PHOTO CREDIT: KPG PSOMAS


Public squares/plazas are open and easily accessible for community events
RESTORATION CHRISTIAN MINISTRIES
2


Public art commemorates historical events and community milestones
3

07 CLIMATE RESPONSIVENESS

Climate Responsiveness as a function of Urban Design demonstrates integrated design solutions aimed at long-term, sustainable best practices within the built environment. The approach considers ecological function, social equity, indoor health, and long-term resiliency.

Design Objective: Development demonstrates a climate responsive approach in its site planning and building design and supports Tacoma's Climate Action goals and strategies.

Tacoma Urban Design Fundamentals

"Working with built form and microclimate [can support] less reliance on mechanical heating and cooling. The layout, size, and shape of buildings can translate into lower energy use, less pollution as well as saving natural resources and materials (and money).

"There are clear benefits to health and well-being for urban dwellers with richer and more-diverse nature in otherwise built-up areas. Vegetation has an acoustic effect, absorbing and masking amidst the many hard surfaces of walls and paving in the urban context (and hence reducing stress). It also has the ability to help mitigate pollution, cleansing the air by absorbing dangerous nanoparticles, which is important considering the frequency of respiratory disease in urban areas. Vegetation is also practical as visual screening, increasing privacy, as well as reducing and mitigating wind, and protecting from strong summer sun. Vegetation can help to mitigate the heat-island effect.

"If a place is to be truly resilient, its urban form must be responsive to and capable of change. It must [also] adapt to changing demographics… densification, new activities and functions, new people, and established residents with new and changing needs. [It] has to be able to respond to change in the shorter, medium, and longer term."
–Soft City p. 218, 226

Fundamentals

At the intersection of density-supporting and VMT-reduced land use, informed site planning for walkable connectivity, and a vibrant public realm, urban design has a major role to play in responding to the climate crisis.

Particularly in the Tacoma region-- where transportation emissions are the single largest source of greenhouse gas (GHG) pollution-- reduction of GHGs by pivoting away from automobile-oriented design is a critical strategy toward meeting the challenge of the climate crisis as a more resilient city.

High performance buildings and green infrastructure represent complementary strategies that both reduce climate pollution and invest in a built environment capable of adapting to more extreme weather events resulting from human-caused climate change.

CLIMATE RESPONSIVENESS

G-16 : Utilize methods, technologies, and materials that enhance building performance and reduce carbon emissions.

Design Approaches To Consider:

01. Implement sustainable construction methods and use local building materials.

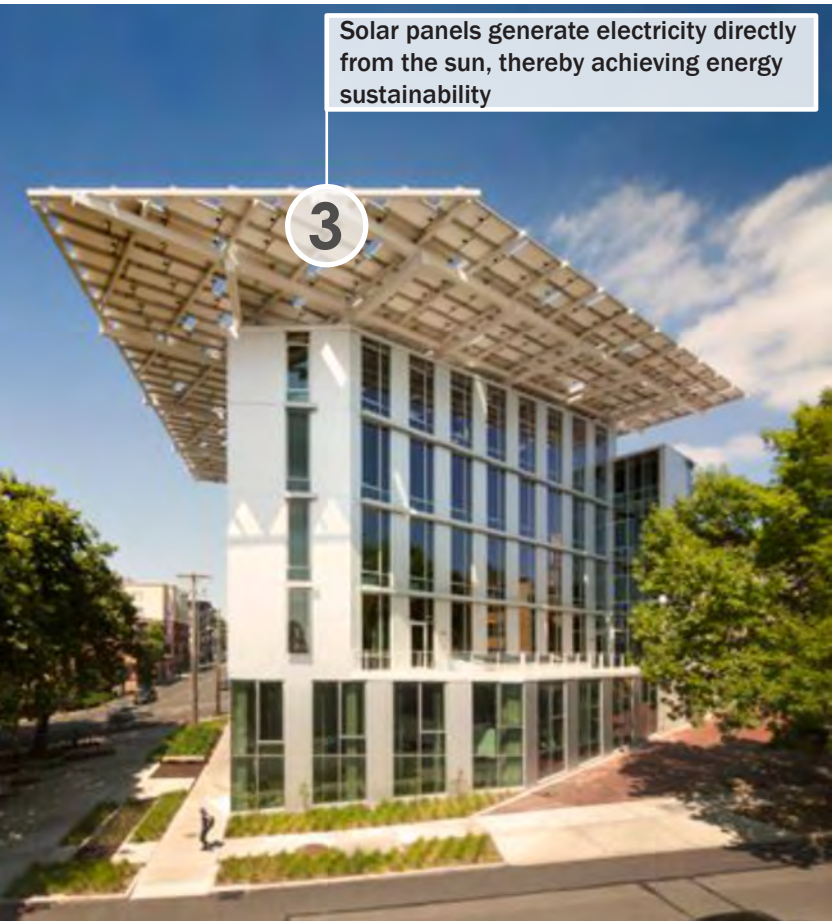
02. Incorporate operable windows and solar shading to allow for cross ventilation and passive cooling.

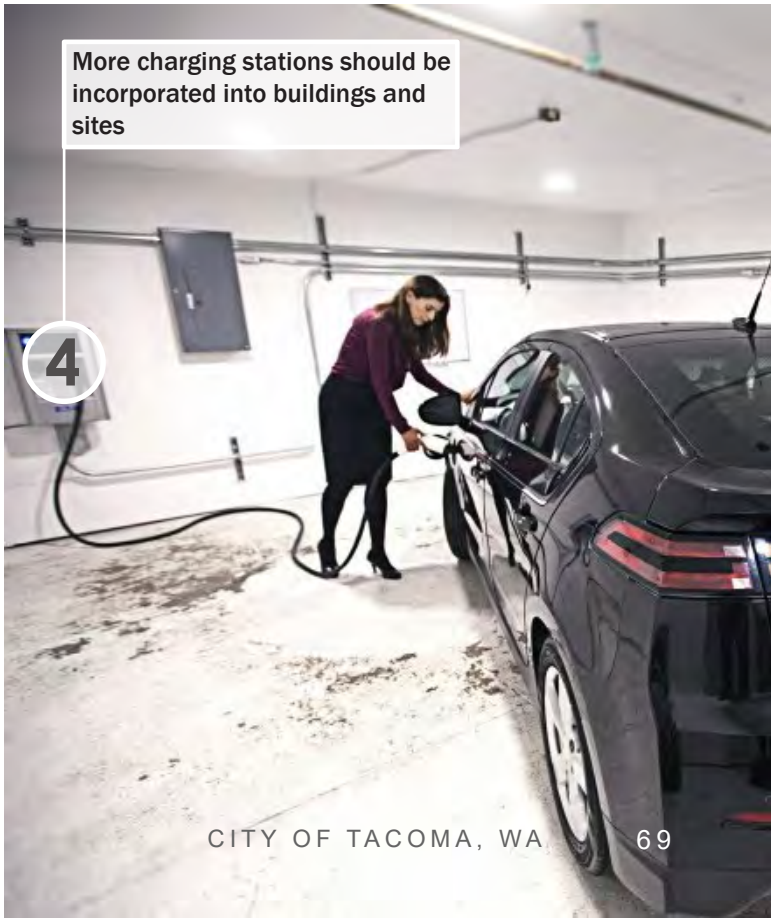
03. Employ solar, wind, geothermal, heat recovery systems, district energy, or other methods and technologies as a means to reduce reliance on off-site energy sources.

04. Provide infrastructure to support electric vehicle (EV) storage and charging.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Example of overhead structure to block direct sunlight
2
1
Use of locally sourced materials reduces environmental footprint and supports the local economy


Solar panels generate electricity directly from the sun, thereby achieving energy sustainability
3


More charging stations should be incorporated into buildings and sites
4

CLIMATE RESPONSIVENESS

G-17 : The development responds to site conditions and natural processes in a way that reduces energy and water usage and minimizes on- and off-site impacts.

Design Approaches To Consider:

01. Respond to site conditions and take advantage of natural processes that maximize energy efficiencies through building form, siting, and orientation.

02. Provide for solar PV, green roofs and/or living walls.

03. Maximize landscaping with an emphasis on tree canopy and minimize paved surfaces to reduce heat island effect.

04. Design and configure planted areas to provide habitat for native species and/or pollinators.

05. Incorporate green storm water infrastructure that makes visible storm water functions and processes.

06. Design exterior lighting to limit light pollution following dark sky best practices.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Building form and orientation impact its energy efficiency
1
Diverse ecosystems that support native species and pollinators are incorporated into the site
4
Green roofs reduce energy use by cooling the building and provide additional green space
2
3
Trees provide shade and cool down their surroundings


6
Fully shielded fixtures limit light emissions to the ground, thereby lowering light pollution
5
Green stormwater infrastructure filters pollutants, slows stormwater, and enhances the landscape

CLIMATE RESPONSIVENESS

G-18 : Implement strategies to reduce dependency on automobiles and promote use of transit and active transportation.

Design Approaches To Consider:

01. Minimize the amount of on-site parking and maximize the efficient use of any parking through shared facilities and management strategies.

02. Orient the development around transit and active transportation to support users of all ages and abilities.

03. Integrate bicycle facilities such as bike storage, bike share docks, e-bike charging stations, shower facilities, and lockers into the development to maximize convenience, security, and safety.

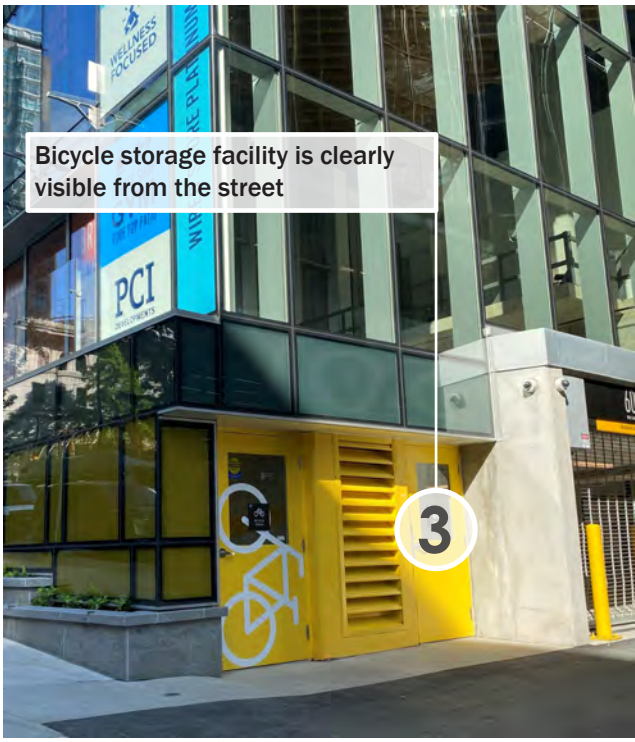
04. Provide dedicated space for on-demand and shared mobility options such as ride hailing services, car sharing, bike/e-bike sharing, e-scooter, carpooling, and shuttles.

05. Provide spaces for small-scale, walk-up commercial uses.

See Additional Precedent Imagery and Illustrations in Section C Appendices


Shared parking facilites reduce the need for on-site parking
1
Proximity to transit supports active street retail
2
Small-scale commercial uses activate the street and improve the pedestrian experience
5
monorail espresso
Serving Seattle Since 1980
Burnt Creme Latte


Designated shared mobility spaces in well-lit and easily accessible locations
1st Ave & Marion St
PRONTO!
Alaska
4


Bicycle storage facility is clearly visible from the street
WELLNESS FOCUSED
PCI
3

C APPENDICES

TABLE OF CONTENTS

GLOSSARY

This section is intended to provide a practical guide to terminology used in this document through an alphabetized list of terms and their corresponding definitions. Wherever a conflict between a definition contained herein and those contained within the Tacoma Municipal Code (TMC) is present, the TMC shall prevail.

ACCESSORY BUILDING

A building, structure, or portion thereof which is subordinate to and the use of which is incidental to that of the main building, structure, or use, and which is not considered as a main building or a building used for dwelling purposes. If an accessory building is attached to the main building by a substantial connection, such accessory building shall be considered as a part of the main building for the purposes of build-ing envelope standards. The building must meet all other requirements under the building code.

ACCESSORY DWELLING UNIT

A second subordinate dwelling unit located on the same lot as a single-family dwelling (hereinafter referred to as the "main dwelling") and either within the same building as the main dwelling or in a detached building, with a provision for independent cooking, living, sanitation, and sleeping.

ADAPTIVE REUSE

The process of reusing an old site or building for a purpose other than for which it was built or designed, such as a residence converted into an office. Addition Construction that expands the square footage of an existing building.

ADMINISTRATIVE APPROVAL

An approval that may be granted by the City for an alteration of a structure without the City Design Review Board.

ALLEY

Refers to a public or private accessway which provides a means of vehicular access to abutting property.

ALTERATION

A physical change to a structure or a site. Alterations do not include normal maintenance and repair or any of the following:

- Changes to the facade of a building
- Changes to the interior of a building
- Increases or decreases in floor area of a building
- Changes to other structures, including parking garages, on the site or the development of new structures
- Changes to landscaping, off-street parking spaces, and other improvements to a site
- Demolition

APPLICANT

A person or entity who has applied for a development permit.

APPLICATION, COMPLETE

An application which meets the procedural requirements outlined in TMC, or for development activities that require a Certificate of Approval.

APPROPRIATE

Suitable or compatible; consistent with the intent of design policies and guidelines.

ARTICULATION

The design of a building wall to provide visual interest, reduce mass and establish a sense of human scale. This may include variations in wall surfaces, changes in materials, and differences in fenestration patterns.

AWNING

A roof-like cover that is permanent or operable in nature and that projects from the wall of a building and which is supported primarily from the exterior wall of a building.

BASE, MIDDLE, CAP DESIGN

A building facade composition technique with a well-defined ground or lower floor, a mid-section, and a distinctive "top" element.

BASEMENT

A story partly underground. A basement shall be counted as a story in building height measurement and floor area ratio for single-family small lots where more than one-half of its height is above the average level of the adjoining ground.

BUILDING

Any structure having a roof supported by columns or walls for the housing, shelter, or enclosure of persons, animals, or personal property.

BUILDING, FACE OR WALL

All window and wall area of a building in one plane or elevation.

BUILDING FOOTRPINT

The outline of the total area that is surrounded by the exterior walls of a building or portion of a building, exclusive of courtyards. In the absence of surrounding exterior walls, the building footprint shall be the area under the horizontal projection of the roof, excluding any roof overhangs.

BUILDING ORIENTATION

The location or position of a building on a site, particularly the relationship of the principal entry to the adjacent street. A building oriented to the street has an entry facing the street.

CANOPY

A roofed structure placed so as to extend outward from a building to provide a protective shield for doors, windows, and other openings. A canopy is usually supported by the building with additional support extending to the ground directly under the canopy edge.

CANTILIVER
A projecting element, anchored in the body of the building, as in the case of an overhanging balcony.

CHARACTER
The qualities and attributes of any structure, site, street or district.

COMPATIBLE
Existing or performing in harmonious, agreeable combination with its surroundings.

CONFIGURATION
The arrangement of elements and details on a building or structure that help to define its character.

CONSTRUCTION
The act of adding an addition to an existing building or structure, or the erection of a new principle or accessory building or structure on a lot or property.

CONTEXT
The setting in which a site, structure, street, or district exists.

DESIGN GUIDELINE
A statement describing an intent or desired outcome to help guide development toward a desired level of quality through the design of the physical environment. Guidelines are applied on a discretionary basis relative to the particular considerations and aspects of a site and/or development proposal.

DESIGN REVIEW
A clear and objective system for evaluating development to ensure that it is consistent with community objectives and regulations.

DEPARTURE
Any change that is sought to modify or waive a design requirement contained within prescriptive development standards or site or building design standards. A request of relief, complete or partial, from an eligible TMC standard, as outlined in TMC 13.XXXXXX.

ELEMENT
A material part or detail of a site, structure, street, or district.

ELEVATION
Any one of the external face or facades of a building; the straight-on view of a building wall.

FABRIC
The physical material of a building, structure, or neighborhood; an interweaving of component parts.

FACADE
The exterior wall of a building visible from a public right-of-way.

FLOOR AREA
The sum of the square footage of all of the floors of a structure or building. Unless specified otherwise, "floor area" shall be calculated in the same manner outlined in the current building code definition for "floor area, gross."

FORM
The shape and structure of a building.

FOUNDATION
The lowest exposed portion of the building wall, which supports the structure above.

FRONTAGE
All property fronting on one side of a street and measured along the street line, between intersecting or intercepting streets, or between a street and a right-of-way, waterway, end of a dead-end street, or City boundary.

GLARE
Unwanted light that causes eyestrain, discomfort, nuisance, or adversely affects a visual task.

GLAZING
Window glass.

GREEN ROOF
See Vegetated roof.

HARD SURFACE
An impervious surface, a permeable pavement, or a vegetated roof.

HARMONY
Pleasing or congruent arrangement.

HEADER
The upper horizontal framing member of a window or door.

HORIZONTAL ALIGNMENT
Design elements such as moldings, belt courses, parapets and cornices or changes in material and color that produce horizontal lines along a building facade. A block face may have buildings with coordinated elements of horizontal alignment.

IMPERVIOUS SURFACE:
A non-vegetated surface area which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development or disturbance. A non-vegetated surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from present under natural conditions prior to development or disturbance. Common impervious surfaces include, but are not limited to, rooftops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled, macadam or other surfaces which similarly impede natural infiltration of water.

INFILL
New construction on a parcel in a developed area in which the site has been vacant land before, such as a new building between two older structures.

LANDSCAPE
The totality of the built or human influenced habitat experienced at any one place. Dominant features are topography, plant cover, paved areas, structures and their patterns.

LATTICE
An openwork grill of interlacing wood strips used as screening.

LOCAL CONTEXT

The combination of buildings, places, social traditions, abutting neighborhoods and environmental conditions that compose the setting for a site.

LOW IMPACT DEVELOPMENT

A stormwater and land use management strategy that strives to mimic predisturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of onsite natural features, site planning, and distributed stormwater management practices that are integrated into a project design.

MANSONRY

Construction of brick, stone, or other material usually requiring mortar, as well as concrete that has been detailed to resemble traditional masonry panels. Masonry does not include synthetic stucco (EIFS), concrete masonry units (CMU), fiber cement siding or panelized brick.

MASSING

The general perception of the shape, form and size of a building. Building mass is established by the arrangement and proportion of basic building components, including the main building volume, any wall offsets and projections, and the roof and the foundation.

MASSING STUDY

A massing study is an architectural method to visualize the way that the shape and size of buildings will impact the neighborhood and site character. Massing refers to the general shape and size of buildings. A massing study shall detail the building bulk, height and articulation on the site as well as the site setbacks, yards and open spaces.

MATERIALS

The physical elements that were combined or deposited in a particular pattern or configuration to form a structure or surface.

MIXED-USE CENTER

A center designated as such in the land use element of the City's Comprehensive Plan. A mixed-use center is a compact identifiable district containing several business establishments, adequate public facilities, and a mixture of uses and activities, where residents may obtain a variety of products and services.

MODULATION, HORIZONTAL

The horizontal stepping back of one or more upper levels of a building from the facade.

MODULARITY

The arrangement of a building mass as a set of subordinate volumes, which although combined as a complete building, are distinct enough to read as a set of smaller forms linked together. These are considered building modules. Modularity also can be expressed by changes in wall planes, building materials and architectural details.

MODULATION, VERTICAL

A stepping back or projecting forward of vertical walls of the building face as a means of breaking up the apparent bulk of a structure's continuous exterior walls.

MULTI-FAMILY HOUSING

Refers to building(s) having four or more dwelling units designed for permanent residential occupancy resulting from new construction or rehabilitation or conversion of vacant, underutilized, or substandard buildings.

NATIVE VEGETATION

Vegetation comprised of plant species which are indigenous to the area in question and were not introduced by human activities.

OPEN SPACE

Land undeveloped with structures which may be managed or utilized for a variety of purposes. The term open space is employed differently in different code sections, generally either to refer to public or quasi-public land maintained for its natural features, or to an area within subdivisions or developments which provides a separation between structures, a buffer between different uses, recreation opportunities or similar functions.

ORIENTATION

The relationship of a building façade as it relates to its site or the public way.

PEDESTRIAN ORIENTATION

Buildings and places that are visually interesting and invite exploration by places that are safe, accessible, visually interesting for pedestrians. At the street level, this includes building fronts that are visually interesting, inviting and have a sense of scale. Walkways and outdoor spaces that are comfortable, active and safe also contribute to a pedestrian orientation.

PERVIOUS SURFACE:

Any surface material that allows stormwater to infiltrate into the ground. Examples include landscape, native vegetation areas, and permeable pavements.

PORCH

A structure attached to a building to shelter an entrance.

PRIMARY FACADE

The main building face; the side of a building that faces the street.

PRIMARY STRUCTURE

The main structure on a property.

PROPORTION

The relationship of the size, shape, and location of one building element to all the other elements; each architectural style typically has its own rules of proportion.

PUBLIC REALM

The roadways, sidewalks, parks, plazas, and other open spaces that comprise the arteries and focal points of the urban framework.

RHYTHM

Regular occurrence of elements or features, such as a uniform spacing between building modules.

ROOF LINE

The top horizontal member of the roof or top of a parapet, whichever forms the top line of the building silhouette, excluding any cupola, pylon, chimney, mechanical equipment, or other minor projection.

SCALE

The perceived overall size of a building or its individual elements and details, as they proportionally relate to each other and to people. When these elements appear similar in size to those with which we are familiar, we can understand the size of a building in the context of our previous experience. The way in which individual parts of a project relate to each other, and to the size of the human body establish a sense of scale.

SECONDARY STRUCTURE

A smaller or lesser structure associated with a primary structure on a property.

SCREENING

A continuous fence, wall, or evergreen hedge supplemented with landscape planting of grass, shrubs, or evergreen ground cover, or a combination thereof, that effectively screens visually the property which it encloses, and which is at least four feet high and is broken only for accessways.

SENSE OF PLACE

One's perception of the qualities of a site, district or neighborhood. Distinctive characteristics of the built environment contribute to a sense of place. It results from a unique collection of qualities and characteristics – visual, cultural, social and environmental – that provide meaning to a location. Outdoor spaces that invite human activity, signature design features such as public art and iconic architectural features, as well as an overall sense of visual continuity contribute to a sense of place.

SETBACK

A line within a lot parallel to a corresponding lot property line, which is established to govern the location of buildings, structures, or uses.

SETTING

The sum of attributes of a locality, neighborhood or property that defines its character.

SIGN

Any materials placed or constructed, or light projected, that (a) convey a message or image, and (b) are used to inform or attract the attention of the public, but not including any lawful display of merchandise. Some examples of "signs" include placards, A-boards, posters, murals, diagrams, banners, flags, billboards, or projected slides, images or holograms. The applicability of the term "sign" does not depend on the content of the message or image conveyed.

SITE FEATURE

A component of the property, such as a fence, walkway, or landscaping.

SITE WALL

A low wall along the edge of a property; may also serve as a retaining wall.

SITING

The placement of a building, structure, or object on a site in relation to natural features, boundaries, and other parts of the built environment.

STORMWATER MANAGEMENT

The collection, conveyance, storage, treatment and disposal of stormwater runoff in a manner intended to prevent increased flood damage, stream bank channel erosion, habitat degradation and water quality degradation, and to enhance and promote the public health, safety and general welfare.

STREETSCAPE

Streetscape encompasses everything that makes up the totality of a street, including the portions of street-facing buildings, the roadway, open spaces, sidewalks, planted areas, fixed transit and cycling facilities, and furnishings.

STRUCTURE

Anything built, constructed or erected, or established or composed of parts joined together in some definite manner, the use of which requires location on the ground or which is attached to something having permanent location on the ground.

SUSTAINABLE DEVELOPMENT

Development the meets a community's current needs without compromising the ability of future generations to meet their own needs.

TRANSPARENCY

Glazing through which it is possible to see clearly into and out of a building or into a window display.

PLANTER STRIP

The landscaped area between the street and sidewalk. Also known as planting strip, parkway, and the area outside the pedestrian travel zone of a sidewalk.

TRIM

The decorative framing of openings and other features on a facade.

UPPER STORY STEPBACK

See "modulation, horizontal." Also, know as upper story stepback.

VARIED MASSING

Changes in massing that reduce the perceived overall mass of a building and establish a sense of human scale. This may be achieved by changing the heights of different parts of a building and by creating offsets in wall planes to express individual building modules.

VEGETATED ROOF

Vegetated roof (also known as green roofs). Thin layers of engineered soil and vegetation constructed on top of conventional flat or sloped roofs. Vegetated roofs shall be designed in accordance with the SWMM.

VEGETATED WALL

A vegetated wall is a vertical surface designed and planted to be covered at maturity by plants that:

- Can include the wall of a structure (such as a masonry wall), or a trellis or lattice structure either free standing or on the side of a building, or a wire screen or other framework that allows coverage by plants.
- Is at least 6 feet tall, unless specifically allowed at a lower height;
- Does not consist of invasive species; and
- Has demonstrated viability in the planned environment

VISUAL CONTINUITY

A sense of relatedness that results when similar features align, such as awnings, canopies and sets of windows, and when similar materials are used. Buildings of similar scale and those that align at the sidewalk edge also can contribute to visual continuity. In landscape design, the repetition of similar elements, including plants and site furnishings, can also contribute to visual continuity.

WALKABILITY

The extent to which that the built environment supports, invites, accommodates, and is friendly to the presence of people living, shopping, visiting and spending time in an area. It is a product of connected streets, sidewalks and paths, which are enhanced with attractive landscape features and outdoor spaces. These are framed with buildings that provide visual interest and access to activities than enliven the public realm.

WALL OFFSET

A notch or break in the facade of a building.

REFERENCES

The following reference list is a collection of other regulatory and policy frameworks related to design in Tacoma which can be seen as companions to this document.

ONE TACOMA (TACOMA COMPREHENSIVE PLAN)

"One Tacoma is the City's Comprehensive Plan - it guides our community's development over the long term and describes how our community's vision for the future is to be achieved. In short, it is a blueprint for the future character of our City. The Plan guides decisions on land use, transportation, housing, capital facilities, parks and the environment. It also sets standards for roads and other infrastructure, identifies how they will be paid for, and establishes the basis for zoning and development regulations. The plan takes a long-range perspective on topics that address the physical, social, and economic health of the City."

TACOMA MUNICIPAL CODE (TMC) AND TITLE 13 (LAND USE CODE)

Local government laws, including the chapter on land use. Content referring to "Zoning" and "Ordinances" can be referenced to the TMC.

CITY OF TACOMA COMPLETE STREETS DESIGN GUIDELINES & OBJECTIVES

Guidelines intended to improve the public realm for all users, create a sense of place, and foster sustainability. These are to be used in conjunction with the ROW Design Manual.

RIGHT-OF-WAY (ROW) DESIGN MANUAL

"The Design Manual outlines the requirements and regulations for public infrastructure improvements within the City's ROW and is applicable to both City projects and private development within the ROW. These requirements may also apply to certain private development improvements on private property, for example a private road.

TACOMA DOWNTOWN STREETSCAPE STUDY AND DESIGN CONCEPTS

The Downtown Tacoma Streetscape Plan is an implementation element of Tacoma's downtown plan, Destination Downtown. It contains recommendations to improve gateways, connectivity, and other aspects of the public realm throughout downtown.

TACOMA WATERFRONT PUBLIC ACCESS ALTERNATIVES PLAN

"The City of Tacoma's Public Access Alternatives Plan (PAAL) is an implementation strategy associated with the Shoreline Master Program and Open Space Habitat and Recreation Elements of the Comprehensive Plan. The PAAL describes an overall vision and implementation strategy for the City's 46 miles of waterfront that will connect linear waterfront trail systems to City-wide and regional systems and enhance recreation opportunities for a multitude of uses and abilities. Past waterfront public access plans have been reviewed and incorporated herein to maintain continuity with the past while looking ahead to the future of Tacoma's waterfront and the needs of our community."

TACOMA WATERFRONT DESIGN GUIDELINES

These are a separate set of guidelines that address design within the Shoreline Master Program area. The geographies covered by this program are excluded from the design review program.

TACOMA STORMWATER MANAGEMENT MANUAL

This manual provides technical direction on how to manage stormwater and guidance on how to prepare a stormwater site plan.

CITY OF TACOMA URBAN FOREST MANUAL

"The Urban Forest Manual is a technical guide created to facilitate the planning, design, installation and maintenance of landscaping that is required for new development and redevelopment per the Tacoma Municipal Code, Title 13.06.090.B Landscaping and Buffering Standards. The Urban Forest Manual is intended to be used concurrently with Tacoma Manual Code, Title 13.06.090.B to ensure the requirements and standards are executed properly. This manual can also be used as a guide for the planning, design, installation and maintenance for any landscaping project.

TACOMA CLIMATE ACTION PLAN

This Plan describes a pathway for Tacoma to reach its target of net-zero emissions by 2050. It describes the importance of taking transformative climate action now, our people-first approach centering equity and anti-racism, Tacoma's climate action progress, climate strategies to guide us through 2030, and critical actions for 2024 to start us on our path.

NON-CITY REFERENCES

UNIVERSAL DESIGN STANDARDS

Universal Design is an umbrella concept for guidelines that go beyond the minimum legal requirements (ADA) for disability accommodation. There are several sets of standards that have been published since the 1960s by various national, international, and non-profit entities.

CPTED

"Crime Prevention Through Environmental Design" (CPTED) is a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimisation, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime. CPTED is pronounced 'sep-ted' and it is also known around the world as Designing Out Crime, defensible space, and other similar terms.

ADA (AMERICANS WITH DISABILITIES ACT)

The Americans with Disabilities Act is a law passed in 1990 and amended several times since then prohibiting discrimination based on disability. It prescribes minimum standards in the built environment to ensure accessibility.

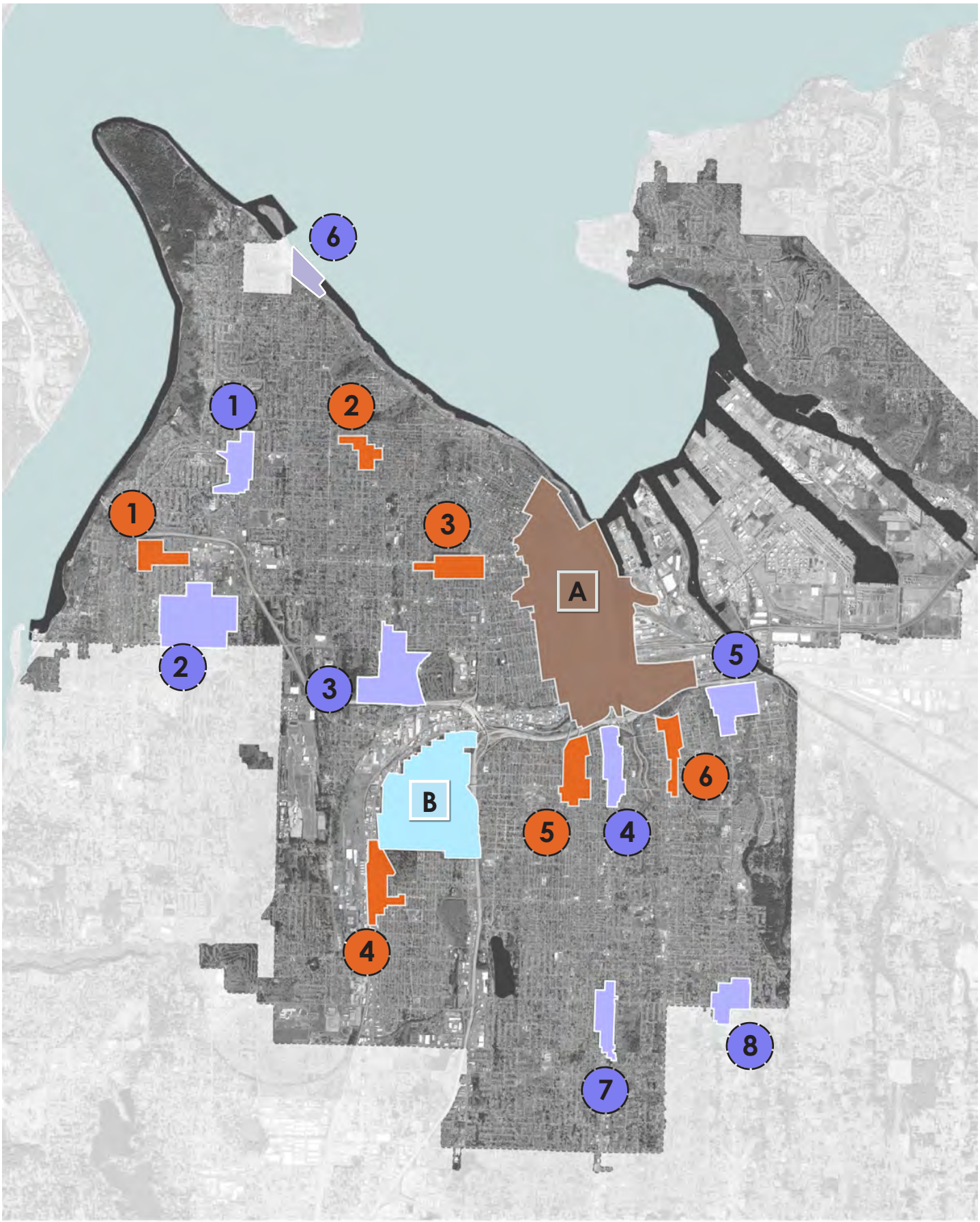
LEADERSHIP IN ENERGY AND ENVIRONMENTAL DEISGN (LEED) is the leading environmental sustainability certification system for buildings. LEED standards are published and administered by the United States Green Building Council (USGBC).

2030 CHALLENGE is a program endorsed by the American Institute of Architects (AIA) to guide the construction industry toward carbon-neutrality (net zero) over time. The program is supported by many standards listed at the bottom of their homepage, including LEED and the Living Building Challenge.

LIVING BUILDING CHALLENGE is an iterative, performance based sustainability standard.

FITWEL is a program that places an additional emphasis on health of building occupants, part of the emerging "healthy building" movement.

MIXED-USE CENTERS AND CHARACTER AREAS



A DOWNTOWN REGIONAL GROWTH CENTER

- UWT/Museum District
- Commercial Core
- The Brewery District
- St. Helens
- The Hillside District
- The Dome District
- Stadium
- The Hilltop Neighborhood

B TACOMA MALL REGIONAL GROWTH CENTER

- Northwest
- Lincoln Heights
- Madison
- Mall

CROSSROADS CENTERS

1. Westgate
2. James Center
3. Tacoma Central
4. Lower Pacific
5. Lower Portland
6. Point Ruston
7. Upper Pacific
8. Upper Portland

MIXED-USE NEIGHBORHOOD CENTERS

1. Narrows
2. Proctor
3. 6th Avenue
4. South Tacoma Way
5. Lincoln
6. McKinley

See page 95 for Downtown Regional Growth Center

See page 103 for Tacoma Mall Regional Growth Center

GEOGRAPHIC AREAS

The geographic areas where the Urban Design Project Review program applies is limited to the City's Mixed-Use Centers consisting of the Downtown Regional Growth Center, Tacoma Mall Regional Growth Center, Crossroads Centers, and Neighborhood Centers. This section gives a general overview of the purpose and character of these geographies.

DOWNTOWN CHARACTER ZONES

Downtown Tacoma is comprised of several diverse neighborhoods and sub-districts. New development in these areas should be sensitive to the context of each, and build on the strengths and character of these established areas as defined in the Tacoma One Plan. Chapter 12 Downtown identifies seven Character Zones within the downtown. In addition, the Stadium District and the Hilltop Mixed-Use Center are also contributing districts to the downtown due to the proximity and adjacencies to the downtown. The following pages briefly describe each Character Zone.

Figure 1: Aerial Plan View Downtown

Figure 2: Downtown Districts

UWT/MUSEUM DISTRICT

The Union Station District encompasses the 46-acre University of Washington Tacoma (UWT) campus and several major institutions, including; the Tacoma Art Museum, Children's Museum of Tacoma, Washington State History Museum, Museum of Glass, Greater Tacoma Convention and Trade Center, and historic Union Station, which now houses a U.S. District Court after an award-winning restoration in the 1990s.

Established in 1990, the UWT campus has undergone an extraordinary transformation, earning numerous awards for the adaptive reuse of several century-old, brick railroad-era structures into modern classroom facilities. UWT has plans for continued large-scale expansion that will be a major driver for economic development in the area.

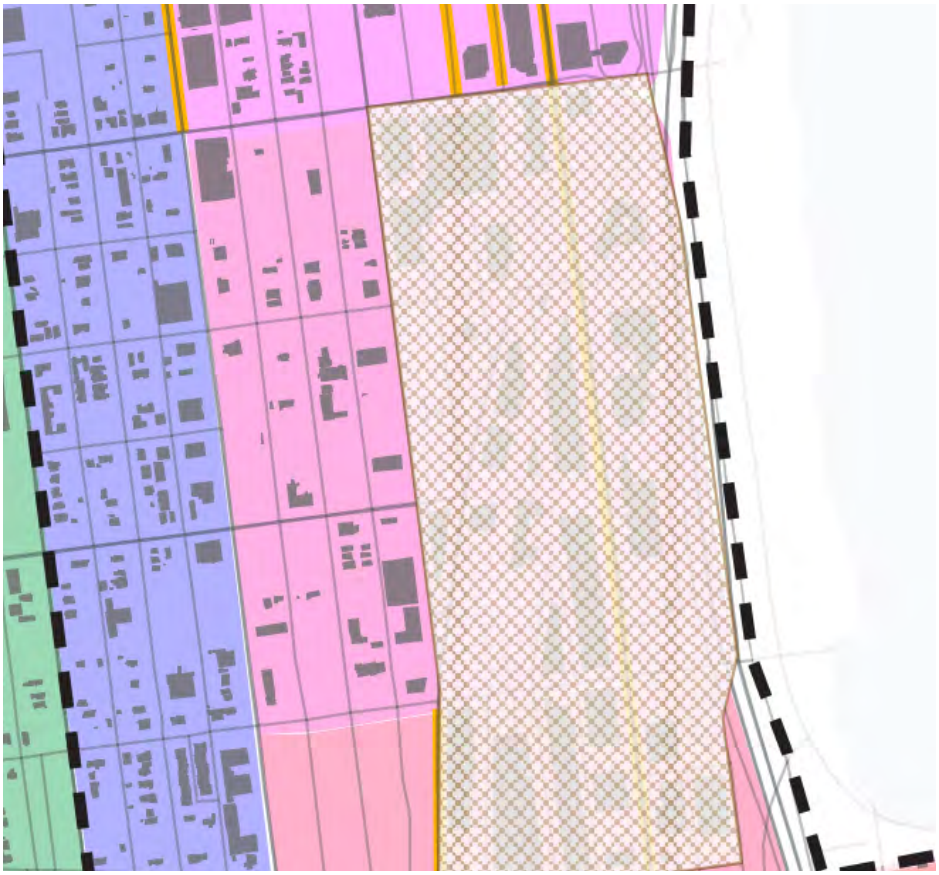


Figure 3: The UWT / Museum District

VISION

*"With geographic proximity to the waterfront and access to and from I-705, this character area is a **significant city entry point**, well connected to its adjacent neighborhoods with a civic scaled public realm."*

Source: City of Tacoma Comprehensive Plan, Chapter 12: Downtown

Figure 4: The UWT / Museum District Images

COMMERCIAL CORE

With the highest intensity of urban uses in Tacoma, the Commercial Core functions as the center for governmental, cultural, business, and financial activities. The area is a visual and commercial focal point for the city and offers a variety of daytime and nighttime activities, such as theatre, art galleries, shopping, waterfront access, outdoor recreation, and dining. The principal retail corridors are located along Pacific Avenue and Broadway south of 7th Avenue. The Downtown Core is the hub for important local and regional transit connections, including Tacoma LINK Light Rail and the Commerce Street Transit Center.

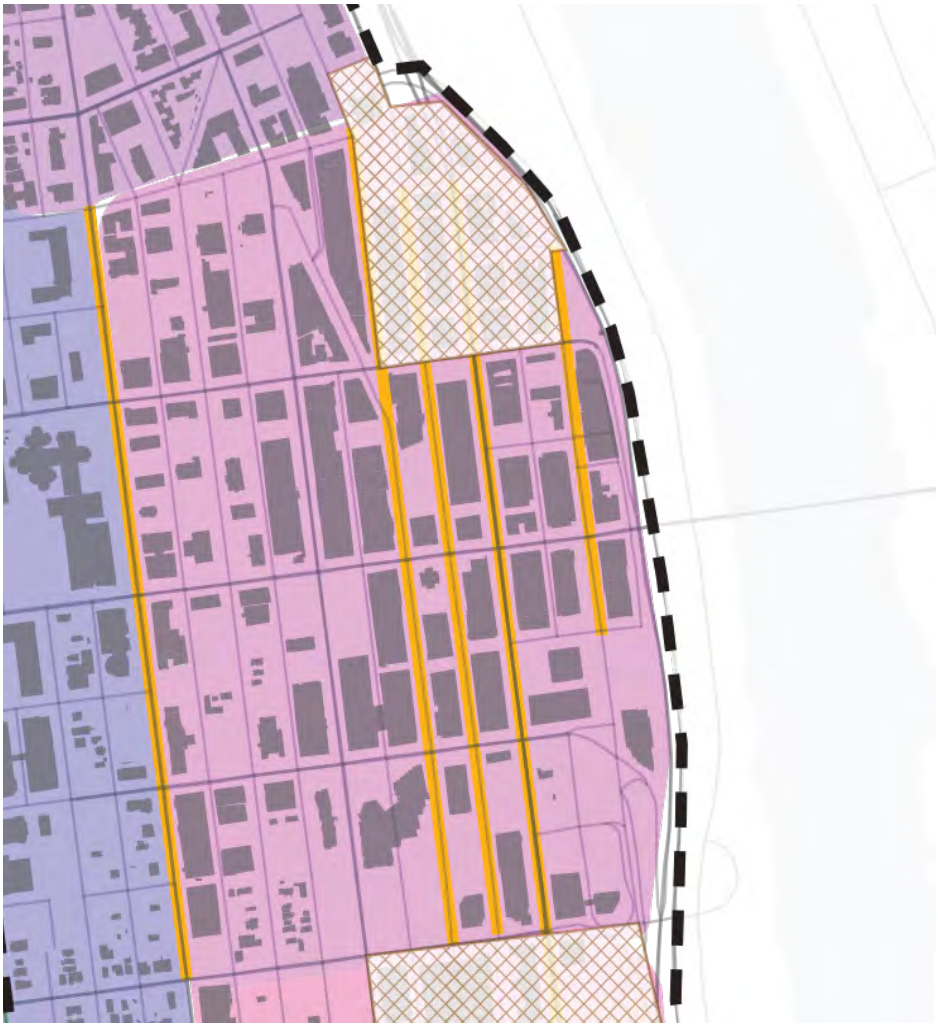


Figure 5: The Commercial Core

VISION

"The Downtown Core contains significant potential. In particular, the International Financial Services Area (ISFA) located to the east of Commerce Street is envisioned to ***have the greatest intensity and height and may provide the location for new iconic towers.*** *Along Pacific Avenue, and in other areas, buildings will likely remain mid-rise, with a strong pedestrian street presence".*

Source: City of Tacoma Comprehensive Plan, Chapter 12: Downtown

Figure 6: St. Helens District Images

THE BREWERY DISTRICT

The Brewery District is named for the historic breweries built in the area starting in the late 19th Century. Although none of the original breweries are still operating, many of the historic red brick buildings remain, creating a distinct architectural character for the District. During the first few decades of the 20th Century, a variety of retail, service, and industrial establishments were built in the District, creating the gritty commercial character that persists to this day.

The District is situated between the Union Station District and the Dome District and has the potential to serve as an important connector between them. There is currently very little housing in the District, with the exception of a small residential area known as Knob Hill located in the southwest corner of the District. There is also a relatively high amount of vacant or underutilized property that offer redevelopment and adaptive re-use opportunities.

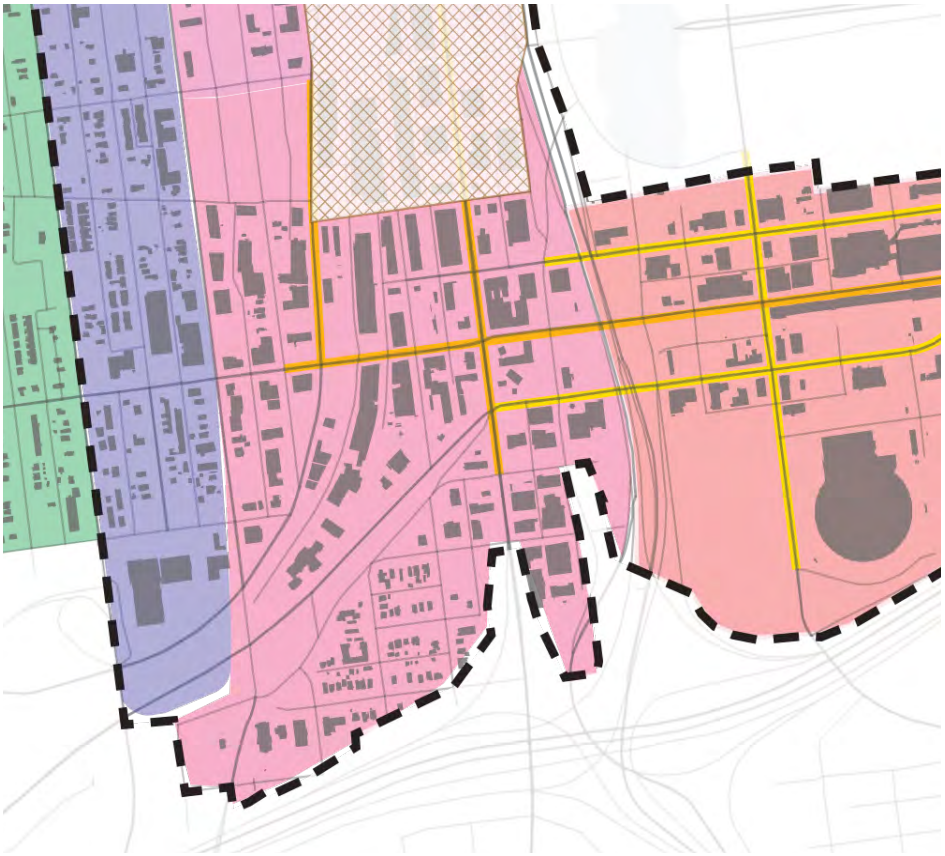


Figure 7: The Brewery District

VISION

*The **history and character** of this neighborhood make it unique, and uniquely desirable. The vision for this area seeks the complementary rehabilitation of historic properties with strategic infill uses, including warehouse buildings in the district core and 'gasoline alley' on Pacific and 'A' Street.*

*At the district's core will be a '**Creative Art and Design Overlay**' put in place to support creative industries, small scale production and assembly and secondary residential with artisan live/work or work/live spaces.*

Source: City of Tacoma Comprehensive Plan, Chapter 12: Downtown

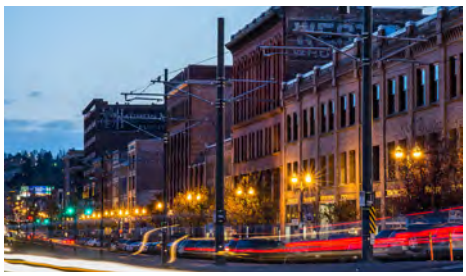


Figure 8: The Brewery District Images

ST. HELENS

St. Helens is a medium-density mixed-use neighborhood that looks out over the Thea Foss Waterway and provides a transition between the historic civic center of the Downtown Core and the residential Stadium District on the bluff above. With its successful retail core along St. Helens Avenue, the neighborhood is home to an array of businesses and multi-family residential buildings.

VISION

Sensitive infill strategies**, introduction of **sustainability concepts**, catalyst projects within the **public right-of-way**, and other identified **community amenities** traded for **high quality development.

Urban design should emphasize the area's connections between downtown and adjacent residential neighborhoods, with an emphasis on pedestrian/cycling amenities and on-street parking.

Source: City of Tacoma Comprehensive Plan, Chapter 12: Downtown

Figure 9: St. Helens District

Figure 10: St. Helens District Images

THE HILLSIDE DISTRICT

The Hillside District is a transition between Downtown to the east and the Hilltop neighborhood to the west. It is primarily low-density residential in character with supporting commercial uses mostly located along Tacoma Avenue. True to its name, the Hillside District lies on a steep east-west facing slope that provides stunning views of the Thea Foss Waterway, Mount Rainier, and Commencement Bay.

VISION

"The Hillside character area will remain primarily ***mid-rise with a focus on a building design that promotes high connectivity between the downtown core areas and adjacent neighborhoods.*** *This neighborhood will likely develop in response to the primary development nodes in the Downtown Core and the Brewery Districts".*

Source: City of Tacoma Comprehensive Plan, Chapter 12: Downtown

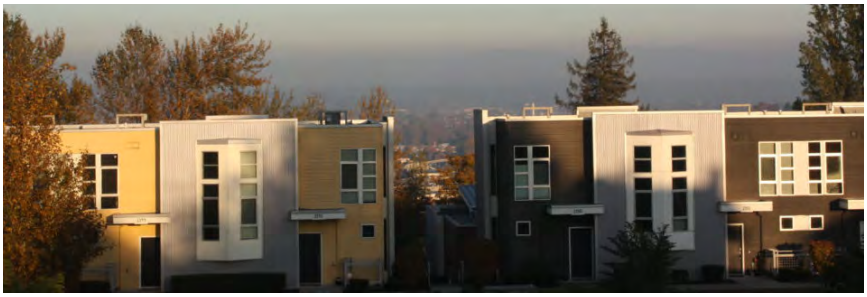


Figure 11: Hillside District Images

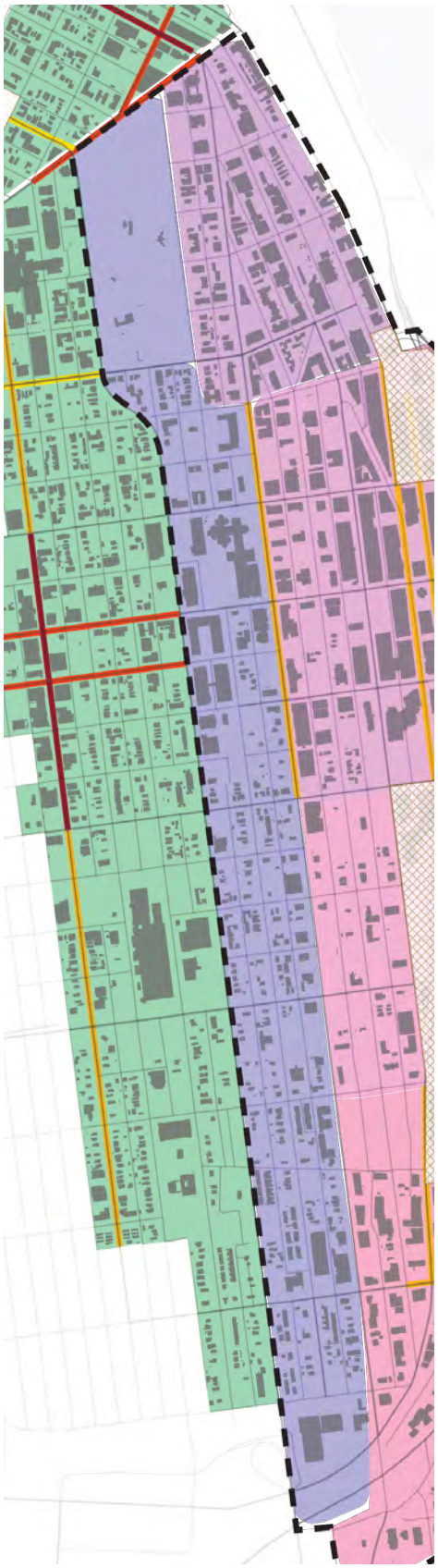


Figure 12: The Hillside District

THE DOME DISTRICT

The Dome District is bordered on its west and south sides by freeways, and on its north side by railroads. Portions of the District were originally an intertidal area that was filled in the late-1800s to form the residential Hawthorne neighborhood. Over time, proximity to rail transportation and the construction of Interstate 5 contributed to a transition from residential to manufacturing and industrial uses. In 1981, a large portion of the neighborhood was razed to construct the Tacoma Dome. Today there are only a handful of housing units in the entire District.

The District has a rich mix of transit assets, including a Sounder commuter rail, Amtrak rail station, Sound Transit LINK Light Rail Station, terminal serving Pierce Transit, and Sound Transit buses with two large parking structures which give the District significant long-term potential for transit-oriented development. The Sounder and Amtrak Station are located in Freighthouse Square, a three-block-long former Milwaukee Railroad freight station, which houses a mix of independent retail and restaurants. The most recent addition to the District is America's Car Museum.

VISION

***South Downtown** is comprised of **five distinct districts**: the Brewery District, the University of Washington Tacoma (UWT)/Museum District, the Dome District, the southern portion of the Hillside neighborhood, and the Foss Waterway.*

*Rich in transit investments, South Downtown is bisected by Tacoma LINK Light Rail, and is home to Tacoma Dome Station, one of the region's **largest multi-modal transportation hubs.***

Source: South Downtown Subarea Plan

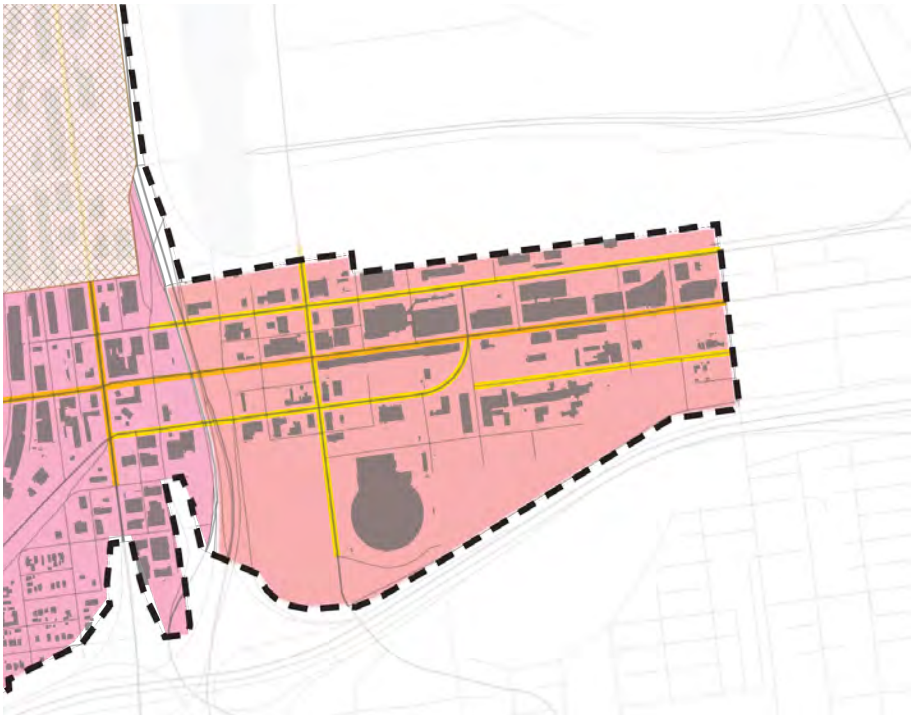


Figure 13: The Dome District

Figure 14: Dome District Images

STADIUM

The Stadium District is located north of Tacoma's downtown commercial core, adjacent to the North Slope and Hilltop neighborhoods to the west and the north. The District is part of a National Historic District and is named after Stadium High School, an architectural and historic icon which has been operating within the Tacoma School District for more than 100 years.

The district is situated on a bluff overlooking Commencement Bay, and is significantly higher in elevation than much of the Downtown Core area. The District is located adjacent to lower density neighborhoods, Wright Park and the Seymour Conservatory, and is home to a mix of retail and service businesses that meet the daily needs of the area's large population of apartment-dwelling residents.

Figure 15: The Stadium District

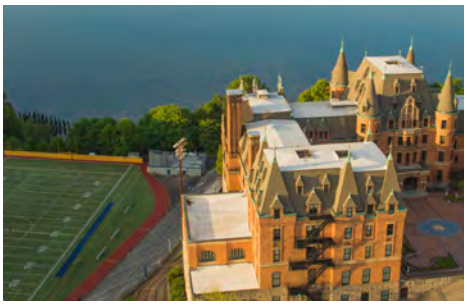


Figure 16: Stadium District Images

THE HILLTOP NEIGHBORHOOD

The Hilltop neighborhood is located adjacent to Tacoma's downtown core, which is home to the City's largest concentration of jobs, as well as most of its major cultural and educational institutions. Downtown Tacoma has undergone significant revitalization over the past few decades, and Hilltop is well-poised to capitalize on that new energy.

Hilltop's assets include two of the largest healthcare facilities, an established business district and residential neighborhood, strategic proximity to local and regional destinations and access to the future Sound Transit LINK through the core of the community. Together, these endowments create an extraordinary opportunity for positive transformation in Hilltop.

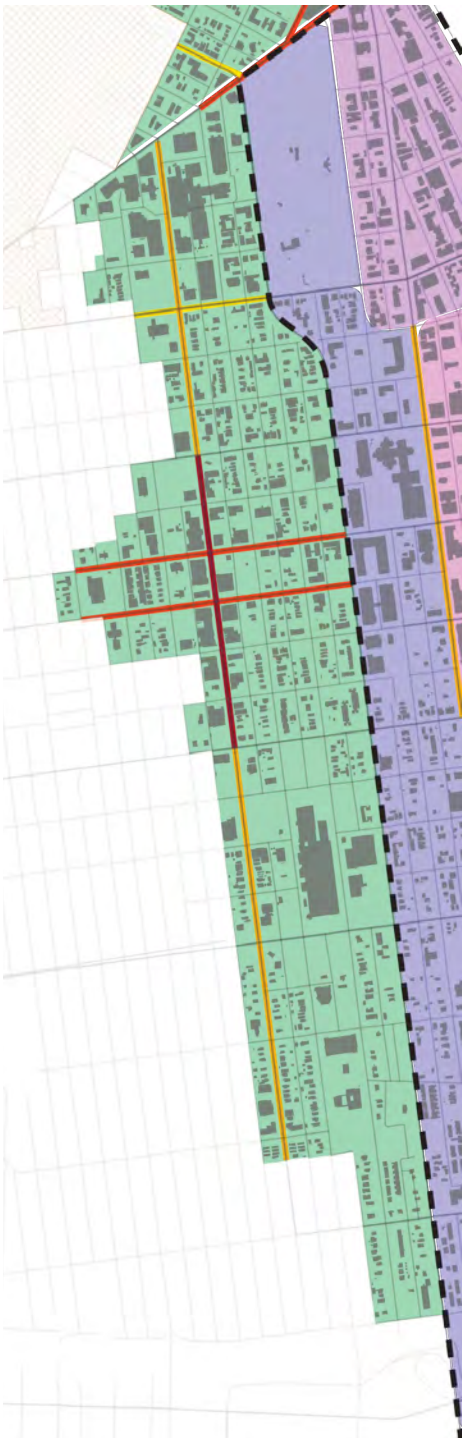


Figure 17: The Hilltop Neighborhood Plan

Figure 18: The Hilltop Neighborhood Streetscape

Tacoma Mall Regional Growth Center

Lying approximately two miles southwest of the Downtown Tacoma Regional Growth Center, the Tacoma Mall Regional Growth Center is an important retail district within the city and the region. The Tacoma Mall Regional Growth Center will remain as the city's major retail center, and is planned to accommodate at least 8,000 new residents and 7,500 new jobs. The development of new office, supporting retail, and multi-family residential uses is appropriate. After the Downtown center, the Tacoma Mall area is the next highest area of concentrated development in the city, with possible building heights up to 12 stories and activity levels greater than in most areas of the city.

Figure 19: Townhouse, Tacoma Mall & Multi-Family Housing & Pedestrian Amenities

To help people to understand how change would occur over time, a long-term version of the Vision Map was developed. The Vision depicts more substantial change, including redevelopment of many areas and more new street connections. This level of change would occur only when the market supports major redevelopment. The Vision Map is intended to be illustrative rather than directive. The long-term Vision Map includes alternative potential site development concepts for several larger sites in order to convey that intent.

Figure 20: Long-Term Illustrative Vision Map

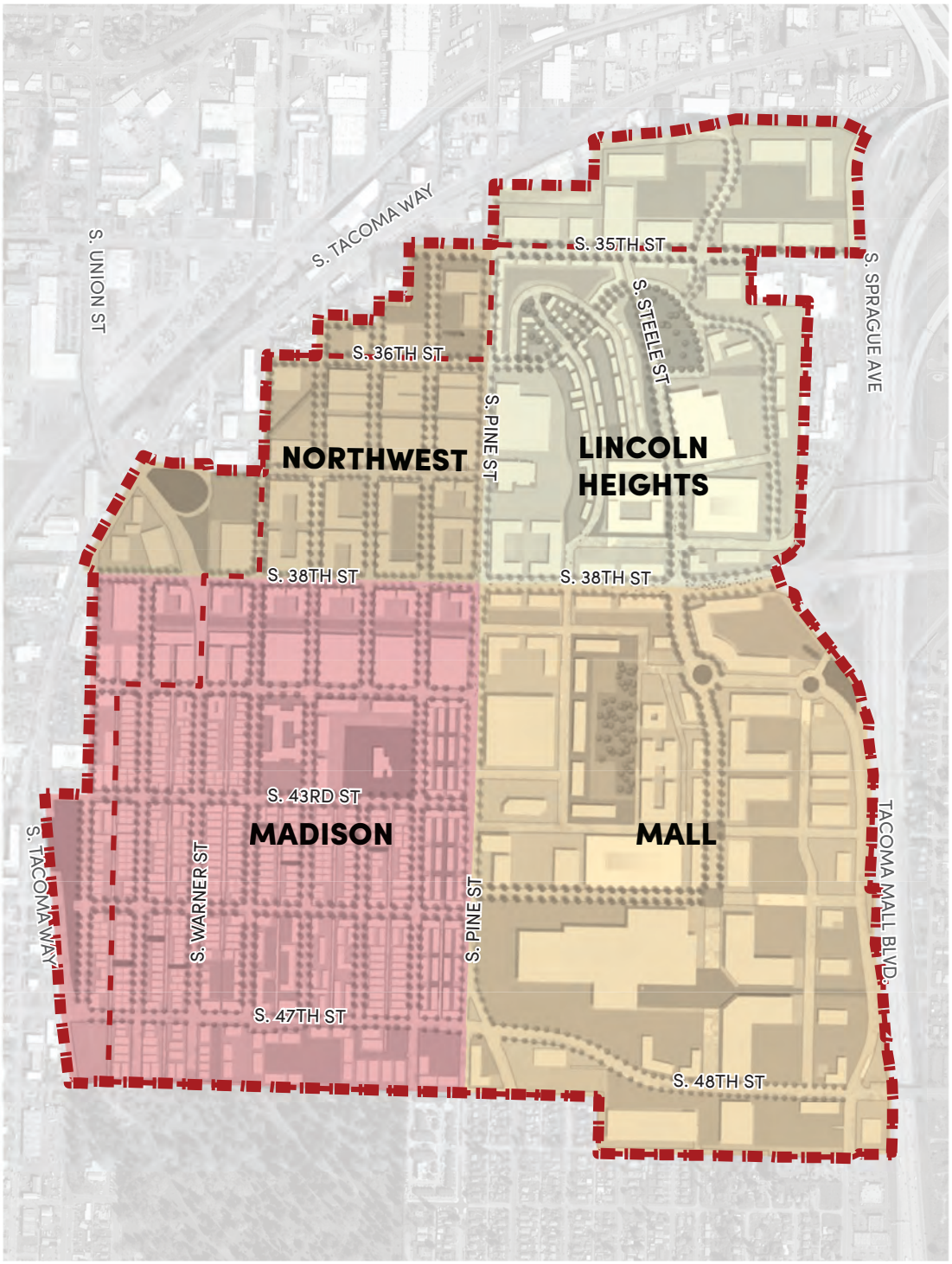


Figure 21: UF 4: Proposed Subarea Plan Character Districts

Crossroads Centers

Crossroads Centers consist typically of commercial development focused at intersections of major arterials or highways. These are areas where a greater mix of uses, including significantly more residential use, is desired. Development within Crossroads Centers will be of smaller scale and less dense than developments within the Regional Growth Centers but still greater than found in areas surrounding the center. Crossroads Centers are located throughout Tacoma to serve broad parts of the city. They are typically anchored by major employers, institutions, or full service grocery stores, and feature a wide range of commercial and community services. Development in Crossroads Centers are intended to be mid-rise in scale. Mid-rise development includes buildings from five to eight stories in height, but most frequently ranging from five to six stories. Parking is typically located off-street and internal to the development site. As the centers grow, large surface parking lots should transition to structured parking to free additional space to be more efficiently used for new infill development. Parking lots should be designed to promote internal connectivity and walkability within the center.

Development of mid-rise multi-family development is anticipated within the core of Crossroads Centers with townhomes and stacked flats at the edges. Overall, residential densities will vary depending on the characteristics of the center, location within the community, and other factors. Individual site densities can range from about 25–42 units per net acre for townhomes, and stacked flats to 60 units per net acre for mid-rise mixed-use structures. Densities of 25 units per net acre are envisioned for areas near single-family zones where building height should be limited to ensure compatibility. Higher densities are envisioned in other parts of the centers depending on the established height limit, with the highest densities occurring along pedestrian streets.

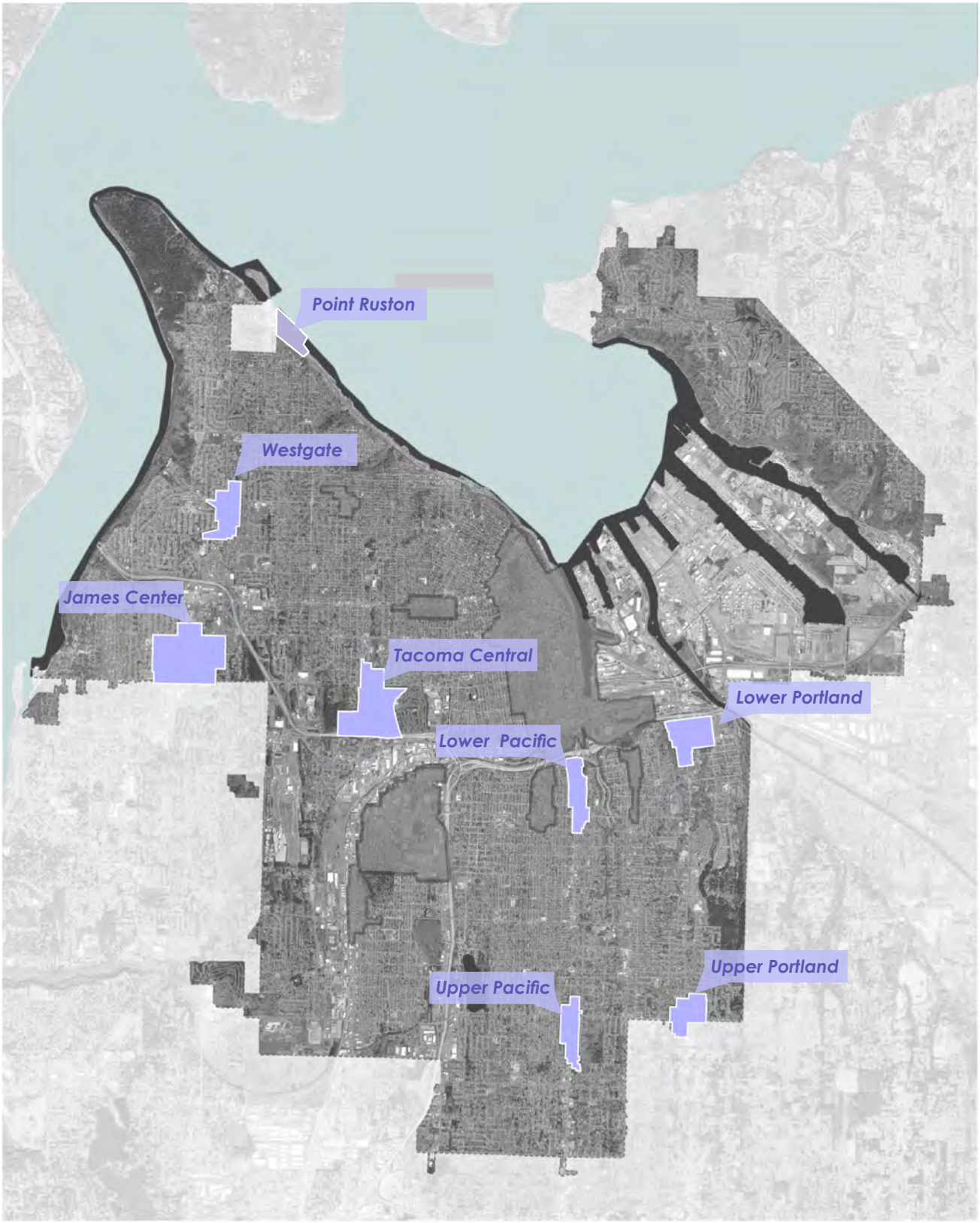


Figure 22: Tacoma Crossroads Centers

WESTGATE

The Westgate Crossroads Center consists of three parts: the Westgate North and South shopping centers and the residential and public land on the west side of Pearl Street. The two shopping centers are traditional neighborhood centers, anchored by grocery stores and serve a trade area within a one- to three-mile radius. Safeway anchors Westgate North.

Other businesses consist of a hardware store, drugstore, fast food restaurants, miscellaneous retail and service businesses. Residential development is largely multi-family in two and three story garden-style apartment buildings to the northwest and southwest of the center. The area between is owned by the City of Tacoma and includes park land and a substation. Median home values are well above the average for the city as a whole, while rents are lower. Median income is slightly above that for the city.

This is primarily an auto-oriented district, with strip malls set back from the street by large parking lots. The adjacent street grid is interrupted, forming large blocks with little connectivity. Westgate offers an opportunity for redevelopment that can support a broader mix of uses.

Figure 23: Westgate Aerial Plan View

LOWER PACIFIC

The Lower Pacific Crossroads Center is a retail and service center serving the surrounding residential areas and a wider trade area. The center features a balanced mix of commercial, residential, and institutional uses, including a grocery store, hospital, medical offices, medical related county offices, and auto-oriented retail. There are almost 200 housing units, 70% of which are single-family. Pacific Avenue provides quick access downtown and a sufficiently high-traffic volume to support regional retail business.

This district is situated on a plateau with views of Downtown and the Port of Tacoma Manufacturing and Industrial Center on the northern portion. Topography makes cycling difficult, and there are no facilities servicing the district, although one east-west route is proposed along E 37th Street. Bus routes #1, #53, and #54 serve this District with connections for Downtown and Tacoma Mall, linking 6th Avenue, Lincoln, Upper Pacific, James Center, and Lower Portland Mixed-use Centers (MUC).

Sidewalks and pedestrian facilities are present, but numerous parking lots line the street front and do not promote walkability along Pacific Avenue. Future plans include High Capacity Transit service. Transit investments should be accompanied by streetscape improvements to better serve pedestrians and cyclists.

Figure 24: Lower Pacific Aerial Plan View

POINT RUSTON

Point Ruston is a unique mixed-use waterfront destination that will provide both neighborhood services and draw from a city-wide customer base. The Center is positioned on the former Asarco property, between the Ruston Way waterfront recreation area and Point Defiance—an area that draws several million visitors a year. The Point Ruston development, still under construction, is the only center based on a single development site. The center will be anchored by a theater, grocery, and hotel, as well as providing other shopping and amenities the estimated 800–1,000 households expected to be accommodated on site. The Dome to Defiance Signature Trail provide a significant recreational amenity, linking the development to other park and cultural destinations within an easy walk or bike ride.

Figure 25: Point Ruston Aerial Plan View

UPPER PACIFIC

The Upper Pacific Crossroads Center is generally auto-oriented, with parking dominating the streetscape character. Fast-food establishment was recently built to the corner and adhered to the design requirements of the core pedestrian street. Single-family residences abut the commercial area with little transition or design consideration. The commercial center is characterized by large block sizes, blocking both north-south and east-west connections, acting as a barrier for pedestrians.

To the west, Charlotte's Blueberry Farm is owned by Metro Parks Tacoma and the blueberry bushes are maintained by volunteers. More than 10 of the park's acres are wetlands and cannot be disturbed. There is no library, school, or other public facility in this center.

Bus Route #1 and #202 service the Center. #1 provides direct connections to the Lower Pacific, Lincoln, Downtown, 6th Avenue, and James Center MUCs. Route #202 travels from Upper Portland Ave MUC, and then west to 74th Street S and Puget Sound Avenue.

The MUC is well located to serve the South Tacoma market area, at the intersection of two well-traveled arterials. Retail demand in the center will continue to grow as the trade area expands, with support from additional residential density in the area. The vacant land in the center provides a strong opportunity for new multi-family development, but investments in street trees, pedestrian amenities, improved connectivity, and public spaces would support the long-term vision and viability of the center.

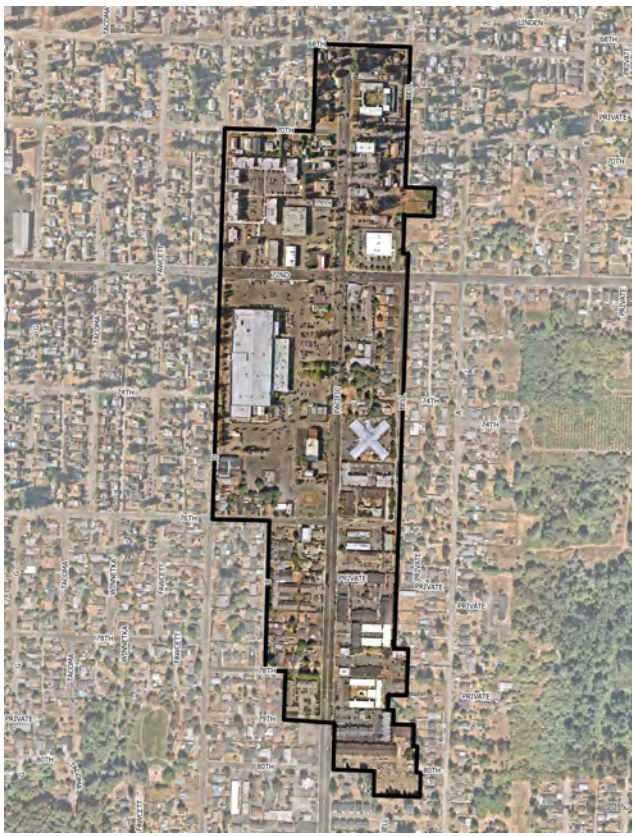


Figure 26: Upper Pacific Aerial Plan View

LOWER PORTLAND

The Lower Portland Crossroads Center is located south of I-5 at the Portland Avenue interchange. Portland Avenue is a high-traffic volume arterial, and the entire center has higher visibility and access from I-5. The existing businesses on Portland Avenue generally serve the local neighborhood and do not take advantage of the freeway location. The major businesses are small auto-oriented retailers, churches, and community service providers.

The center is adjacent to the Puyallup Tribe's Emerald Queen Casino and other tribal enterprises. Much of the eastern 2-36 One Tacoma Urban Form portion of the center is vacant in anticipation of future development by the Tribe.

The portion of the center to the south and west features 120 mostly single-family homes. The street median improves E Portland Avenue's aesthetics. Despite this, the streetscape remains an uninviting pedestrian experience. Billboards and arterial-sized poles line the street and there is often no vegetated buffer between the sidewalk and vehicle traffic.

Future development of the center will be largely driven by plans by the Tribe. New development will likely take better advantage of the center's freeway access and visibility. Larger-scale retail should be supportable along Portland Avenue. With a base of lower priced single-family homes, the area can be attractive to first-time home buyers looking for something affordable.

Figure 25: Lower Portland Aerial Plan View

UPPER PORTLAND

The Upper Portland Crossroads Center features two shopping centers on the west side of 72nd. The 72nd Street square is anchored by Goodwill, and Tahoma Vista Center is anchored by K-Mart. Other major uses are the Covenant Celebration Church, several retirement homes, an office building occupied by the State Department of Social and Health Services, and a new convenience retail center with service businesses. The southeast quadrant of the intersection is outside the city limits, but provides an additional retail center.

The Center serves the southeast Tacoma area as well as portions of unincorporated Pierce County. There are 275 housing units, most of which are single-family residences. Median home values are well below the values for the city as a whole. The median income is lower than for the city as a whole as well. Pedestrian conditions are poor; the streetscapes are uninviting and internal or mid-block connections are absent. The shopping centers are cut off from adjacent residential areas. Street improvements will be expensive relative to their benefit unless they are coordinated with substantial private investment.

In the immediate future, multi-family residential will likely be 2- and 3-story buildings with surface parking. The church's parking area offers the only vacant land in the area. Unless these sites are made available, new development will have to occur on existing commercial and residential sites.

Figure 26: Upper Portland Aerial Plan View

JAMES CENTER

James Center is the largest center in regards to land area outside Downtown Tacoma and features a diverse mix of commercial, institutional, and residential uses. Tacoma Community College (TCC) occupies the east side of the center and offers a large base of staff and students to support the adjacent commercial development. Several retail centers occupy the west side of the center with Fred Meyer as the major anchor, as well as several smaller retailers and professional services. Located at the intersection of two high traffic arterials, the retail businesses serve a large trade area in north and central Tacoma. The center includes over 1,000 housing units in developments, such as Spanish Hills and Lakeside Landing.

While James Center features excellent vehicular and transit access, pedestrian connectivity is not as well established. The large block pattern, lack of crosswalks and pedestrian ramps, numerous driveways, and lack of street landscaping discourage pedestrian traffic. Additionally, there is generally poor pedestrian connectivity within and between the large properties. The TCC campus is surrounded by large parking lots, separating it from the rest of the community and diminishing its visibility.

The key to enhancing market conditions sufficiently to spur redevelopment will be upgrading the center's connectivity, appearance, and identity. Improving pedestrian connections between the campus and commercial services to the west and streetscape improvements along S 19th Street merit near term consideration.

Figure 27: James Center Aerial Plan View

TACOMA CENTRAL

The Tacoma Central Crossroads Center is a major shopping and employment center in the City. Anchored by Allenmore Hospital, Walmart, Target, and Bellarmine High School, the center has over 2,500 jobs. Other notable uses include professional offices, churches, and miscellaneous smaller retailers. There are over 400 housing units, 96% of which are rentals. Average residential rents are somewhat higher than those for the city as a whole.

The development layout is quite different than the surrounding single-family neighborhoods. The large block size is broken by curvy roads with sidewalks on both sides of the street. With Franklin Park to the north and Snake Lake Park to the west, the center is well-served with open space. The District is serviced by three buses -- Route #2 connects Downtown to James Center, Route #57 connects to the Tacoma Mall, and Route #51 travels north to 6th Avenue and Proctor. A potential High Capacity Transit route would be on 19th, thus connecting Downtown, Hilltop, and Tacoma Central MUC.

Figure 28: Tacoma Central Aerial Plan View

Neighborhood Mixed-Use Centers

This manual addresses six key Neighborhood Mixed-Use Centers. Neighborhood Mixed-Use Centers are located at key intersections and represent vibrant urban places that are welcoming, engaging and connect people together. The Centers serve as examples of healthy urban environments and strive to reflect the distinguishing characteristics and unique place in Tacoma. Each Center contributes to the changing urban environment and vitality of the City of Tacoma.

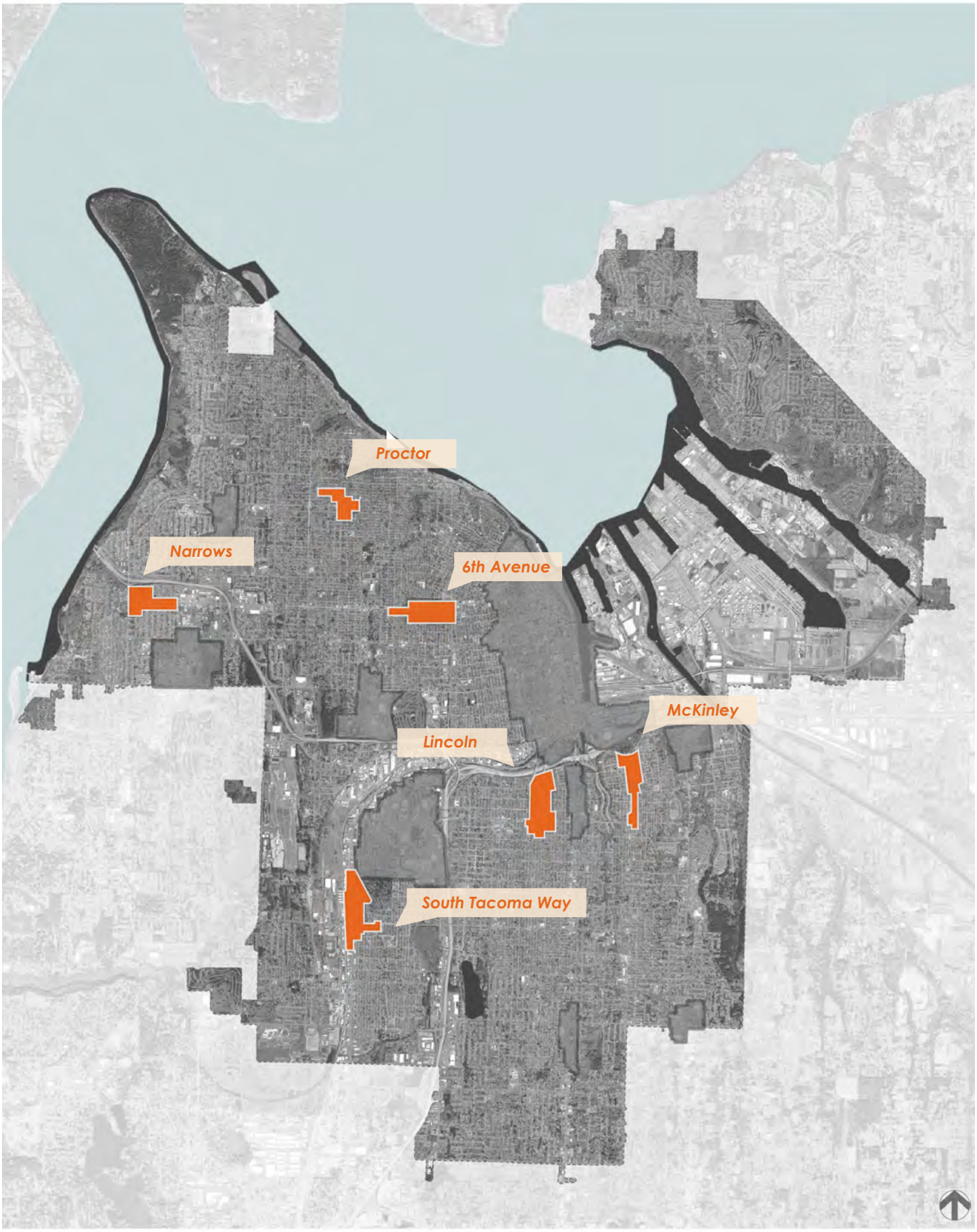


Figure 29: Tacoma Mixed-Use Neighborhood Centers

6TH AVENUE

The 6th Avenue Mixed-Use Center serves as a destination entertainment district for the entire city. The corridor's historic character and pedestrian-friendly storefronts line 6th Avenue. Key anchors include several popular restaurants such as Asad and Engine House 9. The area's central location and 17,500 vehicles per day contribute to the high-profile exposure of the commercial area.

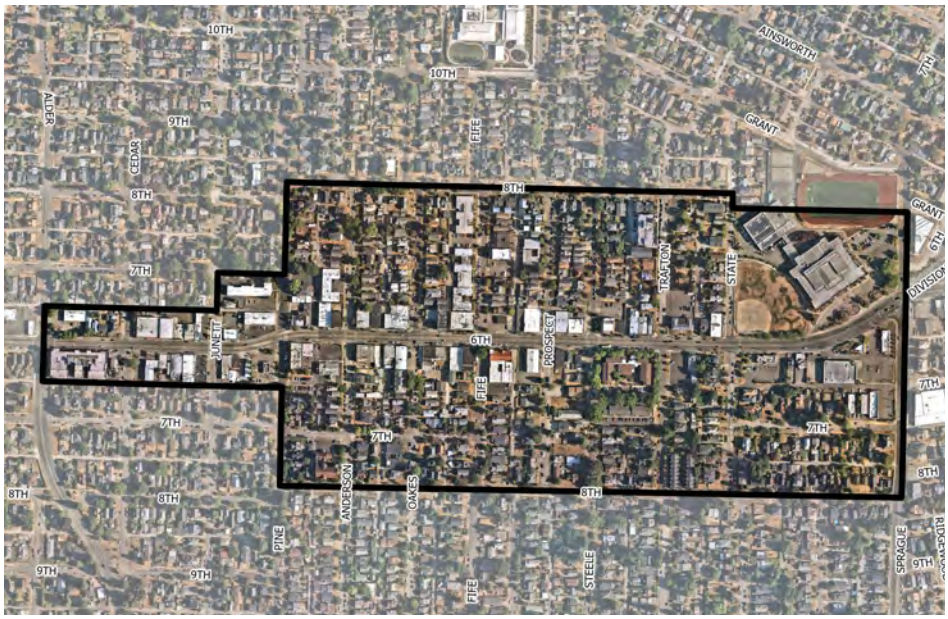


Figure 30: 6th Avenue Aerial Plan View

KEY FEATURES

- *A destination entertainment district*
- *Pedestrian-friendly storefronts w/ historic character*
- *One- two-story buildings w/ retail*
- *Single-family / multi-family housing (over 1/3)*
- *Occasional street closure for festivals and events*
- *Long, narrow blocks (north-south orientation)*
- *Transition zone issues*
- *Potential for Link Light Rail or HCT in future*

NARROWS

The Narrows Mixed-Use Center consists of low-density, auto-oriented commercial uses along 6th Avenue, single-family residential, and garden-style apartments on the western edge.

Nearly two-thirds of the 400 housing units in the Narrows are multi-family. Many of the units are in the Skyview development on the north side of 6th Avenue. There are a number of community amenities, such as a library, charter school, War Memorial Park with connecting trail, Tacoma Musical Playhouse, and waterfront views. Despite these amenities, the Center is generally disconnected, and lacks a strong unifying and defining characteristic.

Figure 31: Narrows Aerial Plan View

KEY FEATURES

- *A relatively small-scale Center*
- *Community amenities*
- *One- two-story buildings w/ retail*
- *Zone transitions with adjacent single-family / multi-family housing*
- *Long, narrow blocks (north-south orientation)*

PROCTOR

The Proctor Mixed-Use Center is a "classic" neighborhood scale center with excellent local services and amenities, pleasant pedestrian streetscapes, and attractive buildings including notable public structures as the Washington Elementary School building and the Wheelock Branch Library. The Proctor Station development adds to the local retail market and is in keeping with the vision for the center.

Although there are no significant public open spaces within the center, Puget Creek Natural Area lies about 0.3 miles to the north, with a trail extending to connections down to the Ruston Way waterfront. Expanding the Mason Union Signature Trail would provide improved access to the University of Puget Sound Campus environment and cultural attractions, as well as to the Puget Creek Natural Area.

Figure 32: Aerial Plan View

KEY FEATURES

- *Major commercial neighborhood district*
- *Mix of use (limited single-family)*
- *"Classic" neighborhood character w/ higher quality local services / amenities, pleasant pedestrian streetscapes / attractive buildings and landmarks*
- *Small blocks w/ alleyways*
- *3/4-mile walk connects the University of Puget Sound Campus and cultural attractions*
- *Historic resources*
- *Well- served with existing and planned micromobility routes*
- *Potential for infill / redevelopment*

MCKINLEY

The McKinley Mixed-Use Center exhibits a historic character with predominately one-story commercial buildings along McKinley Avenue that transitions into the single-family neighborhood. Below E Division Lane, there are a number of single-family homes with large trees that provide residential streets a sense of enclosure. With a gymnasium, worship center, and numerous facility options, the Tacoma Christian Center is the neighborhood 'heart'. The Top of Tacoma Bar and Café is a commercial anchor that draw from a wide area within the city. There are few businesses to support the local neighborhood. Commercial space is limited and there is a significant number of vacant parcels in the area.

KEY FEATURES

- *A relatively small-scale Center*
- *Community amenities*
- *One- two-story buildings w/ retail*
- *Zone transitions with adjacent single-family / multi-family housing*
- *Significant number of single-family and multi-family uses*
- *Limited commercial uses*
- *Mix of long, narrow blocks oriented both east-west and north-south*

Figure 33: McKinley Aerial Plan View

SOUTH TACOMA WAY

The South Tacoma Way Mixed-Use Center serves the South Tacoma market area, at the intersection of two well-travelled arterials. Retail demand in the center will continue to grow with growth in the trade area, and will likely support a wider range of neighborhood serving businesses. The area is increasingly attractive for residential development.

A Sounder Rail Station is located south of the center, and the STAR Center is a major recreation complex located southwest of the neighborhood core area. The existing building stock offers the potential for affordable housing in the upper floors of existing buildings. Such space could also serve as incubator space for new businesses or studio space for artists. As the area becomes established as a desirable place to live, new apartment buildings may be supportable on vacant or underutilized properties.

KEY FEATURES

- *Significant interest in historic character of the area*
- *Community park and single-family edge condition*
- *South Tacoma Way has a mix of commercial uses*
- *Light industrial / commercial use mix*
- *One- two-story buildings w/retail*
- *Zone transitions with adjacent single-family / multi-family housing*
- *Mix of block sizes*

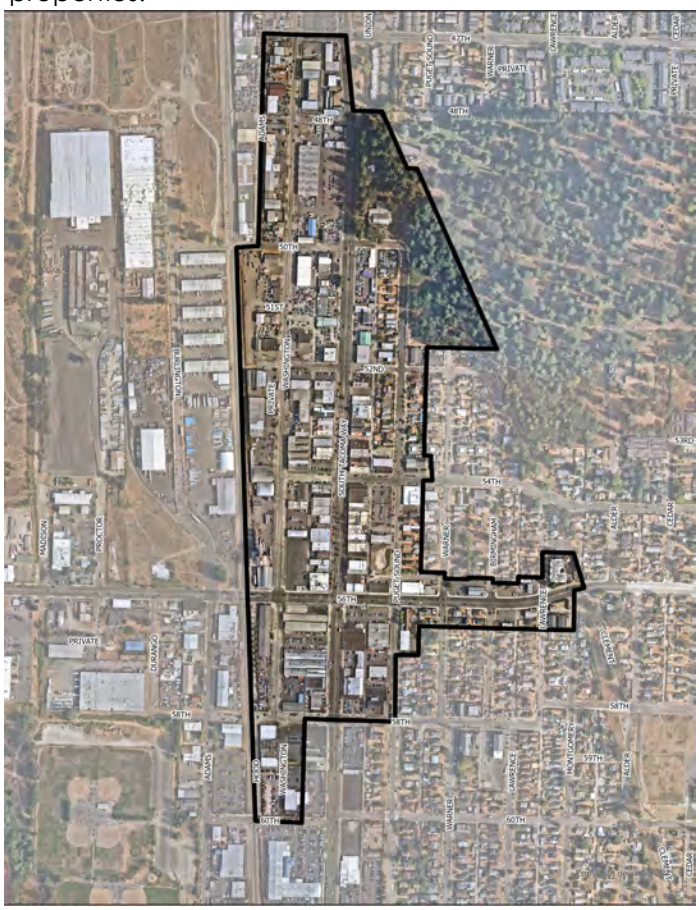


Figure 34: South Tacoma Way Aerial Plan View

LINCOLN

This well-established Mixed-Use Center has a large collection of international businesses and restaurants, particularly Vietnamese. Most commercial buildings are one to two stories and built to the S 38th and S G Streets' sidewalks. Hong Kong Supermarket reinvested in the center when they took over the Lincoln Bowl site at the intersection of S Yakima Avenue and S 39th Street. Along with the East Asian Market, the area offers varied specialty grocery options. The historic Lincoln High School and park are iconic landmarks within the neighborhood.

KEY FEATURES

- *Lincoln School dominates the Center*
- *Community park amenities*
- *One- two-story buildings w/ retail*
- *Zone transitions with adjacent single-family / multi-family housing*
- *Significant number of single-family and multi-family uses*
- *Commercial uses concentrated to the south end*
- *Mix of block sizes*

Figure 35: Lincoln Aerial Plan View

SITE PLANNING

G-1: The arrangement of buildings, infrastructure, and open spaces support Urban Design goals and objectives and be contextually appropriate.

01 Orient buildings toward streets, internal connections, pedestrian network (including trails), and open space.

Landscape elements provide definition of orientation

The transition from active public realm to private space is demarcated with well-proportioned landscape and hardscape zones.

02 Provide minimal setbacks, prominent entrances, and active ground floor uses for buildings abutting Pedestrian streets and other streets with enhanced or notable active mobility features.

Landscaping is used to reinforce sidewalk and bike lane separation

Reduced building setbacks, large sidewalks, and minimal driveways support active mobility.

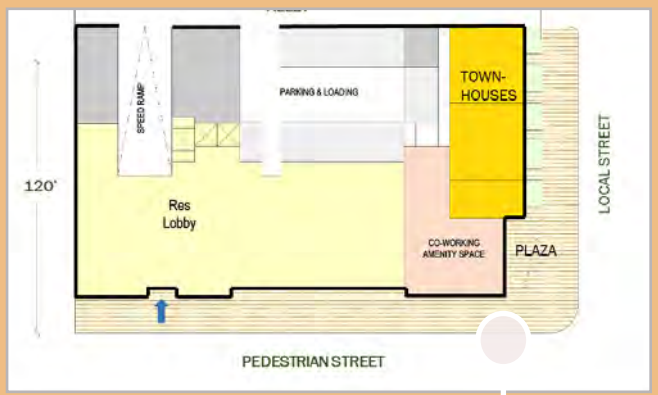
03 Provide more generous setbacks, emphasized public-private transitions, and private or less active ground floor uses for buildings abutting Residential streets or where buffering is warranted.

Landscaping incorporated into sizable setback

Generous landscaping provides a buffer for less active ground floor uses on a pedestrian walkway.

Landscaping complements architectural and material choices

The placement of half-walls, landscaping, and stairs in front of the residential entrances help emphasize public-private transitions.



Townhome entraces located on the "quieter" side of the two streets

This site arrangement includes townhomes on the local street while the active pedestrian street frontage holds the entrance for a busier, shared lobby, and community ground floor space.

04 Locate utilities and access for support services, such as refuse, loading, and deliveries, along the alley or secondary street frontage where alley access is not available.

Utility uses are physically and visually buffered

Parking garage entrance on a less active street also acts as a loading & unloading dock for deliveries.

05 Locate motor vehicle parking at the rear of the site and limit access to the alley or secondary street frontage where alley access is not possible or practical.

On-street parking supports ground-related uses, including residential units

This site plan offers parking on a secondary street/alley/court instead of on the main frontage where pedestrian access is prioritized.

06 Situate surface parking in a way that allows for flexible programming and future development.

Phased redevelopment established a new walkable grid pattern

The placement of surface parking lots in this large-scale commercial development allowed for transit-supportive mixed-use development as demand increased.

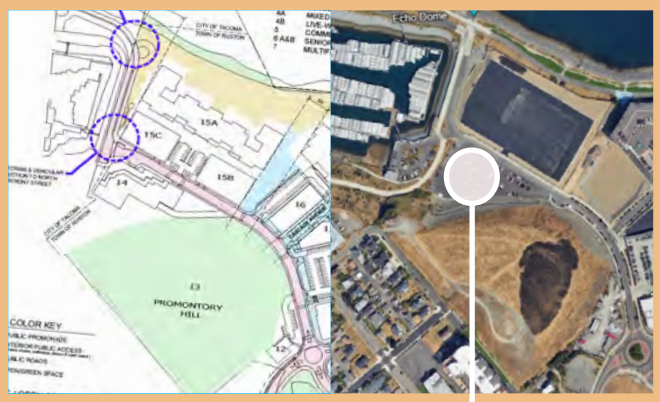
Photo: Northgate Station, Seattle

Use of different paint to establish pedestrian use area when warranted

Use of different materials or paint to signal flexibility for outdoor seating, as well as protection with large planters to signal to cars that parking is prohibited.

Weekly farmers market in shared plaza

Careful and early coordination among site plan, plaza design, and farmers market operators is important to create space that is flexible, allow delivery and service vehicle access, and can accommodate complex community events.



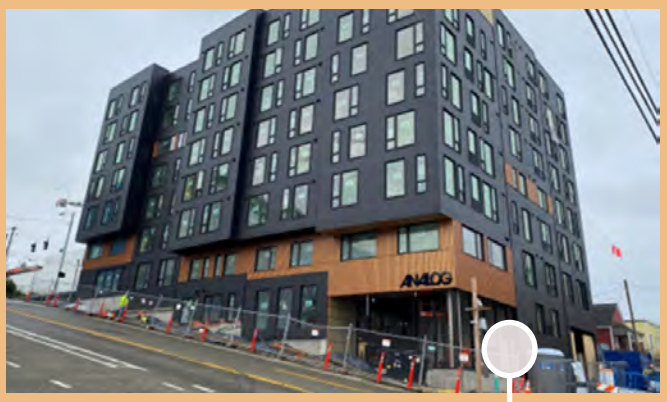
Site 14 is developed as a parking lot until building construction occurs

This master plan preserved later-phased development sites with parking lots as an interim use.

SITE PLANNING

G-2: Building placement and site design leverage topography and enhance unique site features.

01 Site buildings in a manner that minimizes the amount of ground disturbance/mass grading and reduces height of retaining walls.



Tiered interior ground floors follow the hillside's natural grade

This building was constructed on a steep hillside in a way that reflects the natural topography, reduces the amount ground disturbance, and minimizes the appearance of retaining walls.

Using the natural grade provides varied rooflines and enhances visual interest

This diagram depicts a site plan that locates the primary entrance where grade change is minimal and the buildings reflect natural topography.

02 Combine complementary site features such as outdoor seating, stair climbs, accessible routes, and open space with any terracing.

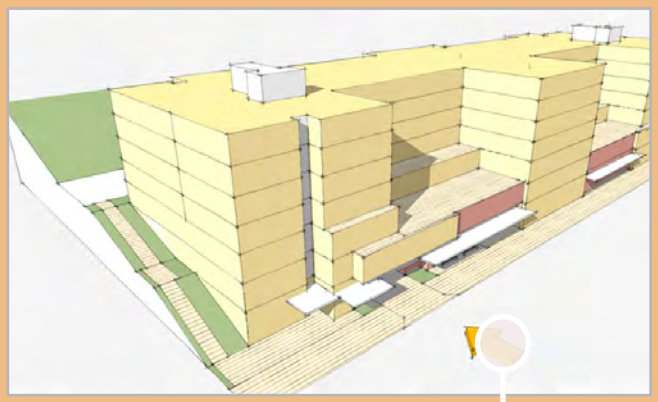
Informal public seating support adjacent eating and drinking uses

The site takes advantage of natural grade change by incorporating public seating within staircase.

Photo: Westlake Center Steps, Seattle

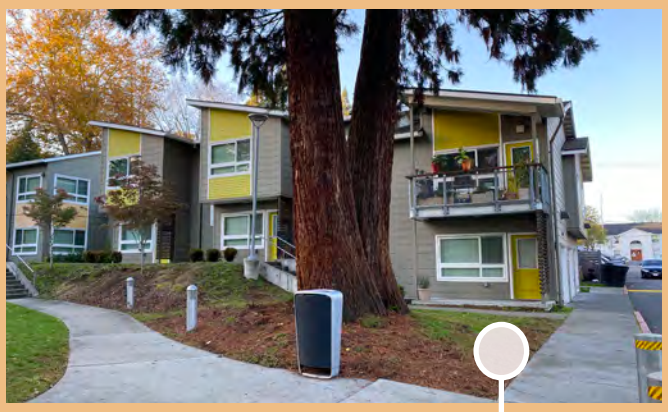
Buildings are oriented to the pedestrian pathway

A large pedestrian pathway integrates accessible paths and features such as benches and landscaping.



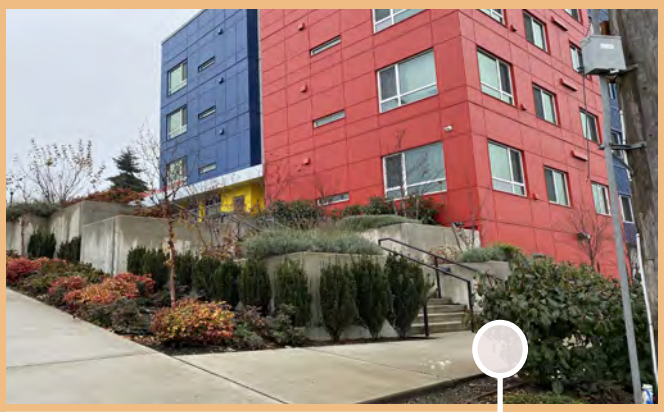
Hillclimb and street level pedestrian movement prioritized, vehicle access allowed

This site plan prioritizes pedestrian access with active ground-floor uses, common amenity space, and a hill-climb while accommodating vehicle access.



Common open space areas and pathways are oriented around preserved large trees

Open spaces and building orientation take advantage of the site's natural topography to provide an interesting and desirable urban environment.



Multiple floors are accessible from street by a terraced hillclimb

Integrating features such as seating and landscaping provide a high-quality pedestrian experience.

03 Feature views of built and natural landmarks from public and private vantage points.

Bench and court placement allow optimal enjoyment of the site's orientation

Tahoma (Mount Rainier) can be seen from this residential development at the community basketball court.

Views of surrounding landmarks aligned on major pedestrian corridor

The view of the Museum of Glass and its landmark “Cone” is a notable feature on the axis of the UW Tacoma campus Grand Staircase.

04 Incorporate prominent architectural features especially at upper levels at highly visible locations such as street corners, grid shifts, and/or view termini.

The building’s entry is setback from the street and is well-articulated

The building’s entry is oriented to the intersection corner, which enhances its street presence.

CONNECTIVITY

G-3: Entrances and points of access provide equitable and effcient access appropriate to the site's context.

01 Locate and orient buildings in close proximity to abutting streets and internal connections.

Center Steps shows sidewalk, plaza entries, and internal site pathways

Buildings' primary entries oriented to ample pedestrian circulation space and access into the larger site's internal connections.

02 Provide efficient, legible, and direct paths from building entrances to abutting streets, paths, connections, transit stops, and other mobility facilities.

Corner entry plaza example

Entry plaza oriented to corner provides direct and easily navigable access.

03 Integrate accessible paths for all users into the site's design and provide access to a range of active transportation facilities and networks.

Accessible routes integrated into site design at UWT

Where topography precludes continuation of street grid, creative site plan integration of accessible routes establish an important entrance and point of access. (Note accessible route on hillside at right side).

CONNECTIVITY

G-4: New streets and connections appropriately respond to existing block and desired mobility patterns.

01 Extend desired access patterns and urban fabric with new streets, alleys, and on-site connections.

Site plan extends surrounding street grid

Large sites and multi-building projects must support and respond to wider networks of access and mobility.

A hierarchy of site edges' design character connects and responds to larger patterns

Site edges and connections respond to, and continue, desired mobility patterns. Note the setback and buffer of on-site improvements along auto-oriented thoroughfare (at right) are distinct from the local access street with ground-related residential at lower left side.

Street provides sufficient spacing to allow for a mid-block pedestrian crossing

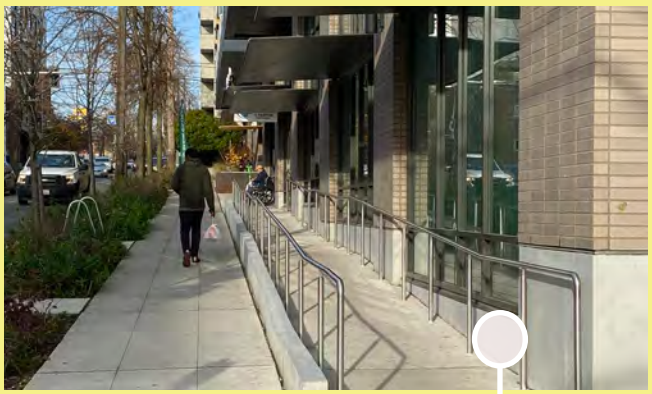
A generous and well-designed pathway (shown at center) into a multi-structure site provides clear route connection to surrounding street pattern.

02 Establish new block and mobility patterns to implement the land use and development vision for the location.

New block pattern establishes a connected pedestrian network

This multi-block site plan is organized to replace large surface parking areas with pattern of blocks that better promote walkability.

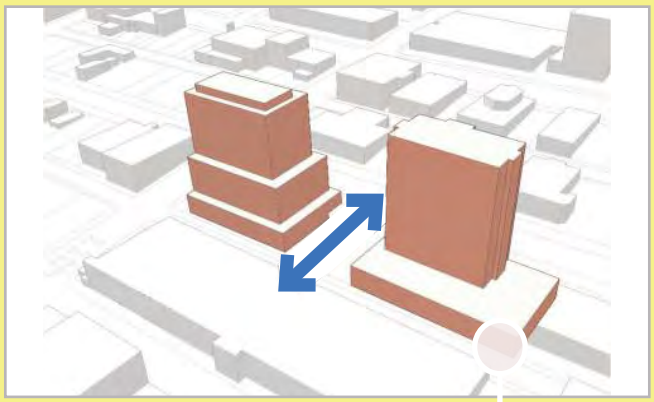
03 Create a hierarchy of connections as it relates to different modes, function, and volume of use.



Minimal sidewalk in Right of Way doubled with parallel ADA route inside property line

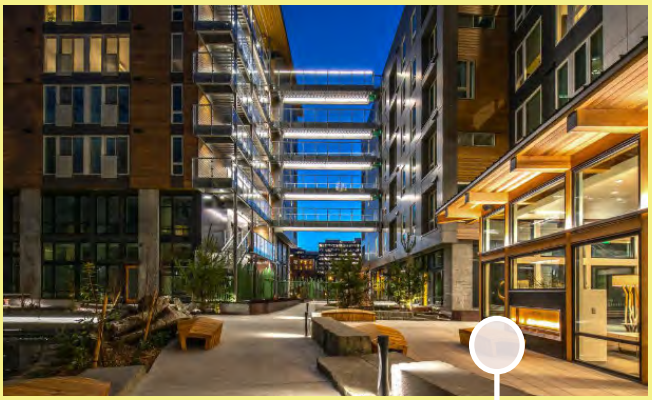
Accessible route choices can be located and designed as convenient option for all users.

04 Provide walking and active transportation route choices through long block faces with midblock connections where new streets are not possible.



Mid-block break between new towers on a long block

The through block connection provides greater porosity, supporting transit access, walking and other non-motorized mobility choices.



Pedestrian connections and other shared spaces are well lit for wayfiding and safety

Well-proportioned, furnished, and usable spaces through large blocks provide necessary walking and active transportation route choices.

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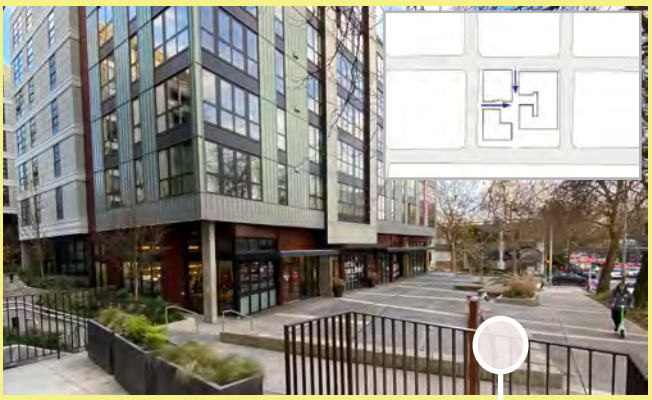
CONNECTIVITY

G-5: Internal connections are appropriately located, designed, and scaled for their use, and provide comfortable, safe access.

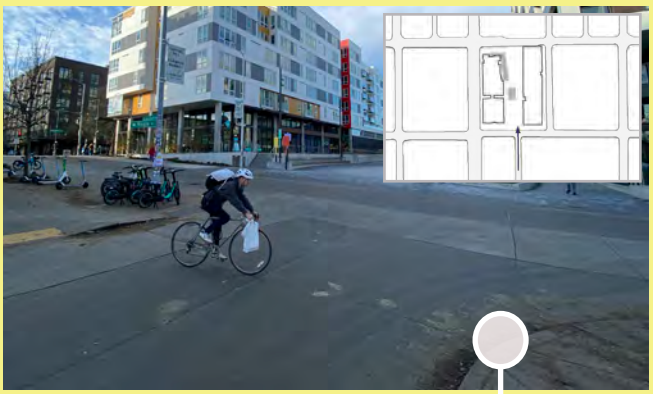
01 Incorporate a network of pathways to provide pleasant, engaging routes for users of all abilities on larger sites.



Buildings at Center Steps are placed and oriented to street and site connections

Accessible pedestrian pathways throughout full-block development's multiple buildings are scaled to level of interaction with public. Note the internal path at left, while through-block, is proportionate to the lower intensity of use compared to the site frontage on public street at right.

02 Efficiently and safely connect new streets and internal connections to adjacent destinations and facilities.



Plaza within larger development site at "T" intersection with festival street.

Pass-through walkway aligns with crosswalk and "T" intersection.

03 Create a functional network of internal connections that provide a comfortably proportioned public realm relative to scale of abutting buildings.

Seating, planted areas, and “eyes” make safe space to walk

Site plan includes a pedestrian plaza with multiple ground floor entries and uses.

04 Design facilities to accommodate a wide range of modes and abilities safely and inclusively.

Materials and vertical elements convey safe use of shared space

A shared use space within a larger new development site supports safe access for multiple modes along with other public realm activities.

Color, texture, vertical elements delineate flexible use space

Well proportioned zones and carefully arranged elements, textures, and color, create a flexible use space that prioritizes human activity and accommodates limited motor vehicle access.

05 Provide for elements within the pedestrian environment that are apporpriate to the level of activity and/or higher volume of users.

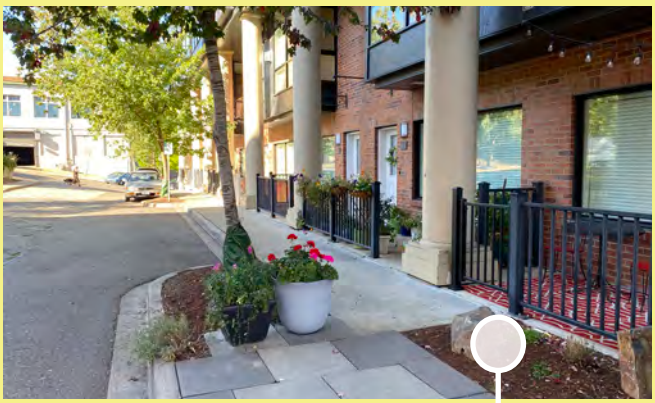
Internal space with large wooden benches

Campus plaza with seating at edges serves double purposes of unimpeded pedestrian circulation while also supporting large gatherings.

Site balances access with planted open space

Intimate scale and semi-public setting of pedestrian route is appropriately furnished with planted areas, seating, and informal paving design.

06 Design alleys and service drives to safely support and invite a mix of desired activity in addition to motorized vehicles and service providers.



A residential character streetscape with individual ground level entries

Residential character is established with unit paving, sidewalk extension, trees, low gate/fence, and other planting.

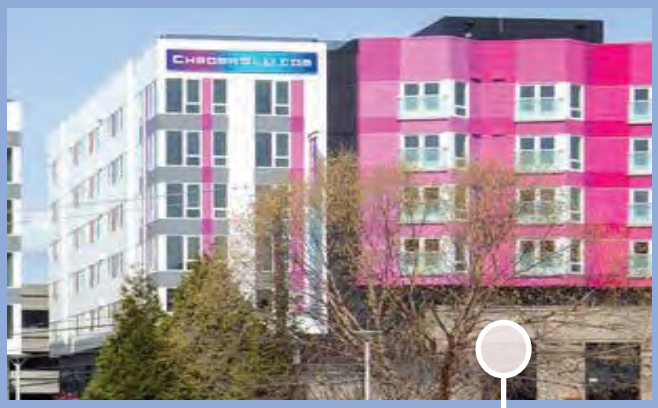
Garage entry is clearly demarcated from pedestrian-oriented spaces

Intimate scale of alley, when furnished with trees and a buffer created by parallel parked autos, can support a multi-functional and desired mix of activities.

ARCHITECTURAL COMPOSITION

G-6: Architectural design is cohesive, provides visual interest, and enriches its context.

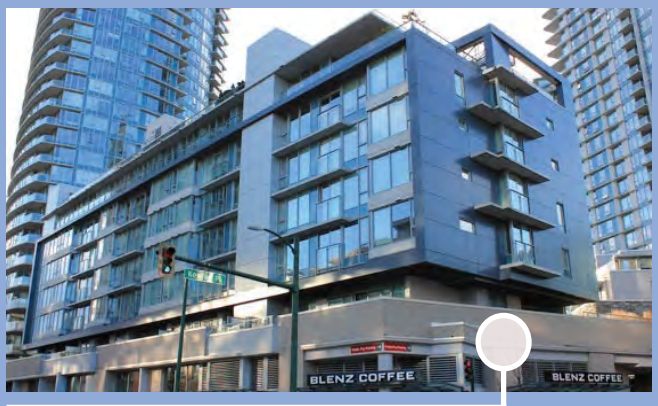
01 Articulate facades at intervals that relate to overall to building design and limit large spans of blank walls.



Colored bays and white “bar” on left make distinct parts of larger building

Window bays articulate facade and express the individual residential units inside. Color reinforces facade intervals.

02 Include massing and architectural features that add interest, depth, texture, color.



Horizontal banding contrasts with a strong vertical element

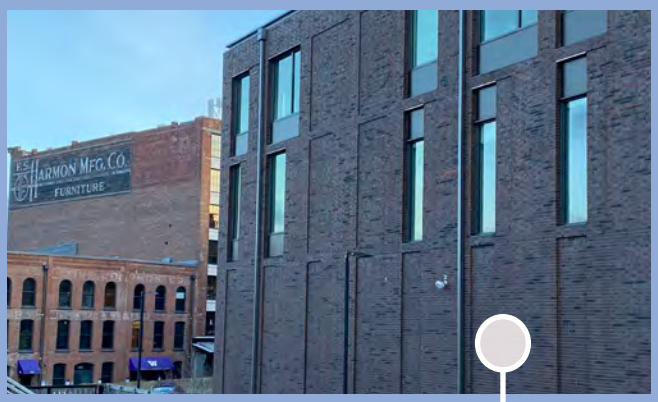
Mass is divided by distinctive horizontal and vertical elements.

Logical color accent

Color blocking articulates top from majority of building facade, reducing the appearance of large expanse of wall.

Ground-related portions of large building are differentiated from larger central mass

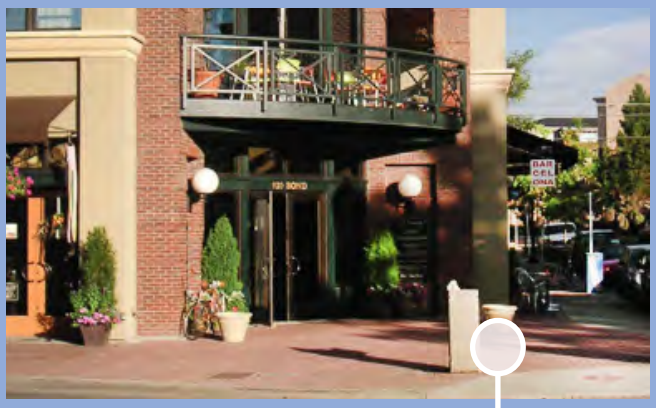
Massing expresses the variety of residential unit types, and creates a composition of distinct building volumes.



Rhythm of openings create interest on secondary facades

Window treatment and similarly sized mass “subtractions” add variation and texture to new construction at UWT Milgard Center.

03 Frame primary building entrances with distinguishing architectural elements.



Prominent residential balcony over primary building entry

The structure's pedestrian facing access is enhanced with dual purpose awnings, which provide weather protection and a distinguishable architectural element.

04 Employ architectural treatments and material selections throughout the development, reflecting a unified design.

Milgard building complements UWT campus style

Milgard Center at UWT employs material cues from surroundings in a distinctive manner that reflects contemporary uses and vintage.

05 Introduce material changes that are cohesive within the architectural concept and relate to shifts in massing or building modulation that wrap corners or resolve transitions.

Singular material palette is diversified with thoughtful color variation

Color, material change, and articulation provide a distictive corner treatment.

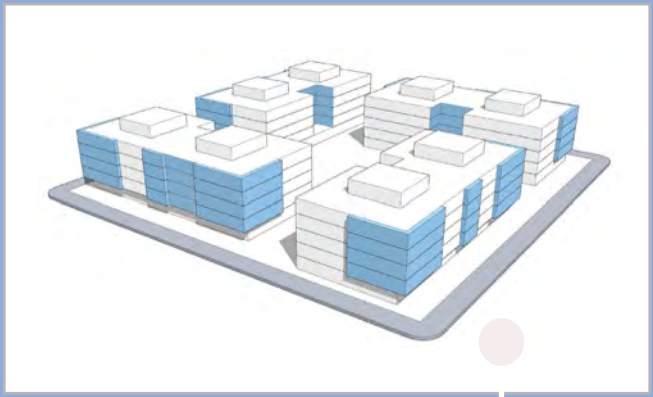


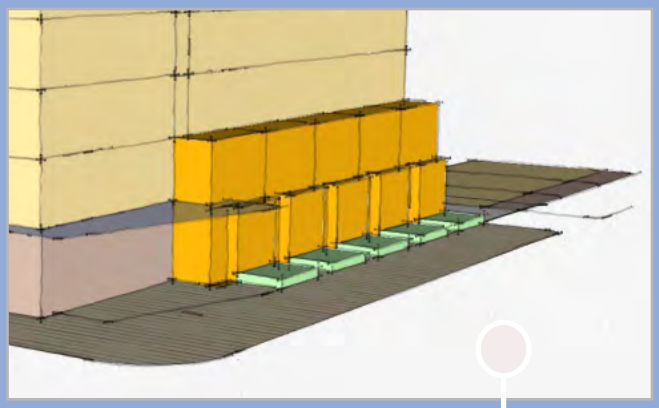
Diagram denotes (with blue shading) sections of facades for primary emphasis

Throughout the site, building corners are anchored with projecting facade sections of different materials, largely reinforcing corners and other transitions.

ARCHITECTURAL COMPOSITION

G7: Design creates a positive relationship with the surrounding area consistent with planned Urban Form.

01 Arrange building volumes with consideration of future vision for the area, development scale transitions, and adjacent uses.



Ground-related townhouses respond to "house scale" across street

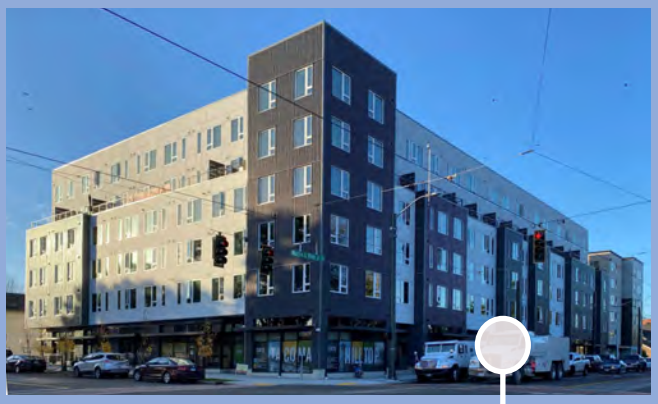
Portion of a larger project arranged with finer-grained elements that respond to lower scale across neighborhood street.

02 Arrange building elements to be human scaled with taller components located to minimize looming or shading impacts.

Upper levels' terracing is "carved away" from adjacent sites

While street level built to sidewalk establishes strong pedestrian level, inset balconies and other upper level setbacks reduce perceived and actual mass of structure.

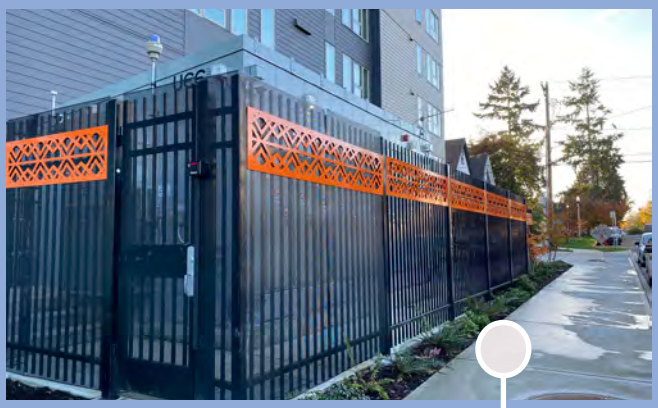
03 Incorporate vertical and horizontal massing breaks, particularly along street-facing facades, to reduce perceived mass of larger structures and/or improve solar access.



KOZ on MLK

Massing breaks reduce perceived scale, provide rhythm along street-facing facade, and create opportunities for upper level outdoor spaces with additional solar access.

04 Use fencing, landscaping, or other site features to mitigate impacts to sensitive uses or lower-intensity zones.



Fencing at KOZ on MLK

Quality materials and well-designed screening help integrate necessary utility components into pedestrian-level streetscape experience.

05 Maximize visual contact to outdoor environments to provide "eyes on the street."

Open space is surrounded by many levels of windows

Outdoor environments that serve higher density areas are perceived to be safer when many windows and neighboring areas have direct visual connections onto those shared spaces.

06 Offset windows and balconies to minimize impacts to privacy.

Balcony arrangement enriches overall composition and supports privacy

Offset balconies and window arrangements respond to internal unit layouts and support privacy.

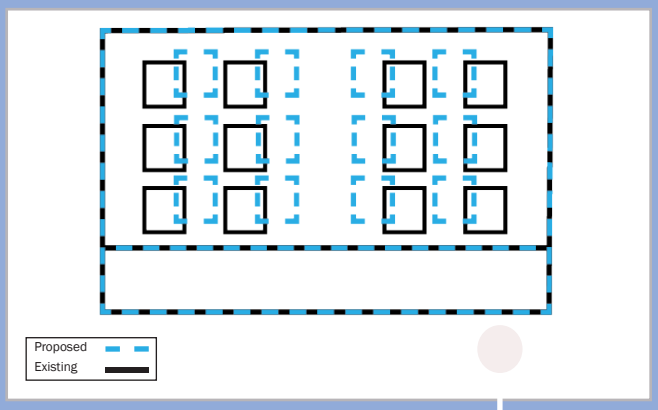
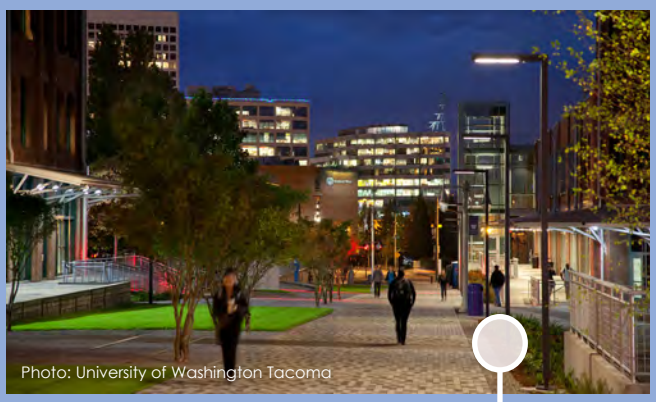


Diagram of existing building's window pattern overlaid with proposed building

Offset window arrangement can increase privacy between facing structures.

07 Design nighttime lighting to avoid glare and light spill-over.



UWT site lighting levels differentiate between paths and entries

An integrated lighting plan supports personal security, wayfinding, safe walking routes, and visbility without excessive light levels.

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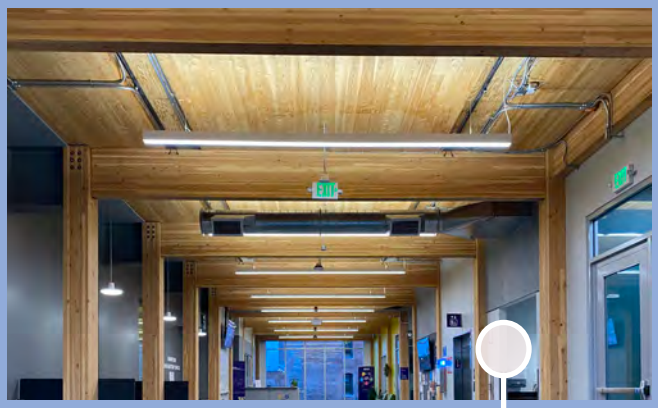
ARCHITECTURAL COMPOSITION

G8: Building design balances immediate goals and long-term resiliency with respect to use of materials and building programming.

01 Employ primary materials that emphasize long-term durability and minimize maintenance needs accounting for the building's location and Tacoma's climate.



Mass timber construction

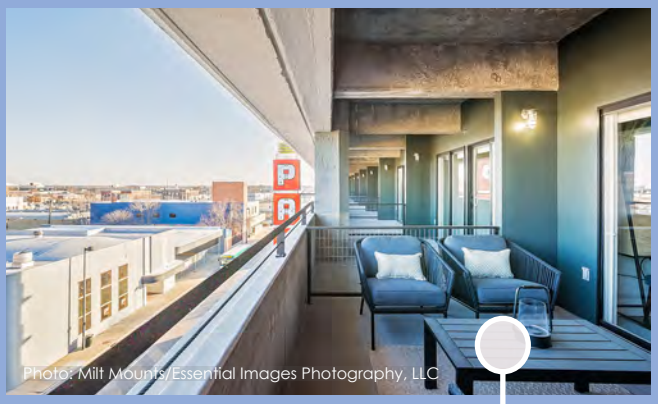
Regionally sourced and renewable timber construction is highly visible in UWT Milgard Hall, which attained LEED Gold rating.

02 Design buildings to be adaptable to shifts in market demand and community needs such as live/work units or office-to-residential conversion.

Simple screening design can be easily altered to meet future needs

Alley-oriented live/work units are well supported by generous setback, weather protection, simple screening, and pedestrian connections.

03 Design structured parking with level floors, higher floor-to-floor heights, and other features to allow for easier future re-use.



Conversion of parking structure to apartments includes private balconies

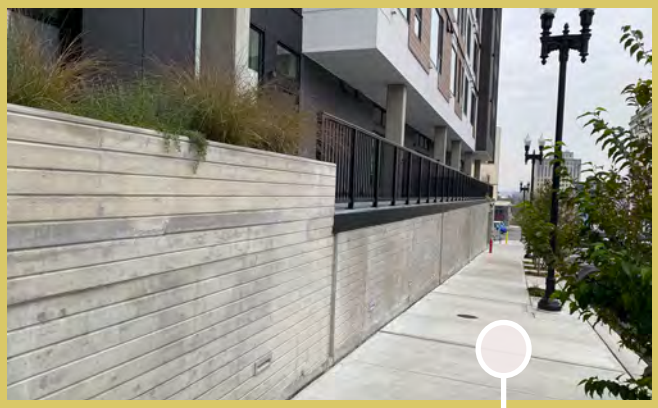
Conversion of multistory parking structure into apartments includes generous private balconies for individual units at perimeter of existing structure.

Photo: Broadway Autopark, Wichita

PUBLIC REALM

G-9: Design buildings to have a context appropriate relationship with the pedestrian environment.

01 Emphasize higher quality materials and architectural details at ground level.



Careful detailing of simple materials create distinctive streetscape palette

Board-formed concrete provides ground level detail to the pedestrian realm without requiring a change from podium's structural material.

Refined and cost effective treatment with concrete and steel

High quality design and thoughtful detailing of materials such as board-formed concrete and weathered steel contribute to pedestrian streetscape while screening ground level utility areas and/or garage level.

02 Include landscape elements, pedestrian facilities, and street furnishings to enhance the urban environment.

Simple palette of awnings, tables and chairs with umbrellas, and trees

The public realm includes well defined space for walking through, separated from seating and outdoor dining by a row of trees.

03 Set buildings back to provide space for adequate pedestrian movement and sidewalk area uses.

Building's "build-to line" frames public realm

Space between building face and curb can serve and should be designed to accommodate at least three purposes: 1) pedestrian travel, 2) sidewalk seating/dining/ socializing, and 3) lighting, abundant tree canopy, and other GSI facilities.

04 Orient private or semi-public spaces toward adjacent streets and internal connections providing "eyes on the street."

Pedestrian corridor of ample size

Surrounding buildings that are oriented onto well-proportioned pedestrian corridor frame a usable public space with appropriate furnishings.

05 Include ground floor uses to support engaging pedestrian streets and other streets with enhanced or notable active mobility features.

Ground floor use served by benches and space for bikes

Orient small-scale retail accessible directly from well-furnished alleys, to support cycling and active pedestrian circulation.

06 Design buildings to provide a well-defined street edge along active pedestrian streets.

Planted seat wall and railing create clear separation, transition, visual connection

Distinct zones from public sidewalk to semi-private activity are defined with grades, benches, and railings.

07 Incorporate well-defined entry courts, stoops, landscaped public-private transition areas along Residential streets.

Front gardens on residential street

Generous landscape buffer, walk-ways, and steps up to individual entries define the transition from residential street to private dwellings.

Courtyard, retail, and lobby entry on pedestrian street

Site plan details a well defined court-yard on the pedestrian street side perpendicular to a local street.

Substantial planters and steps define transition

Residential streetscape character can include well-designed plantings on both sides of sidewalk.

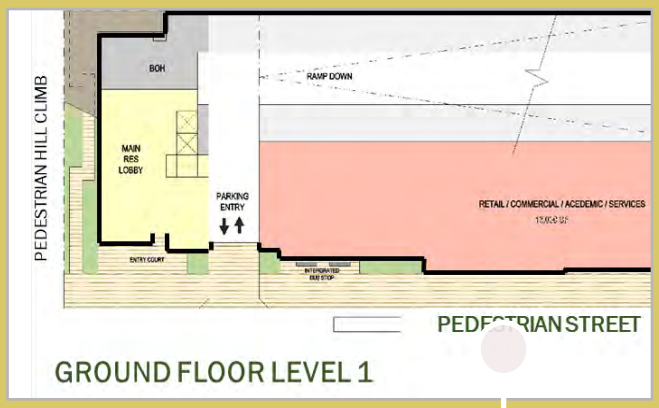
Steps and accessible route from sidewalk into residential entry courtyard

A welcoming public-private transition from sidewalk includes both a set of steps and a prominent accessible route that incorporates the use of high-quality materials.

PUBLIC REALM

G-10: Building entrances are legible, located appropriately, and provide suitable public-private transitions.

01 Locate entrances to be oriented toward and easily accessed from adjacent public streets.



Residential Lobby anchors corner

Well-defined residential lobby and ground floor retail entrances take advantage of garage entry for separation and legibility.

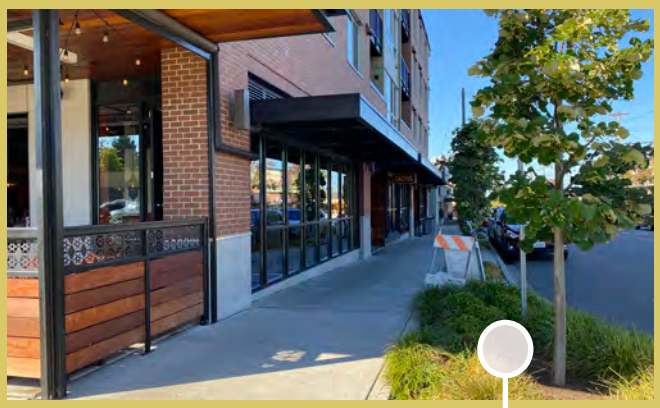
02 Design entrance canopies, weather protection, awnings, or similar architectural features to enhance the public realm and provide ample protection from sun and/or rain.

Primary corner “carved away” to define entry and provides weather protection

Prominent building corner treatment with recessed entry provides weather protection and contributes to public realm.

Extended balcony enhances transition from public realm

Upper level balcony anchors building at prominent corner and provides weather protection at the lobby entrance.



Consistent materials create visually larger public realm

Weather protection that extends over the sidewalk with consistent material also expands the visual scope of public realm.

Roll-up shades integrated into fixed weather protection

Generous weather protection well integrated with ground floor defines outdoor dining area in good weather, provides rain protection in wet seasons.

03 Articulate entrances serving multiple tenants or uses through visual hierarchy, transparency, lighting, wayfinding, signage, landscaping, and other design features.

Retail and gallery on plaza of mixed-use structures

Ground level retail in larger mixed-use development is distinguished and articulated by legible signage, wayfinding system, defined entries, and transparency onto public space.

Photo: Center Steps, Seattle

04 Incorporate sensitive, well-defined transitions to residential units with direct access from a street or public area through landscape, screening, step-backs, or grade change separation.

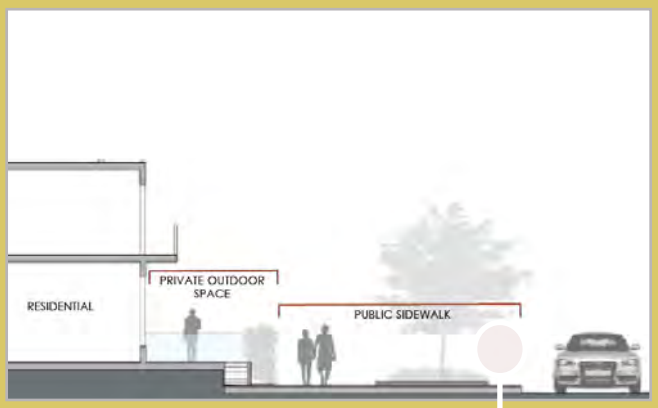


Diagram of public realm zones

Basic transect from public (sidewalk) to semi-private (landing/entry court) and private space using a range of strategies.

Curb Bulb extends transition area

Curb bulb provides generous space for “residential garden” elements such as trees, potted plants, and sculptural stones and extends transition area from public sidewalk to a modestly-sized private entry without privatizing public realm.

Low and transparent gate defines entry

Use of a simple screening palette of garden tree, hedge, and hardscape materials are consistent with building materials, proportions, and provide clear transitions to below-sidewalk grade residential entry.

Landscape and grade changes define public, semi-public/private spaces

On a slightly sloped entrance, enough space has been given to ease the transition of public space to residential entryway, lining access with plants to enhance privacy.

Individual entry walkways perpendicular to sloping sidewalk

Taking advantage of sloping topography, this entrance utilizes landscaping, offering a well-defined entrance to residential units.

04 Incorporate sensitive, well-defined transitions to residential units with direct access from a street or public area through landscape, screening, step-backs, or grade change separation. (cont.)

Residential entry stoops

Generous landscape buffer, walk-ways, and steps up to individual entries define the transition from residential street to private dwellings.

05 The frequency, size, and arrangement of storefronts and entrances contribute to an active streetscape along Pedestrian Streets and other streets with enhanced or notable active mobility features.

An active, pedestrian-oriented streetscape

Active streetscape is layered with multiple storefronts and entries' signage, weather protection, outdoor dining, and carefully selected, appropriate landscape elements.

Transit-rich environment with active retail streetscape

Active streetscapes with retail, dining, and gathering options take advantage of the high volume of pedestrian activity at transit facilities.

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PUBLIC REALM

G-11: Provide wayfinding, signage, and lighting that is functional and complements the development's overall design.

01 Include wayfinding, signs, and lighting that are designed, scaled, and placed appropriate to the location and intended purpose.

Tenant signage fits character of building

Signs and light fixtures placed appropriately, and are compatible with building scale and materials.

Mix of local and ubiquitous franchise signage

Consistent location, height, and size of of multiple blade signs contributes to a navigable streetscape with many smaller ground floor uses.

02 Design signage proportionate to the street type and building concept.

Sign size and placement reflect intimate scale and rich complexity of streetscape

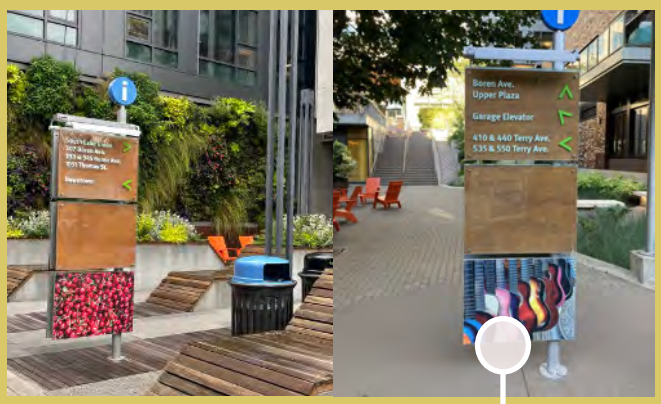
Blade signs use distinctive typography and relevant hardware. Building address numerals establish hierarchy of wayfinding information appropriate to the building scale and location at primary, shared entry.

03 Integrate signage with overhead canopies, weather protection, landscaping, and lighting.

Signs integrated with weather protection

Integrated signage and canopy design provides greater visibility, logical arrangement, and supports updates and tenant changes.

04 Develop a master sign program that complements the development's overall design palette and vocabulary.



Modular design sets standard and allows changes

A cohesive system of signage and wayfinding is a successful part of the street furnishing palette, and is not a distraction or afterthought.

05 Include lighting that enhances building and site features and provides real and perceived safety.

Exterior accent lighting

Exterior lighting adds accents and highlights architectural elements, while dependable interior light spill-over provides good outdoor light levels.

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OPEN SPACE

G-12: Open space design demonstrates functional arrangements of site features and incorporates furnishings appropriate to level of activity, location, and local climate factors.

01 Employ a cohesive palette of materials, color, texture, and site furniture.

Careful design attention makes much of small open space

Color, texture, and proportions of landscape and hardscape elements make a cohesive, visually engaging, and usable small open space.

02 Incorporate elements such as outdoor seating, water features, play spaces, shelters, public art, permanent or mobile vending, and community gardens within active open space.

Flexible use of plaza

Anticipate public gatherings and temporary uses such as farmers markets and festivals in plazas, local streets, or parking areas with thoughtful placement of vertical elements, access to power, and lighting infrastructure.

03 Locate active spaces in visible areas, such as near entries or along the street.

Plaza shared by public and outdoor dining

Water feature in plaza activates entry sequence from sidewalk to building entrance.

04 Create semi-private spaces intended to be primarily used by residents or commercial tenants that emphasize privacy and safety through location and design elements.

Visibility and interest balanced with privacy

Hillside apartments have shared garden patio visible from street with access controlled for resident-only use.

05 Locate and design open space to leverage proximity to public gathering places, destinations, and settings for activities such as outdoor markets, parade routes, or cultural events.

Esplanade is well connected to building

Adjacency and good connectivity to larger, public open space and other community destinations leverages valuable site area and benefits more users.

Photo: Foss Waterway

06 Site open spaces to connect to and enhance any surrounding natural areas and/or parks.

Bay Terrace open space makes mid-block connection

Shared open space includes mature trees and play areas in close proximity to residents.

07 Incorporate existing significant vegetation, native plants, and pollinator and habitat supportive plantings within landscaping.

Food Forest has gathering and sharing space

Edible landscapes can be scaled up to provide crops and and recreational gardening as a social activity.

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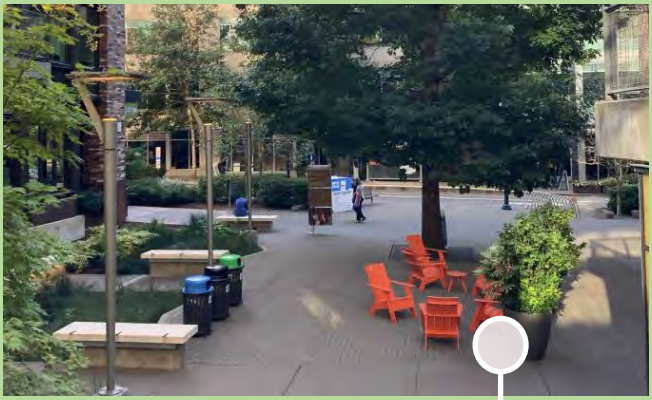
OPEN SPACE

G-13: Open space is designed and sited to be welcoming, accessible, and safe.

01 Include spaces that are situated at visible locations, provide an inclusive and welcoming environment, and do not communicate exclusivity to residents, employees, or patrons.



A well-designed and maintained mid-block open space

This open space allows easy access from adjacent sidewalks that offer a welcoming environment for public use by using benches, chairs, lighting, and plants.

Game tables at fixed seating areas

Expansive pedestrian area extends sidewalk into an inviting, community living room. Benches, game tables, and distinctive paving demarcates the quiet social space from circulation areas of sidewalk and bike lane.

02 Incorporate structures to provide shelter from the sun, rain, and wind.

Weather protection should balance coverage with visibility and allowing light

Dune Peninsula Pavilion offers protection with the use of an awning.

03 Provide accessible routes that are well integrated and prioritized in site design.

Steps and ramps together can be equal contributors to good site access routes

The low retaining walls necessary to accommodate grade changes create simple landscape areas that are sculpturally dynamic and are planted to maintain clear sight lines throughout.

04 Integrate sensible safety-minded design approaches and "eyes on the street."

Careful lighting design invites evening enjoyment of public space

Carefully designed lighting and open sight lines among areas of varying activity to invite passive surveillance "eyes on the street" benefits for evening activation and extended hour use of open spaces.

CULTURAL VITALITY, HERITAGE, AND CREATIVITY

G-14: Appropriately respond to notable structures and landscapes located on site and/or nearby.

01 Take cues from neighboring historic landmarks and other notable buildings through massing, form, window patterns, architectural features, or relationship to the street.

Contemporary infill contrasts with older neighbors

Maintaining the continuous street-wall and employing a defined tri-parte elevation of base/middle/top strengthen the relationship between a new, infill building and adjacent structures.

Vocabulary of metal awnings fits new with older buildings

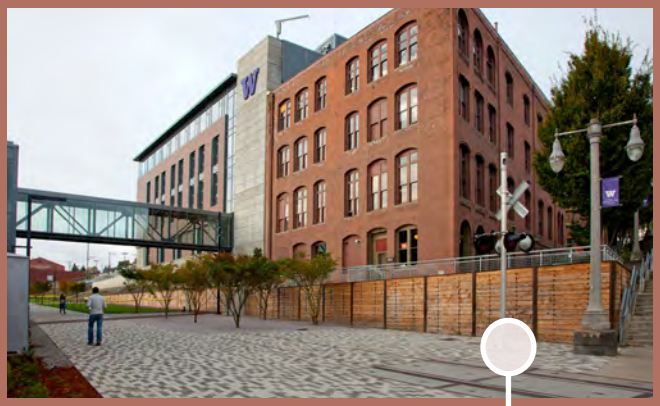
Relevant window patterns, overhead weather protection (canopies), and intermediate cornice line at material change on new building respond to the Brewery Blocks building elevations and material palette.

02 Preserve and reuse existing structures or remnants of the built environment present on the site.

Smokestack retained amidst new construction

Adaptive re-use of industrial structures and remnants create dynamic layering with new structures and uses.

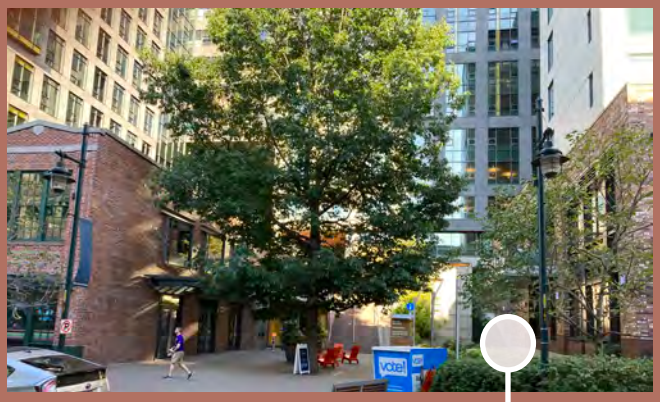
03 Include materials and site furniture that complement historic elements on the site and/or in the vicinity.



Trail on rail corridor retains remnant tracks, signage, and lighting

Remnants of the historic Prairie Line Railroad, including rails, crossing signs, and light fixtures are well integrated into UWT's central open space corridor.

04 Incorporate on-site natural features, such as significant trees or topography, into the site's design.



Specimen tree provides focus and anchors midblock plaza

A single, significant tree can define public space and profoundly enhance the environmental performance and human experience of a densely developed urban context.

04 Incorporate on-site natural features, such as significant trees or topography, into the site's design. (cont.)

Specimen tree on residential street provides shade and character to site

Significant tree preservation can provide passive cooling through shading, site plan variation, and enhance livability for adjacent residents and neighbors alike.

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Additional Precedent Imagery and Illustrations

G-15: Take advantage of opportunities to respectfully engage the local community character, culture, and heritage.

01 Incorporate architectural features or building materials that are reflective of the neighborhood's character.

Reclaimed wood in sculptural installation

Sensitive use of regionally significant materials provides stronger sense of place.

Creative response to historic built form

Adaptive re-use can be informed by historic forms and context while honestly serving contemporary uses and activities.

02 Set aside permanent space for community use.

Campus events surge into trail corridor

Campus space on UWT is frequently used to hold community events and other social occasions, and remains open for public access when not in use.

Durable and accessible abstract art activates public space

Including accessible and large-scale artworks can activate publicly visited spaces, when fully occupied and at times when fewer visitors are present.

03 Memorialize notable sites or events through public art or other interpretive methods.

Historical location marked with site-specific sculpture

Recognizing important historical sites can be sensitively accomplished by commissioning artists from an affected community and respectfully employing vocabulary from their cultural tradtions.

Photo: Maru at Japanese Language School site, UWT

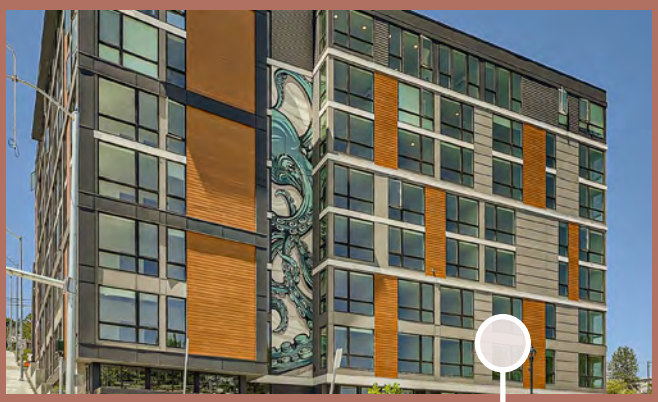
04 Incorporate public art that meaningfully engages the community in its creation and is reflective of the neighborhood.

Lashootseed-created motif embossed in new sidewalk paving

Lushootseed created motif incorporated into sidewalks to reflect on an important cultural prescence that is a part of Tacoma.

Mural integrated with overall color scheme

Local artists' participation in design team established the overall color scheme of building exterior along with their own mural's complemtary palette of bold expressive color that is familiar in this neighborhood setting.



Mural adds unique identity

Well-rendered, organic shapes in a mural draw inspiration from regional idioms, as well as provide relief from muted tones and well-composed orthogonal geometry of "background building" character.

Murals balanced with windows enliven streetscape

This new building's murals include vibrant, engaging celebration of the historically Black neighborhood.

CLIMATE RESPONSIVENESS

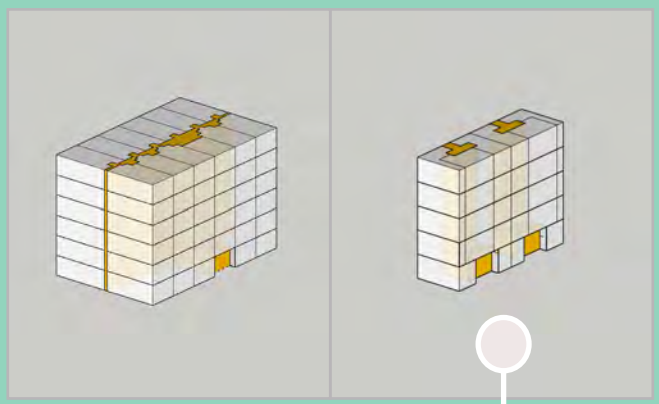
G-16: Utilize methods, technologies, and materials that enhance building performance and reduce carbon emissions.

01 Implement sustainable construction methods and use local building materials.

Mass Timber as featured material

New construction of mass timber at UWT Milgard Hall reflects traditional design while providing low-carbon alternative to other structural materials.

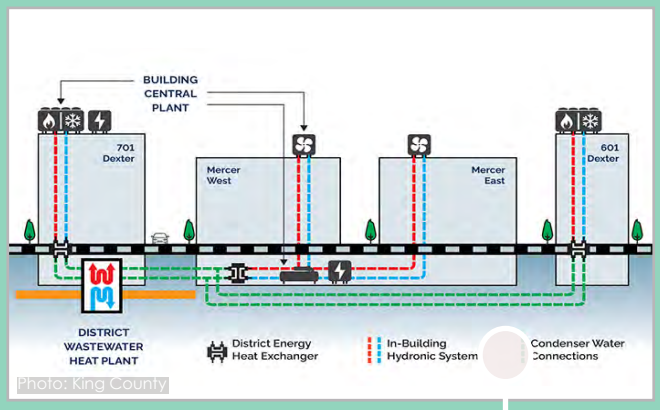
02 Incorporate operable windows and solar shading to allow for cross ventilation and passive cooling.



Comparison of double-loaded corridor (left) and point-access block (right) designs

Single-stair or point-access block design provides greater opportunities for cross-ventilation and reduces reliance on mechanical cooling.

03 Employ solar, wind, geothermal, heat recovery systems, district energy, or other methods and technologies as a means to reduce reliance on offsite energy sources.



Schematic of district energy system using waste heat recovery

Waste heat recovery can be valuable source of energy for district systems.

Photovoltaic roof array also provides shade from heat of summer sun

Living Building combines on-site energy production, rainwater collection and re-use, and wide range of resource-conserving design strategies.

04 Provide infrastructure to support electric vehicle (EV) storage and charging.

Pedestal EV charging station

Convenient EV charging can be located for multiple vehicles to access.

04 Provide infrastructure to support electric vehicle (EV) storage and charging. (cont.)

Solar PV canopy integrated with EV charging on open parking area

Solar PV canopy to charge electric vehicles mitigates negative impacts of surface parking and supports carbon-free vehicle fueling.

CLIMATE RESPONSIVENESS

G-17: The development responds to site conditions and natural processes in a way that reduces energy and water usage and minimizes on- and off-site impacts.

01 Respond to site conditions and take advantage of natural processes that maximizes energy efficiencies through building form, siting, and orientation.

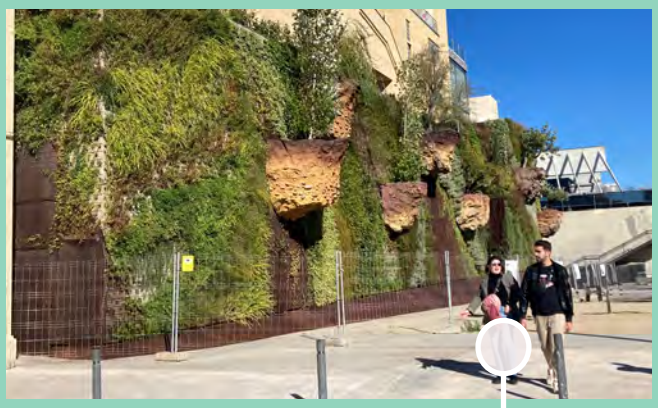
Photosynthesis and photovoltaics are complementary strategies

Solar orientation organizes this site plan with productive gardens, shading trees, and active photovoltaic arrangement on structure.

Efficient shade strategies on the right side, with less thoughtful design on the left

Shading and smart solar orientation can provide major benefits of comfort, avoid heat-related health impacts, and reduce heating and cooling loads.

02 Provide for solar PV, green roofs and/or living walls.



Structural pockets in vertical green wall

Independent structure of green wall appended to existing building designed to accommodate tree wells and climbing plants.

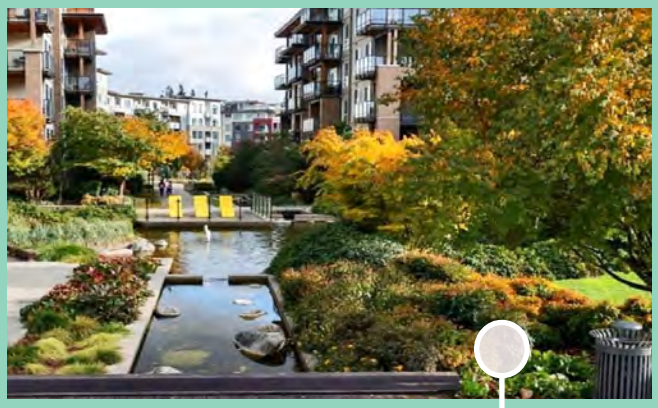
Green roof example

Diverse green roof planting requires coordination with design of building envelope and structural support.

Quiet social space on green roof

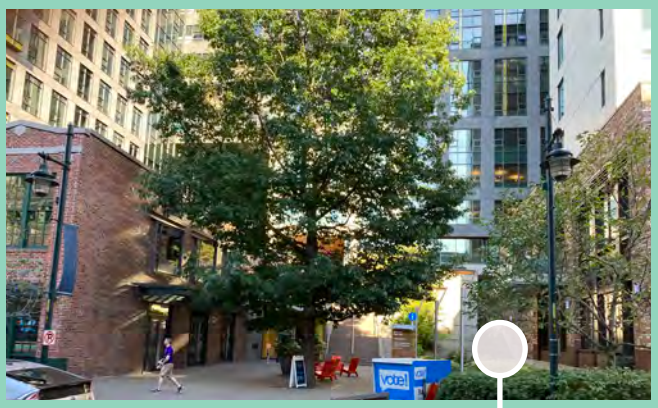
Thoughtful roofscape design provides public recreation space.

03 Maximize landscaping with an emphasis on tree canopy and minimize paved surfaces to reduce heat island effect.



Water and planted areas avoid urban heat island

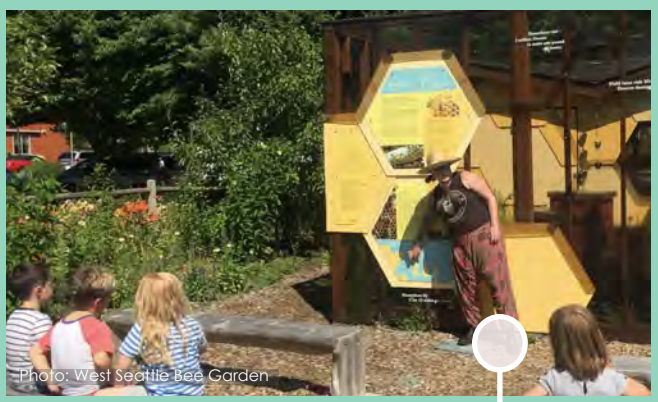
Tree canopy coverage in central courtyard reduces climate change impacts by providing cooling and shade benefits as part of higher density development.



Tree allows relief from hard surfaces

As a living thing within a hardscape context, one big tree can have an outsized positive impact.

04 Design and configure planted areas to provide habitat for native species and/or pollinators.



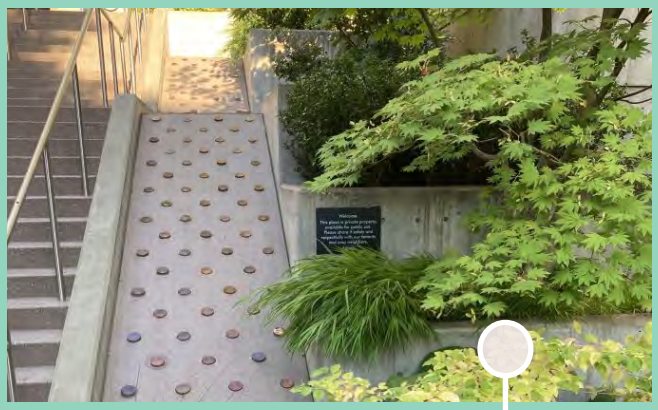
Interpretive design and productive landscape

An intentionally located bee garden provides learning opportunity as well as design vocabulary for structures and planting palette.

05 Incorporate green storm water infrastructure that makes visible storm water functions and processes.

Rain garden includes visual interest without active storm flow

Rain garden design responds to sloping topography with weirs and employs thoughtful material palette.



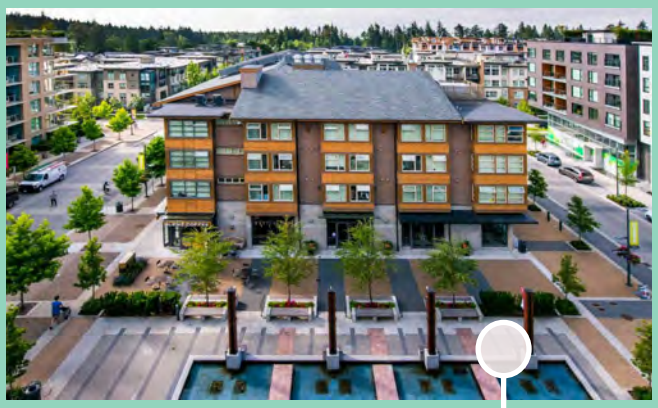
Steep sites can accommodate creative storm water infrastructure alongside stairs

Integrated with site stairs, surface water is directed to a rain garden as part of the stormwater management strategy.

CLIMATE RESPONSIVENESS

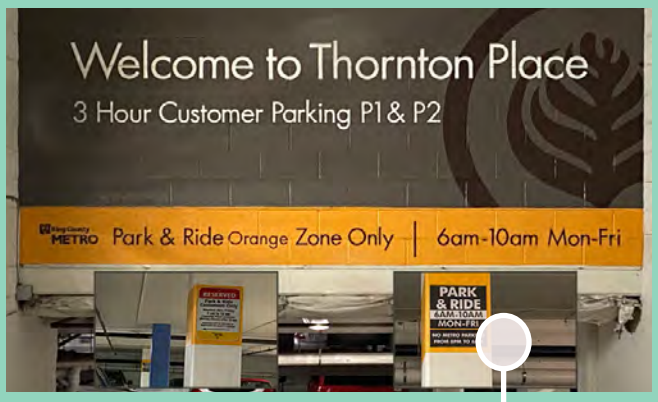
G-18: Implement strategies to reduce dependency on automobiles and promote use of active transportation.

01 Minimize the amount of on-site parking and maximize the efficient use of any parking through shared facilities and management strategies.



Hardscape plaza can support overflow parking at major events

A flexible site plan can support urban tree canopy, hardscape for events, and possible use for occasional, short-term automobile storage (parking).



Ample signage clearly communicates parking management terms

Shared parking includes time-of-day and event-based management.

02 Orient the development around transit and active transportation to support users of all ages and abilities.

Retail convenient to transit

Introduction of new transit options should elicit design choices and location of uses that support walking, active transport, and transit users' needs.

03 Integrate bicycle facilities such as bike storage, bike share docks, e-bike charging stations, shower facilities, and lockers into the development to maximize convenience, security, and safety.

Secure and weather-protected bike storage

Planning for adequate, accessible, and secure bicycle storage space should be an early design consideration.

Well-marked cycling facilities

Dedicated bike lane and parking will encourage low or no-emission travel choices.

04 Provide dedicated space for on-demand and shared mobility options such as ride hailing services, car sharing, bike/e-bike.

Docked bikes in high-visibility location

Bike sharing and charging spaces placed in convenient and highly visible locations show climate-friendly mobility options.

05 Provide for sidewalk walk-up spaces for small-scale commercial.

Convenience retail, food, and beverages

Walk-up window outside Cat and Rabbitt in Tacoma.

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IMAGE CREDITS

Listed in order of appearance, top to bottom.

G1.02: Bike lane courtesy of Seattle Bike Blog.
G1.02: Northgate Mall redevelopment courtesy of Simon Properties & GGLO.
G1.06: Capitol Hill Farmer's Market courtesy of Sarah Schu/Seattle Neighborhood Farmers Markets.

G7.07: UWT Campus at night courtesy of University of Washington Tacoma.

G8.03: Parking garrage redevelopment courtesy of Milt Mounts/Essential Images Photography, LLC.

G12.02: Capitol Hill Farmer's Market courtesy of Sarah Schu/Seattle Neighborhood Farmers Markets.

G15.02: UWT students courtesy of University of Washington Tacoma.
G15.03: Japanese Language School memorial sculpture courtesy of University of Washington Tacoma.

G16.03: Heating system diagram courtesy of King County.
G16.04: Solar charging station courtesy of LA Solar Group.

G17.04 Bee garden courtesy of West Seattle Bee Garden Instagram.

G18.03 Bike storage courtesy of Seattle Bike Blog.

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Planning & Development Services
2024

LONG RANGE PLANNING

VIA