



THEA FOSS WATERWAY DESIGN GUIDELINES

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Thea Foss Waterway Design Guidelines

The City of Tacoma's *Thea Foss Waterway Design Guidelines* is a stand-alone document intended to implement the design vision of the S-8 Thea Foss Waterway Shoreline District as codified within the City's *Shoreline Master Program*.

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INTRODUCTION

For many years, the Thea Foss Waterway bustled as a hub of industry and maritime activities. As time has moved on and circumstances have changed, the City of Tacoma, with extensive collaboration from its citizens, has aimed to create a vibrant and viable future for the Foss. While recognizing its past, this document serves to help implement the design aspirations for the future Foss.

Background

Design guidelines are broad statements that point the way to how development in an area should take place. Design guidelines are intentionally broad: they are meant to allow designers considerable creative latitude when designing projects.

In contrast, design standards are statements that indicate when a specific design approach should be used. For example, a design standard might indicate that a specific streetlight model should be installed along area streets. Design standards are particularly beneficial for establishing the identity and continuity of an area.

Communities throughout the nation have used design guidelines and standards to promote the historic, scenic, architectural, and/or cultural values of a particular area.

Intent

The intent of the design guidelines and standards contained in this document is to further implement the design objectives originally laid out in the Thea Foss Waterway Design and Development Plan. These guidelines help implement the vision for the Foss Waterway as articulated in the Shoreline Master Program (SMP). They are not, however, a part of the SMP.

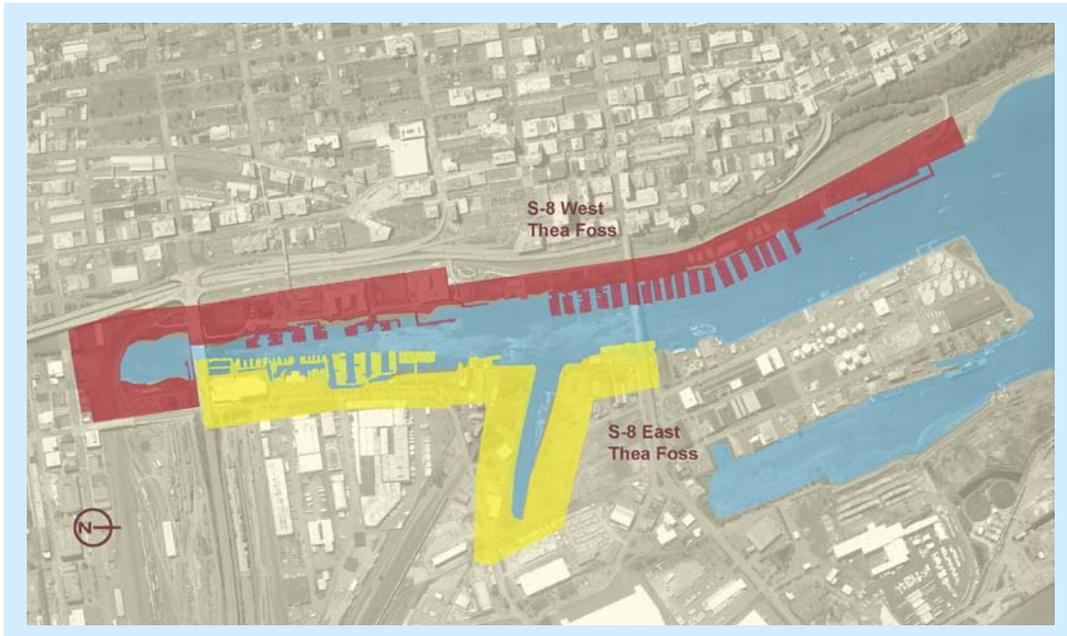
The design guidelines and standards contained in this document have been reviewed to ensure that they interact logically with other City of Tacoma regulatory processes.

The design guidelines and standards are not static and will likely need to change over time to further clarify issues, provide additional specificity, or address unanticipated situations.

Applicability

The design guidelines and standards contained in this document apply to the City of Tacoma “S-8” Shoreline District—Thea Foss Waterway.

However, the guidelines and standards do not all apply uniformly across the “S-8” Shoreline District. For the purposes of this document, the Thea Foss Waterway has been divided into two design areas: West Foss and East Foss. While some guidelines and standards apply to the entire “S-8” Shoreline District, others only apply in either the West Foss or East Foss. See map below.



Use

These design guidelines and standards have two primary uses. First, project developers and designers should use the guidelines to better understand what design features are desired in projects in the “S-8” Shoreline District. Second, a design review body designated by the City of Tacoma will use the document as a reference when evaluating projects subject to design review. The Foss Waterway Development Authority (FWDA) administers the development of publicly-owned properties and is responsible for conducting the design review of projects on public properties on the west side of the Waterway. Developers of private property are encouraged, but not required, to participate in the design review process conducted by the FWDA.

Project developers and designers should be aware that, while this document covers issues dealt with in other City of Tacoma regulatory documents, this document is a supplement to—and not a replacement of—those other documents. Therefore, **project developers and designers are responsible for complying with all other applicable regulatory documents**, such as the Tacoma Municipal Code.

FORMAT

The design guidelines and standards contained in this document are presented in a consistent fashion, according to the model shown below.



VISUAL →



TRANSITION AREA

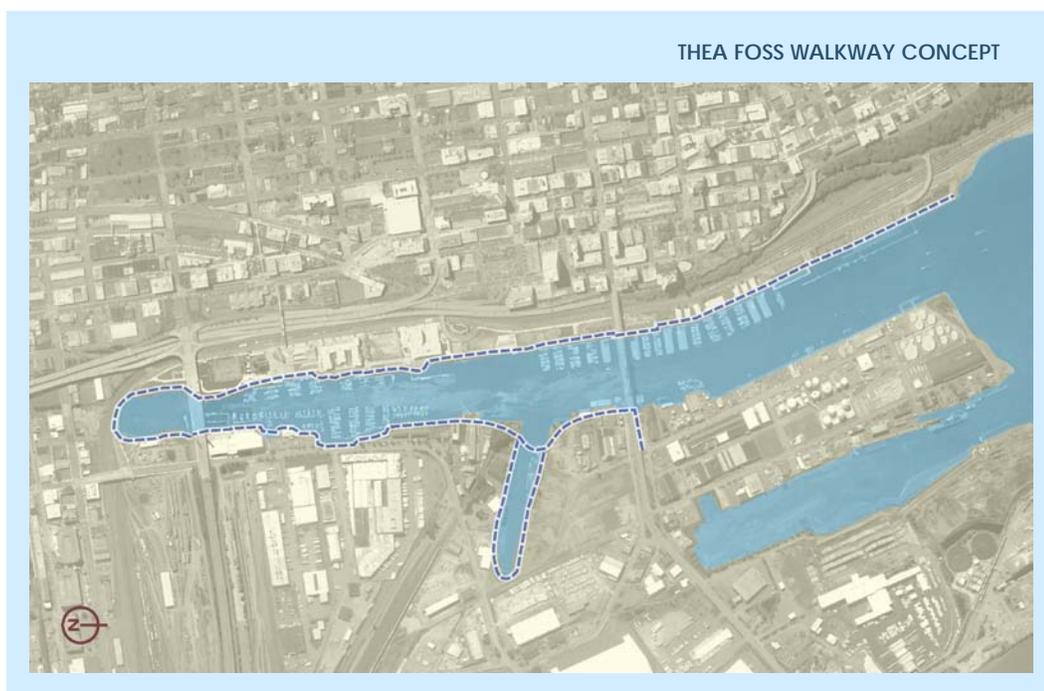
1. PUBLIC SPACES

Public spaces around the Thea Foss Waterway must serve a variety of purposes. Besides providing public shoreline access and circulation, public spaces are needed for recreation, contemplation, and inspiration—not to mention a nice spot for lunch!

Public spaces should have some design features in common to provide identity and continuity. Continuity may also be expressed through the regular placement of site details.

1.1 Thea Foss Walkway

The term “Thea Foss Walkway” refers to the trail that is envisioned to encircle the entire Thea Foss Waterway. See concept map below.



The primary intent of the Thea Foss Walkway is to provide public shoreline access, with opportunities for active and passive public recreation. The design of the Walkway should create a linear shoreline park that unifies the Thea Foss Waterway, join larger public spaces, and relate to the designs and activities of upland and in-water facilities. The Walkway should be an inviting, lively, and safe public space that is enjoyable all year, in all kinds of weather.

The Thea Foss Walkway, particularly on the east side of the Thea Foss Waterway, might not always run immediately adjacent to the shoreline due to certain constraints. Indeed, the Walkway may at times need to be located adjacent to a street some distance away from the shoreline. Therefore, a distinction should be made between the Thea Foss Walkway and the terms “esplanade” and “boardwalk,” which only refer to sections of the Walkway that front directly along the shoreline edge.

1.1.1 The Thea Foss Walkway should be compliant with the Americans with Disabilities Act (ADA) and designed to safely accommodate a variety of users, including walkers, joggers, and bicyclists.



- For required Walkway widths, see the Tacoma Municipal Code.
- Where space constraints only allow for sub-optimal trail width, the primary trail should be designated for foot traffic and remain ADA compliant, while bicyclists and other wheeled users should be diverted to a secondary route (such as a route along an adjacent street).

1.1.2 Along the Thea Foss Walkway, similar site details should be provided.



- To bring continuity and make the Walkway easy to follow, the Walkway should typically consist of the active-use surfacing specified in the Surfacing Materials section of Chapter 3, Site Details.
- Site details may be adapted adjacent to a specific development where it can be demonstrated that they continue the design theme of the development and are compatible with the site details provided along the Walkway on the other sides of the development site.

1.1.3 The Thea Foss Walkway should incorporate the minimum amount of lighting necessary for safe nighttime use.



- Please see the Lighting section of Chapter 3, Site Details.

1.1.4 Where space allows, a landscaped strip or area immediately adjacent to the waterward side of Thea Foss Walkway is desirable to filter stormwater runoff before it enters the Thea Foss Waterway.



1.1.5 Public restroom facilities should be provided in buildings on building sites, rather than in separate structures along the Thea Foss Walkway.



1.1.6 Public signage should identify the presence of the Thea Foss Walkway, direct the public to the Walkway, and indicate the intended route of the Walkway where the route may be unclear.



- Please see the Signage—Public section of Chapter 3, Site Details.

1.2 Community Gathering Places

Community gathering places are areas along the Thea Foss Walkway intended for public assembly. Community gathering places should be flexible spaces that can be used either casually or for formal public events. Plazas, open-air amphitheaters, concert stages, and similar amenities are encouraged at community gathering places.



COMMUNITY GATHERING PLACE

1.2.1 The intersection of view/access corridors with the Thea Foss Walkway and pier heads are the preferred locations for community gathering places.



- These locations provide increased depth and width, receive ample natural light, are highly visible, and offer views of the Thea Foss Waterway, downtown Tacoma, Mount Rainier, or Commencement Bay.
- Community gathering places may also be developed on the waterward side of building sites.
- Community gathering places can utilize the full length of view/access corridors.

1.2.2 Community gathering places should be identifiable.



- The design of community gathering places should include features such as art, fountains, unique paving materials, and grade changes.



IDENTIFIABLE COMMUNITY GATHERING PLACE

- The construction of significant visual structures (such as art, fountains, or viewing towers) is encouraged at community gathering places, particularly when in primary view/access corridors where such structures would not obstruct public access and might be visible from downtown Tacoma.
- Community gathering places should be compatible with the Thea Foss Walkway in site details and design. See Chapter 3, Site Details.

1.2.3 Community gathering places should be designed for a variety of active and passive activities.



1.2.4 The design of community gathering places should allow for unobstructed circulation along the Thea Foss Walkway.



1.2.5 The designs of community gathering places should include any required utilities, such as water and power.



1.2.6 Taller, evergreen trees are highly encouraged at community gathering places where appropriate.



- Such trees can help to spatially define a community gathering place, buffer a community gathering space from adjacent uses, and provide shade for users.

1.3 View/Access Corridors

On the west side of the Thea Foss Waterway, fourteen view/access corridors run between Dock Street and the inner harbor line. These corridors are intended to provide visual and physical access to and from the Foss, as well as additional natural light to the west side of the Foss. While view/access corridors may in limited circumstances be the only feasible option for other functions (such as providing access to temporary marina loading and unloading areas), such functions should be accommodated in other locations when practical.

1.3.1 The entire width of view/access corridors should be improved with appropriate site details and amenities, such as landscaping.

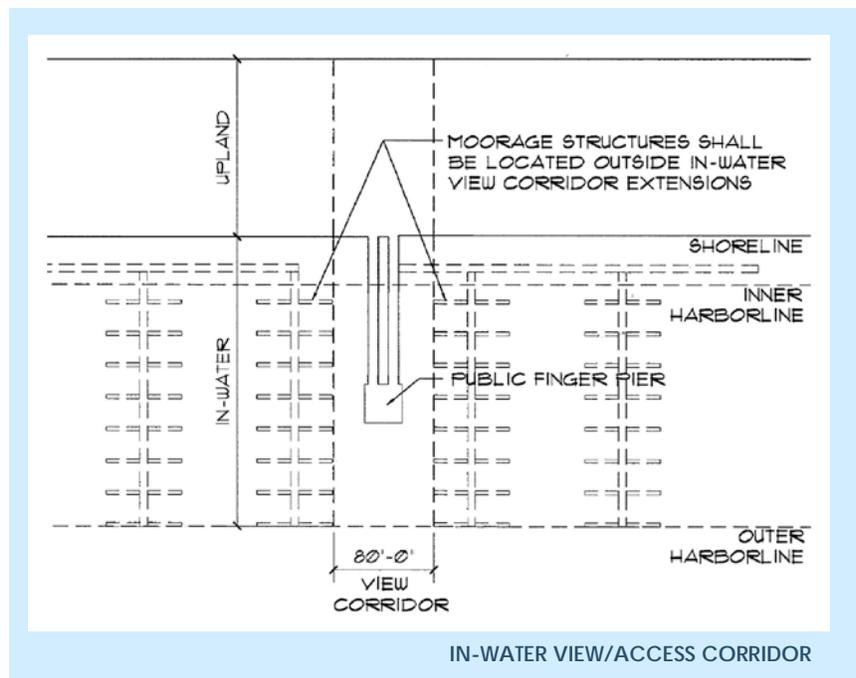


1.3.2 View/access corridors should provide internally consistent site details that complement those of adjacent public spaces in materials, colors, and design.



- Site details might include lighting, special surfacing materials, landscaping, and waste receptacles. See Chapter 3, Site Details.
- Linear lighting configurations utilizing the design standard walkway light are appropriate.

1.3.3 The in-water portion of a view/access corridor may be improved with public facilities, including piers, viewing platforms, and other like structures.



1.4 Side Yard/View Corridors

Side yard/view corridors on the east side of the Thea Foss Waterway are primarily intended to provide physical access, but also provide visual access to the waterway. These corridors either terminate in an outlook or connect segments of the Thea Foss Walkway that run north-south in different upland alignments (such as a segment running along the shoreline and another running along the street).

1.4.1 Side yard/view corridors should feature consistent site details.



- A design standard lighted bollard should be located where a side yard/view corridor connects with the street and along the corridor as needed to provide sufficient lighting. Please see the Bollards section of Chapter 3, Site Details.
- Side yard/view corridors that terminate in an outlook (and therefore constitute a branch off the main Thea Foss Walkway) should incorporate special surfacing materials the entire length of the corridor. Please see the Surfacing Materials section of Chapter 3, Site Details.
- Please see the Fences section of Chapter 3, Site Details.

1.4.2 Outlooks at the end of a side yard/view corridor should feature a walkway light, at least one bench or picnic table, a waste receptacle, a bike rack, and the design standard railing (if necessary).



- See Chapter 3, Site Details.

1.4.3 Outlooks should be situated as close as possible to the shoreline ordinary high water mark to maximize views of the waterway.



- In habitat mitigation areas, habitat considerations should prevail.

1.5 Streetscapes

Streetscapes around the Thea Foss Waterway should do more than just transport vehicles. Typically, streets occupy approximately 25 to 35 percent of any dense urban environment. Being publicly owned, streets are one of the major areas that a city has to implement the design vision for a given area, such as the Foss. As the Foss is intended to be inviting to the public and open to pedestrian and bicycle use (as well as other forms of non-motorized transportation), the streets in the Foss are intended to be a place for people. Of course, this needs to be balanced with the vehicular function of the street, but it is important that the street be seen as a vehicle for moving people, in all forms of transportation, be it people in cars, people on foot, people on bicycles, people in trucks, or people on skateboards. Good street design on the Foss accommodates all forms of moving people.

Specifically, it is desirable that the streetscapes around the Foss be improved with a sidewalk that adjoins properties on the Foss, which in some cases will become the Thea Foss Walkway, where the Walkway cannot be accommodated on private property due to constraints such as hazardous material use or high security needs. Standards for the sidewalk in this case will need to be adjusted to accommodate the City of Tacoma street standards, the desire to give the Walkway design continuity, and safety and clarity for the public user. Design standards and amenities, as outlined in this document, should be incorporated wherever possible.

1.5.1 Reconfigure the street where necessary to allow for a continuous Thea Foss Walkway.



- Coordinate this with the appropriate City of Tacoma departments.

1.5.2 Where the Thea Foss Walkway runs adjacent to the street, the street should feature a curbed sidewalk with landscaping at its edge, to buffer Walkway users from vehicle traffic.



- To bring continuity and make the Walkway easy to follow, the Walkway should typically consist of the active-use surfacing specified in the Surfacing Materials section of Chapter 3, Site Details.

1.5.3 Where the public sidewalk is identified as the Thea Foss Walkway, where appropriate and where space permits, design amenities such as waste receptacles, bike racks, and walkway lights should be located on the public sidewalk.



1.5.4 Where there is no practical alternative to having the Thea Foss Walkway cross a street, the street should feature a crosswalk.



1.5.5 Provide for safe, well-lit bicycle and pedestrian traffic in both directions.



1.5.6 Connect pedestrian and bicycle circulation routes with other like routes.



1.5.7 Create pleasant, publicly accessible street ends.



- Strategies to do this include providing a trail, adding landscaping, creating a sitting area, and limiting parking.

1.5.8 Locate utilities underground where feasible to remove visual clutter.



- Coordinate this with the appropriate City of Tacoma departments.

2. BUILDING SITES

Building sites, whether publicly or privately owned, should be developed in such a way as to take into consideration the special nature of the Thea Foss Waterway. Design teams for a site located in the Foss must recognize that a successful building will not only account for patterns of development on the actual site, but will also successfully implement and contribute to the larger goals of the Foss as a whole. It is desirable that the sites that surround the Foss acknowledge the larger patterns of development on both sides of the Foss, public access goals (as exemplified by the Thea Foss Walkway), and view considerations (such as the view/access corridors and side yard/ view corridors). Public spaces should be prioritized in terms of minimizing shadow impacts, and building massing and form should seek to strengthen the existing public rights of way, including streetscapes and the Walkway.

2.1 View Considerations

The topography and structures in and around the Thea Foss Waterway provide numerous view opportunities. While numerous views are available, the most critical views are of Mount Rainier, the Thea Foss Waterway, Commencement Bay, Union Station and the Washington State Historical Museum, the Port of Tacoma industrial area, and downtown Tacoma. While City of Tacoma regulations are in place to mitigate view impacts, the guidelines below are intended to further maximize views to and from the Thea Foss Waterway.

2.1.1 New buildings should be oriented to maximize view opportunities.



2.1.2 New buildings should identify view impacts to surrounding locations and structures and minimize adverse impacts as much as possible.



- Impacts to potential future surrounding locations and structures should also be identified and minimized.
- All buildings must comply with all applicable provisions of the Tacoma Municipal Code.

2.2 Shading Considerations

The intent of the guidelines in this section is to minimize the shading of public spaces. The shading of public spaces is of particular concern on the west side of the Foss, because its location, topography, and north-south orientation result in early afternoon shadow conditions nearly year-round.

2.2.1 Development projects should minimize the shading of public spaces as much as practical.



- **Techniques to minimize shading include the manipulation of building orientation, location, and shape.**

2.2.2 In public spaces subject to early shading, sufficient artificial lighting should be provided.



2.3 Site Layout

Buildings should be thoughtfully positioned, programmed, and detailed to maximize the impact of the Thea Foss Waterway public experience. Considerations include, but are not limited to: strengthening the profile of streetscapes (that is, locating the building closer to the street), especially on streets paralleling the Foss; providing more open space on the water side of a building; locating uses with the most public access on the streetscape or Thea Foss Walkway sides of a building; and accentuating the pedestrian-friendly nature of a building at ground-level sides facing the streetscape and the Walkway.

2.3.1 Buildings should be located and designed to give the appearance of being a similar distance from the street.



- **This does not mean that the entire building façade must be the same distance from the street. To the contrary, awnings, landscaping, entrance markers, modulation, and other design elements are encouraged.**
- **Surface parking between the building and street is discouraged.**

2.3.2 Location of activities within a building should consider surrounding uses and activities (both inside and outside the building). Potential conflicts arising from light, glare, noise, odors, or hours of operation should be avoided as much as possible by separating uses and activities (vertically and/or horizontally) or by providing physical screening between uses and activities.



- **Physical screening can be accomplished through landscaping, building construction, or other techniques.**

2.3.3 The preferred location for open space is the waterward side of a building site.



2.3.4 The number and size of vehicular access points should be minimized.



- **This minimizes the interruption of pedestrian traffic and adverse visual impacts.**

- 2.3.5 No parts of buildings should protrude into public spaces; however, weather protection features benefiting the public, art visible from public spaces, or building areas provided primarily for public access (such as viewing towers) may be located in or over these areas.



2.4 Exterior Appearance

Buildings around the Thea Foss Waterway are intended to feature design individuality, not to be designed with a strong unifying theme. Design continuity should primarily be established by the cohesive linear design of the Thea Foss Walkway and streetscapes.

At the same time, the Foss has a rich maritime heritage and is considered the hub connecting surrounding districts. To provide compatibility, design elements from public spaces, existing structures, and surrounding districts should be incorporated into all new developments. It is not intended that portions of existing buildings be replicated; instead, the creative, subtle integration of these elements is the objective.

Additionally, the exterior appearance of buildings and building sites should incorporate treatments that make for a comfortable and interesting pedestrian environment.

- 2.4.1 Buildings should feature an individual design, but designs should incorporate characteristics of the waterfront environment and surrounding districts to foster compatibility. Compatibility can be achieved by the integration of design themes (such as materials, shapes, or colors) from existing buildings into building design; by continuity or a logical transition in building bulk, shape, and height; or by significant physical separation.



- 2.4.2 Retain a maritime design theme and working waterfront character wherever possible.



WORKING WATERFRONT CHARACTER

2.4.3 When several buildings are proposed for a single development, the buildings should demonstrate internal compatibility. While buildings are not required to look identical, they should maintain a common design theme and provide continuity or a logical transition in building bulk, shape, and height.



- **Common design themes should be demonstrated in materials, roof pitches, colors, building separation, and orientation of buildings to each other.**

2.4.4 Buildings, particularly those with ground-level sides facing public circulation corridors, should be designed to create an exciting pedestrian environment.



- **Maximize transparency, or the appearance of transparency, at the ground level of buildings facing public circulation corridors.**
- **Ground-level retail should be oriented toward the exterior of buildings.**
- **The street sides of buildings should focus on providing interest by providing features such as landscaping of varying heights, movable landscaping elements (such as container gardens or window boxes), awnings, exterior wall treatments, building modulation, and the provision of depth in building wall design details.**



2.4.5 Architectural detailing, artistic embellishments, and/or murals are encouraged in new projects.



2.4.6 Modulation (horizontal and vertical) and other relief features are encouraged to create interest and avoid long, flat facades.



2.4.7 Creative approaches to the exterior appearance of industrial facilities are encouraged, particularly when such facilities are in areas commonly seen by the public.



- **This could include the creative use of materials, paint, texture, landscaping, lighting, or screening.**



CREATIVE APPROACH TO INDUSTRIAL FACILITY
PHOTOS COURTESY OF HMFH ARCHITECTS, INC & PETER VANDERWALKER

2.5 Transition Areas

Transition areas are the spaces between buildings and public spaces. Highly visible to passersby, transition areas should foster a lively, pedestrian-oriented atmosphere. The design of these areas should provide a seamless transition between public and private areas.

2.5.1 Transition areas should extend the design features of public spaces to the edges of buildings.



- Transition areas should use landscaping, surfacing materials, lighting, and other site details that are compatible with that used in adjacent public spaces, but may demarcate the transition area with different design features.
- Not applicable to industrial properties.



2.5.2 Transition areas are encouraged to be enhanced with artwork, fountains, landscaping, plazas (for public or private use), or other features promoting public enjoyment (active or visual).



2.5.3 Transition areas are the preferred location for activities such as outdoor dining or outdoor display.



- This minimizes interference with public circulation.

3. SITE DETAILS

Site details bring continuity and identity to the Thea Foss Waterway.

Site details should have a clear function and exhibit a simple utilitarian design. Site details are encouraged to reflect the maritime character of the waterfront. Historic site details may be appropriate when related to historic structures. Exceptional care should be taken in the design, construction, and installation of all site details.



3.1 Art

The Thea Foss Waterway vision embraces public art projects, particularly at view/access corridors, community gathering places, and outlooks, as well as along the Thea Foss Walkway. As many of the nation's most successful public art programs have demonstrated over the past decades, public spaces that bring people together are greatly enhanced by the introduction of art. The Foss seeks to integrate art that is clearly discernable as art, yet may also have a variety of other qualities, that may include:

- **FUNCTION**, such as shelter, safety, or lighting. Examples include canopy shelters, railings, lighted bollards, tree grates, and special surfacing materials.
- **PLAY**, such as playground equipment, skateboard areas, bicycle racks, and objects for pets or children to interact with.
- **EDUCATIONAL**, engaging the history of the Foss, its environmental state (both past and present), or the evolving functions of the Foss.
- **ENVIRONMENTAL**, engaging sustainable materials/systems, such as bioswales, permeable paving, cisterns, solar, or wind.

- **SENSORY/ACTIVE**, engaging all or as many of the senses as possible of those interacting with the artwork. An active, rather than passive, relationship between the work of art and the viewer is highly encouraged.

An important value for the Foss is to strive to incorporate deeper levels of meaning into the art pieces that may or may not be discernable upon first glance. Of particular importance is to engage deeper levels of meaning existent in the Foss, including, but not limited to:

- **HISTORY**, especially maritime history.
- **TRANSPORTATION**, multi-modal and evolving.
- **KINETICISM**, especially regarding the rich marine movements of both natural and human systems.
- **EXCHANGE and TRADE**, as an international port.
- **ENVIRONMENT**, especially the rich and varied marine life present in the Foss.

3.1.1 The use of public art is highly encouraged, particularly at view/access corridors, community gathering places, and outlooks, as well as along the Thea Foss Walkway.



ART

3.1.2 Where applicable, public art should be reviewed by the Tacoma Art Commission.



- **The office of the Tacoma Art Commission offers a variety of art information. Please contact the office with any art-related questions you may have.**

3.1.3 Art, particularly when interactive or kinetic, should be sited at a location appropriate for its functioning and expected active and visual use.



3.2 Benches

3.2.1 Benches should be considered for view/access corridors, community gathering places, parks, and at various locations along the Thea Foss Walkway.

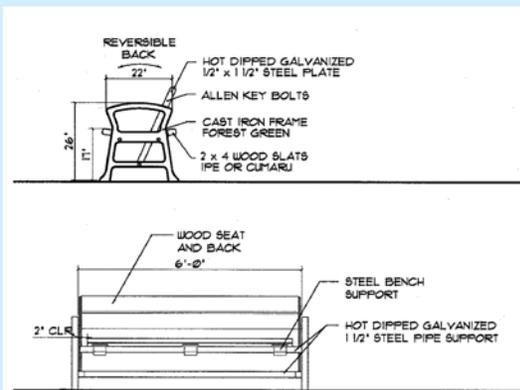


- At certain locations, benches are required. Please see the Tacoma Municipal Code.

3.2.2 One of the two design standard benches specified below shall be used.



- The design standard reversible-back bench is FairWeather model TF-3.
- The design standard backless bench is FairWeather model TF-1.3.
- For both design standard benches, arms shall be forest green and galvanized. All other metal surfaces shall be galvanized steel. Wood slats shall be sustainably harvested ipe or cumaru, or other sustainably harvested wood.
- East Foss benches should be four feet in length.



REVERSIBLE-BACK BENCH

3.3 Bike Racks

3.3.1 The design standard bike rack shown shall be used.



- Hess Tendo, galvanized steel.



HESS TENDO BIKE RACK

3.4 Bollards

Use bollards where they would facilitate the safe and efficient movement of vehicles and pedestrians.

3.4.1 The design standard bollard specified below shall be used for typical applications.



- The design standard is a 36-inch-tall, 8-inch-diameter, steel-pipe bollard with a conical steel top. All painted forest green (Pantone #5605C).
- Removable bollards are encouraged where appropriate.



3.4.2 For side yard/view corridors or for special applications, the design standard lighted bollard specified below shall be used.



- Louis Poulsen DOCK-B, natural aluminum.



3.5 Drinking Fountains

3.5.1 Public drinking fountains are encouraged to be adjacent to or integrated with buildings.



3.5.2 Where applicable, the design standard drinking fountain specified below shall be used.



- **Haws 3500D, green.**



3.6 Fences

3.6.1 Permanent fences erected to separate public from private areas should be a maximum of four feet high, and made of concrete, brick, metal, or other approved materials (not chain link).



- **Any portion of a fence above four feet in height should provide visual transparency.**
- **Green (vegetated) fences are highly encouraged.**
- **Not applicable to industrial properties.**

3.6.2 At industrial properties, permanent fences erected to separate public from private areas should be the minimum height necessary to ensure safety and security.



3.6.3 At industrial properties, the creative treatment or screening of chain-link fences and alternatives to chain-link fences are encouraged.



3.6.4 Permanent refuse, utility, or service installations should be screened with fences of wood, iron, concrete, landscaping, or other approved materials (not chain link) to the minimum height necessary.



- These installations should be located away from public spaces, particularly the Thea Foss Walkway.
- Not applicable to industrial properties.



SCREENING WITH LANDSCAPING

3.7 Landscaping

Landscaping is highly desirable in the Thea Foss Waterway. Landscaping, besides just pleasing the senses, can perform many other functions. It can buffer pedestrians from passing vehicles, offer shade, provide wildlife habitat, and filter stormwater, to name but a few.



LANDSCAPING

3.7.1 Native, drought-tolerant plantings are preferred.



3.7.2 Existing trees in healthy condition and of appropriate species are encouraged to remain.



3.7.3 To buffer pedestrians from passing vehicles, streets should have landscaped strips adjacent to the curb containing trees and low-growing landscaping or groundcover.



- A more naturalistic landscape may be appropriate at the south end of the Thea Foss Waterway.

3.7.4 Landscaping should be balanced against views.



- Consider low-growing landscaping where views are of concern.
- Contemplate planting trees that will have canopies that begin above pedestrian sight lines and will not significantly obstruct views from buildings (unless used for screening).
- Consider trimming trees with high canopies to reduce view blockage.



3.7.5 Taller, evergreen trees are highly encouraged where appropriate.



3.7.6 Tree roots should be protected where they may be subject to damage.



- Tree wells should be flush with the paving and a minimum of 4 feet by 4 feet to allow adequate space for root growth.
- Structural soil should be installed under paving to allow tree roots to grow out of the tree well under the adjacent walkway without causing the pavement to heave or buckle.
- Tree grates are discouraged.



TREE WELL

3.8 Lighting

In times of limited visibility, artificial lighting has a tremendous influence on visual character and human activity. The lighting guidelines are intended to:

- Provide safe, well-lit pedestrian surfaces.
- Create a continuous ring of soft, visible light sources around the shoreline edge that will generate reflections and a lively, unified ambience.
- Reduce light pollution.
- Reinforce the marine industrial history and character of the waterfront.

3.8.1 Areas specified below should provide the corresponding minimum average light level.



- Thea Foss Walkway: 1 foot candle
- Commercial areas: 1 foot candle
- High-volume pedestrian areas (such as bus stops): 2 foot candles
- Parking areas, entries: 2 foot candles
- Parking areas, internal: .5 foot candles

3.8.2 Lighting should be shielded to reduce impacts on residential units.



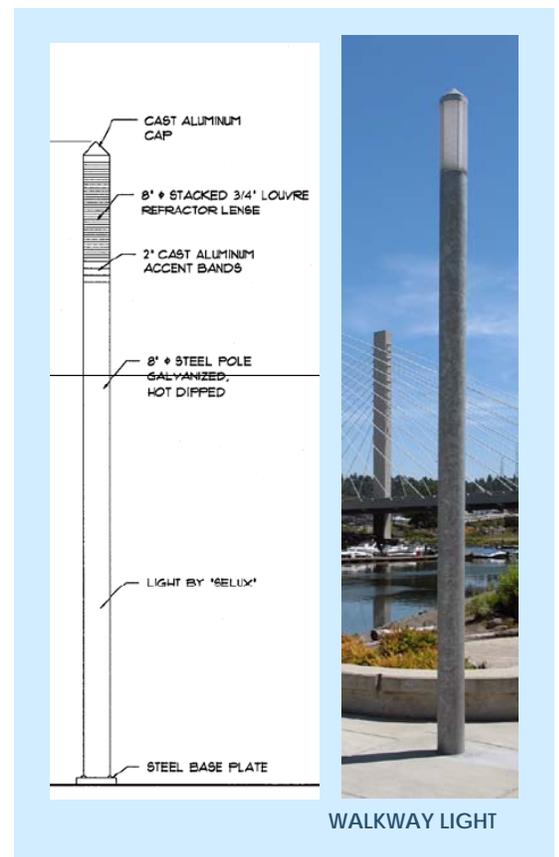
3.8.3 Lighting should minimize adverse impacts to the shoreline environment.



3.8.4 Along the Thea Foss Walkway, view/access corridors, and outlooks, the design standard walkway light specified below shall be used.

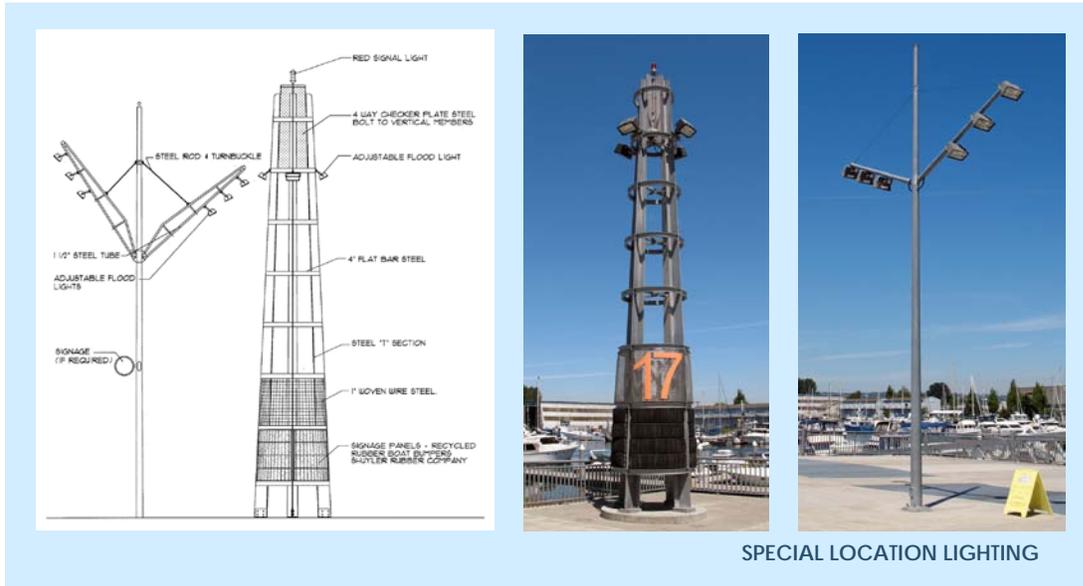


- se'lux MRTC-17-GV
- In portions of the trail designated as esplanade, lights should be located on the waterward side of the esplanade, at a maximum spacing of 60 feet on center.
- Walkway lights are not required at view/access corridors or other public spaces where special location lighting may be provided.



WALKWAY LIGHT

3.8.5 Special location lighting should be considered where the Thea Foss Walkway intersects view/access corridors and at community gathering places.



SPECIAL LOCATION LIGHTING

3.8.6 The design standard pedestrian streetlight specified below shall be used.



- se'lux MRTC-19-GV
- Pedestrian streetlights should be located on the waterward side of the street, at a maximum spacing of 80 feet on center.



PEDESTRIAN STREETLIGHT

3.8.7 Vehicular street lighting should be consistent, per city standards.



3.8.8 In parking areas, lighting should be provided by non-glare, full cutoff, controlled-source fixtures, per city standards.



3.9 Logo

3.9.1 The design standard logo should be used on area signage, bike racks, waste receptacles, benches, and other Thea Foss Walkway site details.



3.9.2 Where applicable, the design standard logo shown below shall be used.



3.10 Low Impact Development

Low impact development (LID) is an approach to stormwater management that emphasizes the conservation and use of existing natural site features integrated with distributed, small-scale stormwater control features in order to more closely mimic natural hydrologic conditions. The use of LID techniques is highly encouraged in the Thea Foss Waterway, where feasible. Due to environmental constraints, however, LID will not be practicable for various sites along the Foss. Please consult with the City of Tacoma Public Works Department before embarking on a LID project.

3.10.1 Minimize the amount of impervious surfacing (including the building footprint coverage) on a site through site planning and design.



3.10.2 Preserve existing and provide new vegetated areas to the maximum extent possible.



3.10.3 Maintain natural drainage patterns.



3.10.4 Seek to direct stormwater runoff from impervious areas into vegetated or pervious areas on the site rather than into the city stormwater system.



3.10.5 Stormwater control features, if required, should be located in close proximity to the impervious surfacing impact.



3.10.6 Small-scale stormwater control features that use natural systems, processes, and materials are preferred.



- **Such features include, but are not limited to: dry wells, filter strips, swales, infiltration trenches, permeable pavements, soil amendments, tree-box filters, vegetated buffers, and green roofs.**



TREE-BOX FILTER

3.10.7 Site grading should encourage the sheet flow of stormwater runoff and lengthen runoff flow paths over permeable areas.



3.10.8 Ensure soils are appropriate for the intended stormwater control feature functions (such as runoff infiltration, flow control, and water quality treatment).



3.10.9 Green (vegetated) roofs and green walls are highly encouraged in the Thea Foss Waterway.



GREEN WALLS

3.11 Marina Gates

3.11.1 Marina security gates should be located on access ramps or other locations where they do not impede public circulation, particularly circulation on the Thea Foss Walkway.



3.11.2 Marina security gates should be transparent.



3.11.3 Provide safety and security without the use of industrial materials, such as razor wire, barbed wire, and chain-link fences.



TRANSPARENT MARINA SECURITY GATE

3.12 Picnic Tables

3.12.1 Where applicable, the design standard picnic table specified below shall be used.



- **FairWeather model F-4**



3.13 Railings

3.13.1 The design standard railing shown at right should typically be used on all sections of the Thea Foss Walkway and other publicly accessible areas requiring a handrail.



3.14 Signage—Public

Clear and consistent signs should direct the public to locations of interest in and around the Thea Foss Waterway.

3.14.1 Signs should be located, oriented, and scaled primarily for pedestrians.



3.14.2 Directional and location signs should identify civic buildings, community gathering places, public parks, and other locations of public interest.



- **In addition, vehicular signs should provide direction to public parking facilities.**

3.14.3 Directional and location signs should identify the Thea Foss Walkway. Such signs should use the city-approved Walkway signage.



- A directional sign should be posted where a public access corridor leading to the Walkway intersects a public street.
- A location sign should be posted where a public access corridor leading to the Walkway intersects the Walkway, and at any other locations along the Walkway where a sign would assist the public in understanding the intended Walkway route.

3.14.4 Directional and location signs should identify shoreline public access locations not associated with the Thea Foss Walkway. Such signs should use the state-approved shoreline public access signage shown at right.



3.14.5 Where appropriate, informational, educational, and interpretive signs relating to the history of the Thea Foss Waterway and Tacoma's maritime history are encouraged.



- Such signs should be kept small and simple.



EDUCATIONAL AND INTERPRETIVE SIGNS

3.15 Signage—Building Sites

3.15.1 Signs should be similar to the building and/or building site in design, color, materials, and appearance.



3.15.2 Corporate logo signs are preferred.



BUILDING SITE SIGNAGE

3.16 Surfacing Materials

Surfacing materials provide both continuity and variety for the Thea Foss Waterway. In general, surfacing should feature a higher design and construction quality than more typical projects. Special surfacing materials (such as cobblestones and gravel) are encouraged, with consideration for color and low impact development techniques (please see the Low Impact Development section of this chapter).

Regarding the Thea Foss Walkway, surfacing materials are one of the primary ways that the Walkway distinguishes itself as a unique amenity for the public to use and enjoy. Surfacing materials clarify the direction and continuity of the Walkway and distinguish the Walkway from surrounding properties (whether surrounding properties are typical public rights-of-way, public properties, or private properties). While the Walkway surfacing material may need to change around the Foss in order to adapt to different circumstances, the surfacing material should always be visually distinct relative to its surroundings. Walkway surfacing materials should also account for the different users of the Walkway. Pedestrian and bike users are common, and all Walkway sections should be compliant with the Americans with Disabilities Act.

3.16.1 Active-use areas (such as the Thea Foss Walkway and sidewalks) should typically use the design standard surfacing specified below.



- **Cast-in-place concrete with broom finish, hard-screed joints, in a 4-foot by 4-foot grid pattern.**



ACTIVE-USE SURFACING

3.16.2 For boardwalks, the design standard surfacing materials specified below are preferred.



- **Six-inch-wide planks made of ipe or cumaru, or other sustainably harvested wood.**

3.16.3 Special surfacing materials (such as granite, cobblestones, and gravel) may be used where the materials are demonstrated to be appropriate for the intended use.



SPECIAL SURFACING MATERIALS

3.16.4 Consider pervious surface materials.



- **Due to environmental constraints, pervious surface materials may not be practicable for various sites along the Foss. Please consult with the City of Tacoma Public Works Department before installing pervious surfacing materials.**



PERVIOUS PAVING

3.17 Waste Receptacles

3.17.1 The design standard recycling container shall be used.



3.17.2 The design standard waste receptacle specified below shall be used.



- **TimberForm Profile Series model 2894-P, with evergreen powder coat.**

3.17.3 The design standard waste receptacle specified below shall be used.



- **TimberForm Profile Series model 2891-P, galvanized.**



WEST FOSS WASTE RECEPTACLE



EAST FOSS WASTE RECEPTACLE