



November 27, 2023

Shirley Shultz, Principal Planner  
City of Tacoma Development Services  
747 Market Street, Tacoma, WA 98402  
(253) 345-0879

**RE: Point Ruston SEPA/EIS Addendum – Request for Review Comments and Proposed Mitigating Measures – Comment Letter #3**

Dear Shirley,

Following our November 21, 2023 meeting, the City of Ruston is submitting revisions to the SEPA EIS Addendum comments previously provided on the attached memos dated December 23, 2022, and July 7, 2023:

- 1) Revise Mitigating Measure 1.8 from the December 23, 2022 memo to state: “The Point Ruston Master Development Plan document adopted by City of Ruston Ordinance 1264, and later amended by Ordinance 1363 shall be superseded by City of Ruston Zoning Development Regulations as codified in Title 25 of the Ruston Municipal Code (RMC) 25.01.061, or as hereafter amended.”
- 2) The City of Ruston proposes more detail regarding the 2008 FEIS requirement for the developer to allocate an emergency services (EMS) location. Discussions with the developer concluded that the developer should designate Lot 10C (Pierce County Tax Parcel # 0221231076) at 5110 N Baltimore for a future EMS facility. Despite the current stockpile of contaminated soils on site, the U.S. EPA has agreed to aid in cleanup upon transfer of the property to the City of Ruston. Acceptance of this site by the city would satisfy the existing mitigation.
- 3) Action items from the 2020 Agreed Plan of Action remain outstanding and should be included in the current EIS Addendum’s mitigating measures.

The remaining mitigating measures from the memos referenced above will be included unchanged.

Please reach out with any questions or for further project discussions.

Sincerely,

A handwritten signature in black ink that reads "Rob White". The signature is written in a cursive, slightly slanted style.

Rob White  
Community Development Director  
City of Ruston

(253) 759-3544

Cc: Bruce Hopkins, Ruston Mayor

**Attachments:**

2023-07-07 - City of Ruston EIS Addendum Comment Letter #2

2022-12-23 - City of Ruston EIS Addendum Comment Letter



July 7, 2023

Shirley Shultz, Principal Planner  
City of Tacoma Development Services  
747 Market Street, Tacoma, WA 98402  
(253) 345-0879

**RE: Point Ruston SEPA/EIS Addendum – Request for Review Comments and Proposed Mitigating Measures – Comment Letter #2**

Dear Shirley,

After careful consideration and recent discussions with the developer, the City of Ruston would prefer to receive a cash payment as mitigation instead of implementing the physical improvements outlined in the "Point Ruston SEPA/EIS Addendum – Request for Review Comments and Proposed Mitigating Measures" letter, which was sent to the City of Tacoma on December 23, 2022. In lieu of carrying out the following mitigating measures, Ruston proposes a cash payment of \$1.5 million:

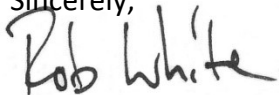
- 1) 1.1 – Upgrades to 51st Street, including Complete Streets improvements, a Multi-Use Path, and Traffic Calming measures.
- 2) 1.2 – Enhancements to 49th Street, encompassing Complete Streets improvements and Traffic Calming measures.
- 3) 1.6 – Construction of a Pedestrian Crossing at the intersection of 52nd Street and Yacht Club Road, as well as between Building 14 and 15, crossing Yacht Club Road.
- 4) 1.9 – Installation of Coordinated Wayfinding Signage.

Ruston intends to utilize the cash payment to either fund various projects or allocate it as a portion of the matching funds required for grant applications. These funds would primarily be utilized for Complete Streets projects, with a particular focus on traffic-calming initiatives that enhance walkability, pedestrian comfort, and safety throughout the city. Examples of such projects include signage, signalization, bulb-outs, on-street parking, landscaping, crosswalks, striping, bollards, bike lanes, and sidewalk widening or repair, among others. The cash payment will be allocated among Lots 9, 10A, 10B, 11, 12, 14, 15, and 16, as detailed in the attached table, and would be payable to the City of Ruston prior to building permit issuance for each lot.

It is worth noting that due to the close proximity of the Point Ruston project, nearly all of Ruston is within a 5-minute walk, meaning that most projects within the current 6-year Transportation Improvement Program (TIP), as well as future projects aligned with Ruston's Comprehensive Plan, will contribute towards fulfilling Ruston's Complete Streets objectives. All other mitigating measures mentioned in the attached comment letter will remain unchanged from their original proposals.

Please feel free to contact me if you have any questions, or if you'd like to discuss this project in greater detail.

Sincerely,

A handwritten signature in black ink that reads "Rob White". The signature is written in a cursive style with a large, prominent "R" and "W".

Rob White

Community Development Director

City of Ruston

(253) 759-3544

Cc: Bruce Hopkins, Ruston Mayor

**Attachments:**

2023-07-07 - Cash In-Lieu of Improvements Mitigation Allocation Table

2022-12-02 - Point Ruston SEPA Comment Letter

**Point Ruston FSEIS Addendum - Cash In-Lieu of Improvements Mitigation Allocation Table**

	Lot sq/ft	Acres	% of Total*	Due Prior to Permit Issuance
Lot 10A	35,814	0.82	6%	\$85,181
Lot 10B	45,932	1.06	7%	\$109,326
Lot 12	84,074	1.93	13%	\$200,000
Lot 14	149,411	3.43	24%	\$355,440
Lot 15ABC	255,262	5.86	40%	\$607,254
Lot 16	60,009	1.38	10%	\$142,798
<b>Total</b>	<b>630,502</b>	<b>14.48</b>	<b>100%</b>	<b>\$1,500,000</b>

**Included in the 2020 FSEIS Addendum/Agreed Plan of Action (APA)**

Lot 9ABC	157,252	3.61	N/A	See 12/4/2020 FSEIS APA
Lot 11AB	169,013	3.88	N/A	See 12/4/2020 FSEIS APA

\*Note that Lots 10A, 10B, 12, 14, 15ABC and 16 are the properties proposed to receive the additional residential and commercial density under the current FSEIS Addendum application. Lots 9 and 11 mitigating measures were addressed in the 12/4/2020 APA



December 23, 2022

Shirley Shultz, Principal Planner  
City of Tacoma Development Services  
747 Market Street, Tacoma, WA 98402  
(253) 345-0879

**RE: Point Ruston SEPA/EIS Addendum – Request for Review Comments and Proposed Mitigating Measures**

Dear Shirley,

Thank you for the opportunity to review and provide comments on the above referenced proposal. As we discussed at our recent meeting on December 1, 2022, the City of Ruston is generally supportive of Point Ruston’s request to expand the scope of the overall project through increased density and commercial area – but has concerns about unmitigated impacts that the proposal does not adequately address since it is likely to nearly double the city’s existing population. Our concerns can be summarized into three main impact categories, 1) Complete Streets, (particularly vehicular traffic, bike/pedestrian connectivity routes, pedestrian comfort and safety, and parking); 2) Urban Design/Community Character, including site and building architecture, and the quantity and quality of open space; and 3) Emergency Services, including police and fire; all of which are discussed in more detail below.

**1) Complete Streets**

Promoting pedestrian, bicycle, and public transportation travel reduces negative environmental impacts, promotes healthy living, advances the well-being of travelers, supports the goal of compact development, and meets the needs of the diverse populations that comprise our communities. Regarding Complete Streets, the vision of the City of Ruston, as expressed in its Comprehensive Plan and development regulations, is of a community in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

The City of Ruston, through its Comprehensive Plan’s goals and policies; and through adopted regulations, intends and requires that future development will participate in planning for, designing, constructing, operating, and maintaining an appropriate and integrated transportation system that will meet the needs of motorists, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

Transportation facilities that support the concept of Complete Streets include, but are not limited to, pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act and Title VI compliance; on-street parking; transit accommodations; bicycle accommodations including appropriate signage and markings; and as appropriate, streetscapes that appeal to and promote pedestrian use.

The system's design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost-effective manner – with the highest emphasis placed upon pedestrian comfort and safety. Those involved in the planning and design of projects within the public right-of-way will give consideration to all users and modes of travel from the start of planning and design work. Transportation improvements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to all new construction, reconstruction, and rehabilitation. Development projects which significantly increase density will result in impacts to this system – and are expected to make appropriate supportive improvements to mitigate those impacts.

### **Supporting Goals, Policies and Regulations – Complete Streets**

Goals, policies and regulations that support Ruston's Complete Streets vision are detailed in the Transportation Element of Ruston's Comprehensive Plan. Ruston has also adopted a Complete Streets code (RMC 14.09) which requires multi-modal street design – with particular emphasis on pedestrian comfort and safety. Specific projects that are part of Ruston's medium-range plans are included in the 6-Year Transportation Improvement Program, (attached for reference).

Particular attention should be given to Ruston's Design Based Level of Service (LOS) Standards (Comprehensive Plan pages 69-79), which describe design elements that go beyond simply moving more vehicular traffic faster without regard to other modes of transportation. Although a revised Traffic Impact Analysis (TIA) that specifically addressed Ruston's LOS standards was requested, the revised TIA still falls short in that it focuses mainly on vehicular traffic with only a brief acknowledgement that "traffic calming" should be discussed with the City of Ruston. As stated in Ruston's LOS standards, streets should also be assessed for the quality of performance of the overall system – not just vehicular traffic. A properly prepared TIA must include a review of impacts to 1) Sidewalks, 2) Travel Lanes, 3) Transit Facilities, 4) Bicycle Facilities, 5) On-Street Parking, 6) Design Speed, 7) Street Width to Building Height Ratio, 8) Pedestrian Connectivity and the Street Grid, 9) Pedestrian Crossing Widths, 10) Buffering of Pedestrian Areas, 11) The Frontage Zone, Pedestrian Trough Zone and the Street Furnishing Zone, 12) Overall Sidewalk Width, 13) Façade Permeability and Visual Interest, and 14) Weather Protection.

As mentioned in the TIA, traffic calming improvements should be constructed in several locations along the main vehicle access routes, including Pearl Street, Baltimore Street, 49<sup>th</sup> Street and 51<sup>st</sup> Street. Additional guidance for where to locate improvements can be gained from the Comprehensive Plan's Primary Pedestrian Connectivity Routes map, which shows the location of streets that should receive the greatest amount of attention, (attached). Preferred traffic calming improvements along these routes should focus on bulb-outs, cross walks, and pedestrian buffering through on-street parking and/or street trees. The purpose of the traffic calming

improvements would be to both discourage “cut-through” vehicle trips while also contributing to the various elements of a complete street as described in Ruston’s LOS standards.

## **2) Urban Design/Community Character**

Creating a community which emphasizes pedestrian comfort and safety is not achieved within the right of way alone. Successful “complete” streets are more than just well-designed rights of way – they must also include, or relate to, open spaces and adjacent structures which frame the street. For example, buildings in urban areas should be located at, or near, the sidewalk and include interesting and inviting facades with numerous ground-level windows and doors. They should also provide protection – from the weather through the provision of awnings; and from vehicles through the provision of on-street parking and street trees separating the sidewalk from moving traffic. In residential areas, individual residences or common wall units should be located at least two feet above the sidewalk and include porches or stoops to provide privacy, while multi-family structures should include entry lobbies at grade with the sidewalk and units located on upper floors over non-residential uses. Instances where buildings are located adjacent to civic open spaces should not be closed off from the space with facades facing the open space treated like a back alley or utility area, rather open space facing facades should be designed in a similar manner to those that face walkable streets.

### **Supporting Goals, Policies and Regulations – Urban Design/Community Character**

In addition to the goals, policies and regulations specific to Complete Streets described above, Ruston’s urban design and community character intentions are further described in the following elements of the Comprehensive Plan: Vision, Goals and Framework; Community Character; Land Use; Housing; and Economic Vitality. Each Comprehensive Plan element listed above includes goals and policies that further support the need for the Point Ruston project to provide mitigating measures that go beyond improvements related to vehicular traffic – especially in light of the substantially expanded project scope being considered in this application. Rather than repeat the numerous goals and policies of these elements, a copy of Ruston’s Comprehensive Plan is attached and incorporated herein by reference. Ruston’s zoning code includes standards that implement its stated urban design/Complete Streets intentions, but as adopted, would not necessarily apply to the Point Ruston project as its specific requirements are contained in the Point Ruston Master Development Plan (PRMDP), as codified in RMC 25.01.061.

Among many others, a few goals found the Point Ruston Master Development Plan that support the inclusion of mitigating measures that implement Ruston’s Comprehensive Plan goals and policies include the following:

RMC 25.01.051(a) – Point Ruston Master Development Plan, Overall Goals, states that “...*Point Ruston will encourage a number of transportation choices, including walking, bus transit, and bicycles...*”, and;

RMC 25.01.051(b) – Point Ruston Master Development Plan, that “...*Development at Point Ruston shall reinforce pedestrian activity at the street level...*”, and;



RMC 25.01.061(f) – Point Ruston Master Development Plan, Intent, states that *“The PRMDP is written in a manner intended to: Implement goals and policies of Ruston’s Comprehensive Plan goals of the Growth Management Act and County-wide and multi-county planning policies.”*

Although many of Ruston’s urban design/Complete Streets goals and policies are already contained in the PRMDP, because Ruston’s Comprehensive Plan was adopted after the PRDMP was approved, some urban design goals, policies and regulations that are critical to implementation of the community’s vision are not reflected in the PRMDP and will be included as proposed mitigating measures below.

### 3) Emergency Services

The existing Point Ruston FSEIS includes a requirement for the applicant to provide a location for an emergency services facility. The City of Ruston has reviewed, and agrees with, the comments and recommended mitigating measures submitted by Tacoma Fire on December 16, 2022, but would add that the 10C Site may be the preferred location from both a functional and civic design standpoint. It should be noted that in recent discussions with EPA staff, that there may be EPA grant funds available to relocate the dirt pile placed upon Lot 10C to city-owned property adjacent to Rust Park on Commercial Street, thus freeing up the site for redevelopment.

### 4) Proposed Mitigating Measures

Recognizing that the primary reason for the SEPA/EIS process is to identify impacts that may not have been anticipated in existing codes and regulations, and therefore could potentially result in unmitigated impacts, Ruston expects this EIS Addendum to include mitigating measures that addresses its more general Comprehensive Plan goals and policies with a broader approach than the vehicle-centric approaches identified in typical TIAs - like widening roads and modifying traffic signal timing, (which are focused on moving vehicles faster, not making communities more walkable). Instead, mitigating measures should be more comprehensive, focusing on blending improvements that encourage place-making – such as traffic calming, pedestrian comfort/safety, pedestrian oriented architecture, parking management, and quality open space.

Due to the scale of the Point Ruston project, Ruston believes that this approach is appropriate, and expects significant mitigation, given that the proposal will likely double Ruston’s current population – we also believe it results in a more responsible, long-term “sustainable” solution as communities everywhere look to discourage the use of vehicles and encourage the use of other modes of transportation – particularly walking within the ¼ to ½ mile radius of urban centers such as the Point Ruston project - which is large enough and important enough to draw walkers, bike riders, and transit riders from well beyond Ruston’s boundaries.

In consideration of the above referenced goals, policies and regulations; and the application materials, (including the incomplete traffic study, and incomplete open space exhibit), submitted by the applicant, the City of Ruston recommends the following mitigating measures:

**Mitigating Measure 1.1 – 51<sup>st</sup> Street Complete Streets Improvements, Multi-Use Path, and Traffic Calming.** Realign the 51<sup>st</sup> Street right of way to accommodate a multi-use

path from the Ruston Way/Yacht Club Road roundabout to the Vassault Street/51<sup>st</sup> Street intersection near the Franke Toby Jones retirement community, including roadway repaving, pedestrian lighting, and traffic calming features, as described below.

From the Ruston Way/Yacht Club Road intersection to the 51<sup>st</sup>/Winnifred Street intersection the reconfiguration shall maximize the use of available right of way so that vehicular traffic with a guard rail and retaining wall is to the south and a pedestrian/multi-use path and on-street parking are to the north. No sidewalk is required along the south side of 51<sup>st</sup> Street from Bennett Street to Winnifred Street, thus allowing maximum sidewalk width on the north side. Bulb-outs shall be required at the intersection of 51<sup>st</sup> and Bennett, and 51<sup>st</sup> and Shirley, (refer to Ruston's Comprehensive Plan and 6-Year TIP for additional details on this segment).

From 51<sup>st</sup>/Winnifred Street to the 51<sup>st</sup>/Vassault Street intersection, the realignment shall include bulb-outs at each intersection, with sidewalks and parallel parking along both the north and south sides of 51<sup>st</sup> Street where feasible, (refer to Ruston's Comprehensive Plan and 6-Year TIP for additional details on the 51<sup>st</sup>/Highland intersection, and for the 51<sup>st</sup>/Pearl Street intersection). All crossings shall include bulb outs, steel ADA tactile surfacing, and thermoplastic crosswalk markings.

City of Ruston parking requirements within the Point Ruston development may be reduced by 1 stall for each stall added to the existing on-street parking inventory in this, or any of the mitigating measures described herein.

**Mitigating Measure 1.2 – 49<sup>th</sup> Street Complete Streets Improvements and Traffic Calming.** Realign the 49<sup>th</sup> Street right of way to accommodate bulb-outs at each intersection between Baltimore Street and the west side of Pearl Street, including roadway repaving as needed, pedestrian lighting, and crosswalks at 49<sup>th</sup> and Pearl providing improved pedestrian access from areas west of Pearl Street, including Point Defiance Elementary. All crossings shall include bulb outs, steel ADA tactile surfacing, and thermoplastic crosswalk markings.

City of Ruston parking requirements within the Point Ruston development may be reduced by 1 stall for each stall added to the existing on-street parking inventory in this, or any of the other mitigating measures described herein.

**Mitigating Measure 1.3 – Promontory Hill Park Frontages.** Frontage improvements shall be required along Bennett Street from 52<sup>nd</sup> to Park Avenue, including a crosswalk across Bennett Street to the existing sidewalk along the south side of Park Avenue. A portion of the pedestrian connection shall extend from 52<sup>nd</sup> Street to 53<sup>rd</sup> Street upon the Promontory Hill Park site. Promontory Hill Park frontage along the east side of Bennett Street shall include a 10-foot-wide sidewalk and parallel parking. This mitigating measure is being added to provide clarification to the existing requirement to develop Promontory

Hill Park – which arguably already includes the requirement to develop the frontage as described above.

City of Ruston parking requirements within the Point Ruston development may be reduced by 1 stall for each stall added to the existing on-street parking inventory in this, or any of the other mitigating measures described herein.

**Mitigating Measure 1.4 – Ground Level Building Facades Along Pedestrian Oriented Frontages.** Building facades located along pedestrian-oriented frontages shall have a width of not less than 80% of the overall lot width along that frontage and be located between 0 and 10 feet of the fronting lot line.

**Mitigating Measure 1.5 – Ground Level Building Facades Along Open Spaces.** Facades adjacent to open spaces shall be designed as though they front on a pedestrian oriented frontage, (see RMC 25.06.030 – Building Design-Pedestrian Oriented Frontages), and include a minimum 5-foot-wide sidewalk along the building providing continuous pedestrian link(s) to the nearest public sidewalk(s).

**Mitigating Measure 1.6 – Pedestrian Crossing at 52<sup>nd</sup> Street and Yacht Club Road; and also between Building 14 and 15 across Yacht Club Road.**

A pedestrian crossing shall be installed at the intersection of 52<sup>nd</sup>/Ruston Market and Yacht Club Road. The sidewalk and crosswalk shall be in line with the front entry sidewalk of the Ruston Market, providing a continuous pedestrian link from the Ruston Market up 52<sup>nd</sup> Street to the west.

A crossing shall also be provided across Yacht Club Road providing a direct connection between Building 14 and Building 15. Both crossings shall include bulb outs, steel ADA tactile surfacing, and thermoplastic crosswalk markings.

**Mitigating Measure 1.7 – Individual Residential Unit Facades at Street Level.**

Individual residential unit facades that are located at the street, or ground, level shall include a front porch or stoop with a finished floor elevation at least two feet above the sidewalk grade where the porch or stoop steps connect to the sidewalk along the front of the unit. The width of the porch or stoop shall be at least 50% of the width of the unit and be at least 8 feet deep.

**Mitigating Measure 1.8 – Urban Design/Architectural Standards**

All new development, or redevelopment, within the portion of the Point Ruston project located in the City of Ruston shall comply with Ruston’s Architectural Standards, (RMC 25.06); Outdoor Lighting Code, (RMC 25.01.103); and Sign Code, (RMC 25.01.100). In instances where a conflict between these standards and the Point Ruston Master Development Plan occurs, (as codified in RMC 25.01.061), the more restrictive requirement shall apply.

**Mitigating Measure 1.9 – Coordinated Wayfinding Signage.**

Pedestrian-scale wayfinding signage consistent with existing on-site signage (white text/dark background on decorative poles), and intended to make walking more safe, comfortable and convenient to and from the Point Ruston project shall be installed or modified at the following intersections:

- 1) Waterwalk/Park-Like Public Shoreline Access Path
- 2) Yacht Club Road/Park-Like Public Shoreline Access Path
- 3) 52<sup>nd</sup> Street/Bennett Street
- 4) 51<sup>st</sup> Street/Winnifred Street
- 5) 51<sup>st</sup> Street/Shirley Street
- 6) 51<sup>st</sup> Street/Pearl Street
- 7) 49<sup>th</sup> Street/Baltimore Street
- 8) Ruston Way/Central Ave
- 9) Main Street/Central Ave
- 10) 52<sup>nd</sup> Street/Yacht Club Road
- 11) 52<sup>nd</sup> Street/Pearl Street

Locations identified above shall include the following signs, as appropriate (determined by Ruston staff):

- 1) Grand Plaza/Point Ruston
- 2) Waterwalk/Promenade
- 3) Peninsula Park
- 4) Point Defiance Park
- 5) Promontory Hill Park
- 6) Rust Park
- 7) Pearl Street Commercial District
- 8) City Hall
- 9) Police/Fire
- 10) Hotel
- 11) Public Parking
- 12) Other public services or locations, as appropriate

Additionally, all existing wayfinding sign poles within the Point Ruston project shall add the above locations, as appropriate (determined by Ruston staff).

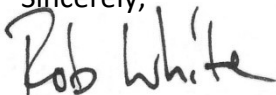
**5) Notes**

- A. All of the above mitigating measures must be designed and constructed to City of Ruston standards, (City of Tacoma street and utility standards have been adopted by reference for basic roadway and utility design elements), subject to the review and approval of the Ruston Complete Streets Advisory Committee, and all other applicable staff through Ruston’s Street Excavation Permit process.

- B. The Open Space Exhibit provided with the application materials should be updated to acknowledge Promontory Hill Park frontage improvements along the Bennett Street frontage, and also along 52nd Street from Bennett Street to Yacht Club Road.
- C. Construction of a transit stop, and shelter was previously required under the existing Point Ruston FSEIS at the terminus of Central Avenue near the 51<sup>st</sup> Street/Ruston Way roundabout, as was reflected and designed in the site plan and building permit approvals for Building 11A (Ruston Market) – (see Figure 7, “Site Plan – Overall” of the existing Point Ruston FSEIS, for an illustration of the required improvement). For reasons unknown to the City of Ruston, the required transit mitigation improvements were not constructed prior to the City of Tacoma granting occupancy under the permitting ILA. Please provide an update as to the status of this required construction at your earliest convenience.
- D. A revised TIA that demonstrates compliance with Ruston’s Comprehensive Plan Traffic LOS standards is required prior to final review of this proposal, as discussed above.

Thank you for the opportunity to collaborate with you and the rest of the City of Tacoma staff. I trust that you will find the preliminary mitigating measures described above to be consistent with conversations that we’ve shared over the past several months. Please note that it is likely that the above comments and proposed mitigating measures will require addition/modification after the City of Ruston has had the opportunity to review a revised TIA and revised Open Space Exhibit. Please feel free to contact me if you have any questions, or if you’d like to discuss this project in greater detail.

Sincerely,



Rob White

Community Development Director  
City of Ruston  
(253) 759-3544

Cc: Bruce Hopkins, Ruston Mayor

**Attachments:**

[City of Ruston Comprehensive Plan](#)

City of Ruston 6-Year Transportation Improvement Program

City of Ruston Design Based Level of Service (LOS) Standards

City of Ruston Primary Pedestrian Connectivity Routes Map



# 2022 Six-Year Transportation Improvement Program

Project #	Funded Projects	
1	<b>Park Avenue Improvement Project (2024-2026)</b>	<b>\$708,502</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along the south side of Park Avenue from Pearl Street to Bennett Street; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet (consider conversion to one-way travel); install new sidewalks on the south side of the street; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding. Previous discussions with Metro Parks Tacoma indicated a willingness to partner on this project in order to install mirrored improvements along the Point Defiance Park frontage.</p>		
<b>Funded: TIB/Small City Preservation Program (SCPP) 95%, Ruston REET/General Fund 5%</b>		
2	<b>Court Street Preservation and Maintenance Project - N Baltimore to Cul-De-Sac (2024-2026)</b>	<b>\$57,393</b>
<p>This project proposes to preserve the existing street and help prevent roadway surface failure upon Court Street from N Baltimore Street heading west to the terminus at the cul-de-sac. In addition to applying a chip seal coat to the existing asphalt, the project would include replacement of traffic control signs; and repainting and installation of thermoplastic for street markings such as stop bars, crosswalks, lane markers, and fire lanes.</p>		
<b>Potential Funding: TIB/Small City Preservation Program (SCPP) 95%, Ruston REET/General Fund 5%</b>		
3	<b>Sidewalk Replacement Program</b>	<b>\$5,000</b>
<p>City wide program to replace existing sidewalks as needed.</p>		
<b>Funded: AWC</b>		
4	<b>City Wide Storm Water Management Plan</b>	<b>\$112,500</b>
<p>Create an as-built of Ruston's storm water system and develop a long range plan to accommodate future growth.</p>		
<b>Funded: Ecology 75%, Ruston REET/General Fund 25%</b>		

## Unfunded Projects

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### Highland Street Improvement Project (2023-2025)

\$2,500,000

The primary purposes of this project are to increase pedestrian comfort and safety within and surrounding the Pearl District commercial center; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include reduction of travel lane widths from 15 feet to 10 feet; maximize sidewalk widths and provide reverse angle parking within 1/2 block north and south of 51st with parallel parking in all other areas; install missing sidewalk segments south of 51st; lower the grade of the western sidewalk just north of 51st (currently about 2-3 higher than the street); install retaining walls where needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; and replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding, with the intersection of Highland and 51st as the preferred first phase.

**Potential Funding Sources:** TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%

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### Pearl Street Pedestrian Safety/Bulb Out Project (2023-2025)

\$2,750,000

The purpose of this project is to combine storm water treatment/storage facilities with bulb outs along Pearl Street to increase pedestrian comfort and safety and to improve storm water facilities. Primary project elements include installation of bulb-outs containing storm water facilities; bulb-outs to reduce cross walk widths; restriping, using thermoplastic where feasible; and replacing traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.

**Potential Funding Sources:** TIB/Small City Arterial Program (SCAP), Ecology Stormwater Fund, Ruston REET/General Fund

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### 51st Street Realignment Project (2023-2025)

\$4,250,000

The primary purpose of this project is to provide maximum bicycle and pedestrian comfort and safety along Ruston's Primary Pedestrian Connectivity Route, (as identified in Ruston's Comprehensive Plan), between Pearl Street and Ruston Way - linking the dense residential areas of Ruston and North Tacoma with the Point Ruston project and waterfront. Project elements include, vehicle travel lane width reductions from 14-15 feet in width down to 10-11 feet in width; shifting vehicle travel lanes to the southern extent of the available right of way to make room for maximum sidewalk width along the northern extent; installation of bicycle lanes; installation of a substantial retaining wall and guard rail structure along the south side (adjacent to the BNSF railway property); increased on-street parking where feasible; install bulb-outs to reduce pedestrian crossing widths at Bennett/51st, Shirley/51st, Highland/51st, and Pearl/51st; update all traffic control and wayfinding signs; restriping/thermoplastic; and install street lighting as needed. This project may be phased as needed to increase the likelihood of receiving potential grant funding.

**Potential Funding Sources:** TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%, and/or Developer Mitigation

8	<b>Shirley Street Improvement Project (2025-2027)</b>	<b>\$1,500,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along Shirley Street from 51st Street to Park Avenue; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; maximize sidewalk widths; lower the grade of the western sidewalk just north of 51st (currently about 2-3 higher than the street); install retaining walls where needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		
9	<b>Commercial Street Improvement Project (2026-2028)</b>	<b>\$1,750,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along Commercial Street from Winnifred Street to Baltimore Street; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install sidewalks on the south side of the street; replace the sidewalks on the north side of the street along Rust Park with wider sidewalks; install retaining walls where needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		
10	<b>49th Street Improvement Project (2026-2028)</b>	<b>\$1,750,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along 49th Street from Orchard Street to Pearl Street; maximize on-street parking; install bicycle lanes as part of Ruston's bicycle route connecting the Winnifred bicycle lanes (currently N of 51st) to the Baltimore Street bicycle lanes at 49th Street; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks on both sides of the street; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP), TIB/Small City Preservation Program (SCPP), WSDOT Pedestrian and Bicycle Safety Grant, and Ruston REET/General Fund.</p>		



11	<b>Winnifred Street Improvement Project (2026-2028)</b>	<b>\$1,750,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along Winnifred Street from 49th Street to 51st Street; maximize on-street parking; install bicycle lanes as part of Ruston's bicycle route connecting the Winnifred bicycle lanes (currently N of 51st) to the Baltimore Street bicycle lanes at 49th Street; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet (consider conversion to southbound one-way travel to allow more room for pedestrians and bikes); install new sidewalks on both sides of the street; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage. This project may be phased as needed to increase the likelihood of receiving potential grant funding.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP), TIB/Small City Preservation Program (SCPP), WSDOT Pedestrian and Bicycle Safety Grant, and Ruston REET/General Fund.</p>		
12	<b>Bennett Street Improvement Project (2026-2028)</b>	<b>\$800,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along two segments of Bennett Street from 51st Street to 52nd Street, and then from 53rd Street to Park Avenue; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks on both sides of the street, as needed; install bulb outs at all pedestrian crossings; add street lighting throughout; restriping, using thermoplastic where feasible; replace all traffic control and wayfinding signage.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		
13	<b>Argyle Place Improvement Project (2026-2028)</b>	<b>\$800,000</b>
<p>The primary purposes of this project are to increase pedestrian comfort and safety along Argyle Place from Park Avenue to its southern terminus at Winnifred; maximize on-street parking; and replace the existing patch work of asphalt through grind and inlay of new asphalt. Elements include alignment of travel lane widths to 10 feet; install new sidewalks on both sides of the street, as needed; install bulb outs at all pedestrian crossings; add street lighting, where feasible; restriping, using thermoplastic, where feasible; replace all traffic control and wayfinding signage.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Preservation Program (SCPP) 95%, Ruston REET/General Fund 5%</p>		
14	<b>Alley South of 49th at South City Limits Between Baltimore Street and Orchard Street (2026-2028)</b>	<b>\$650,000</b>
<p>Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		
15	<b>Alley South of Commercial Street Between Commercial Street and Baltimore Street (2026-2028)</b>	<b>\$650,000</b>
<p>Alley reconstruction, minor storm water facilities improvements, asphalt, striping and signage as needed.</p>		
<p><b>Potential Funding Sources:</b> TIB/Small City Arterial Program (SCAP) 95%, Ruston REET/General Fund 5%</p>		

## Recurring Projects

16

### Sidewalk Replacement Program

\$35,000

City wide program to replace existing sidewalks as needed.

**Potential Funding Sources:** Ruston REET/General Fund

17

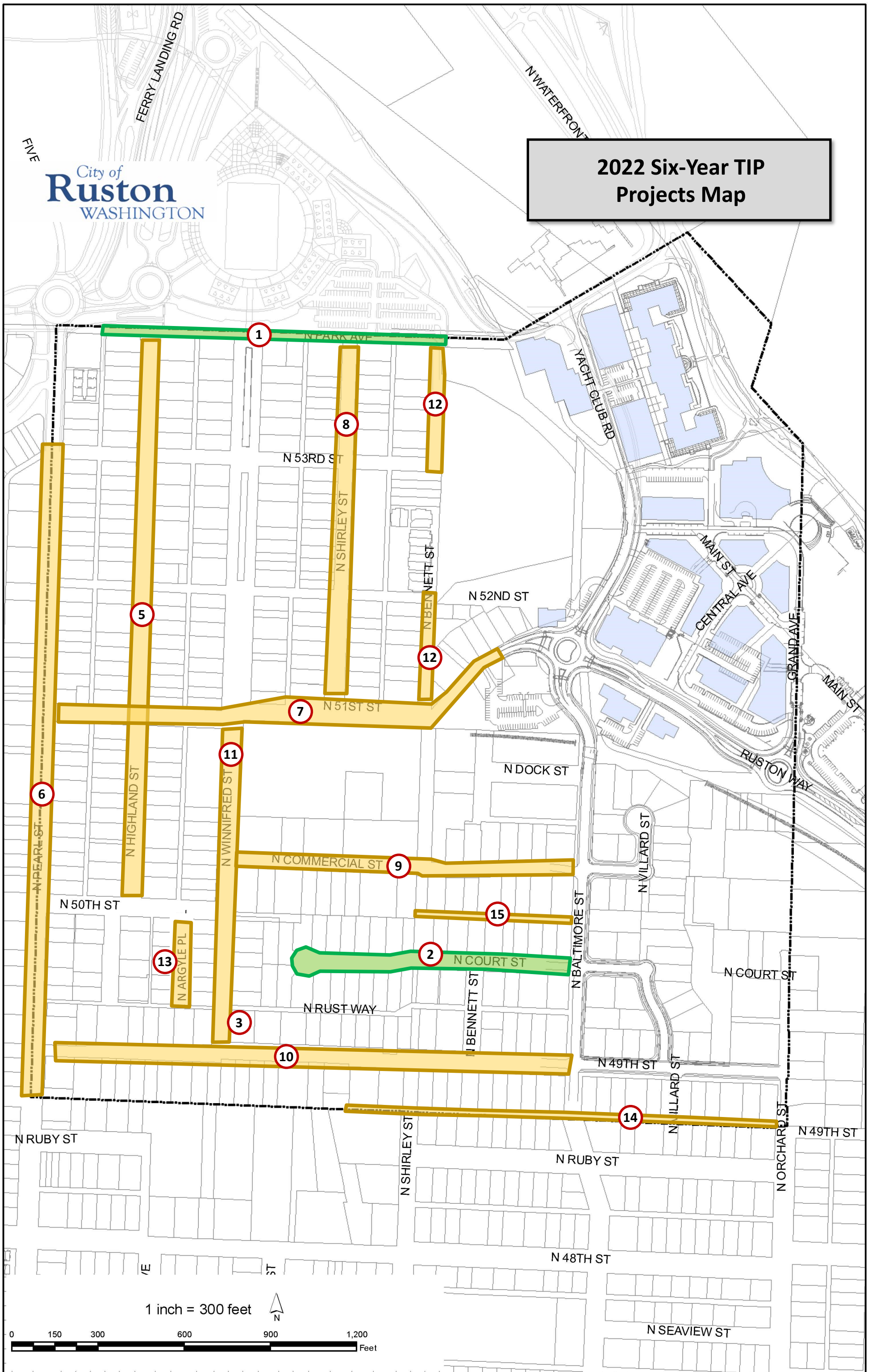
### Signs and Striping Maintenance Program

\$125,000

City wide program to replace existing street name and traffic control signage; and striping, as needed. Project also to include installation of Ruston Loop Trail wayfinding signage, street name inlays and Ruston entry signs.

**Potential Funding Sources:** Washington State Community Economic Revitalization Board (CERB), Port of Tacoma Local Economic Investment Fund, TIB Grants, Ruston REET/General Fund

### 2022 Six-Year TIP Projects Map



## **Design Based Level of Service Standards (A New Urbanism Approach)**

Required by the Growth Management act, level of service standards serve as a gauge to judge the performance of the overall transportation system. Level of service standards are often capacity based. Capacity based standards typically require a development to fund transportation improvements if the traffic levels created by that development cause the street or intersection to exceed predetermined levels.

An alternative approach to level of service is based on street design standards. This approach is often suitable in smaller communities where overall congestion is not expected to be a major issue. As shown in the Design Based Level of Service (LOS) Standards section below, a functional classification system has been developed to assist in the improvement of existing and future streets and related facilities. The classification proposed for existing and proposed streets are based on existing and projected average daily traffic (ADT) and function. Function, in particular, is the primary consideration for both neighborhood collectors and residential streets, since these streets carry similar traffic levels. Function is described as a given street's role in the requirement to provide for the safe movement of people and goods. The use of these standards will allow the efficient, orderly improvement of not only the City's streets, but also related facilities like transit stops, parking areas, bicycle lanes, sidewalks and trails. Their adoption represents a desire to balance the needs of drivers with the other groups that share the road - residents, pedestrians, bicyclists, and transit riders, while improving and streamlining the administration of the City's land development regulations.

These LOS standards are based on street function rather than capacity, therefore, reductions in vehicle use due to transportation demand techniques will not alter the LOS.

## The Neighborhood, Five-Minute Walk, and the Pedestrian Shed

The neighborhood is a vital building block of both New Urbanism and old urbanism. Small developments represent a piece of a neighborhood, and very large planning efforts encompass multiple neighborhoods. They have the following characteristics: Each neighborhood has a discernable center. This is often a square or a green, and sometimes is distinguished by a busy or memorable street corner. The scale of the neighborhood is defined by the five-minute walk, a distance of about a quarter mile. Many new urbanists believe that significant numbers of people will chose to walk this distance to meet daily needs, providing that the physical environment is well suited to pedestrians. New urbanist plans are typically marked with circles identifying the quarter mile radius. When neighborhoods are organized around a five-minute walk, residents are able to reach a park, a store, a civic use, or another amenity. The center organizing entity could be a pocket park, corner retail shop, civic building or the downtown. Increased walking is good for our local business, provides social and physical health benefits, and reduces fossil fuel emissions.

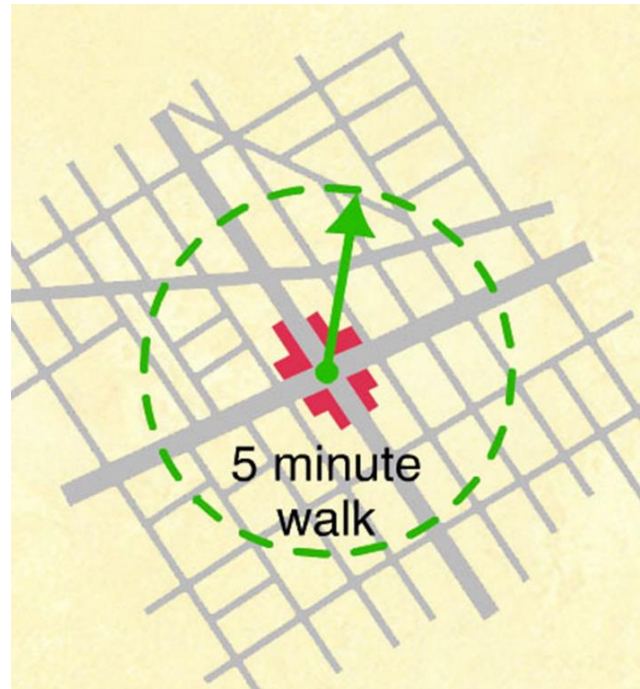


Figure 7.11 - The 5 Minute Walk (1/4 Mile Radius)

The center organizing entity could be a pocket park, corner retail shop, civic building or the downtown. Increased walking is good for our local business, provides social and physical health benefits, and reduces fossil fuel emissions.

The concept of the Five-Minute Walk as a planning tool, helps communities identify strategic routes for primary pedestrian connections and bike routes, which in turn provides guidance for efficient use of public funds for future street improvement projects.

## The Street as a Public Space for Multiple Uses

Streets were originally made for movement of people, not cars. Over the past century as the use of the automobile has grown, the development industry has somehow lost sight of the idea that the street is a public space intended to do more than move cars along quickly. Traditional neighborhood design provided adequate space for all uses of the street, including sidewalks, vehicle

travel lanes, transit facilities, bicycle facilities and on-street parking – all in balance with each other. Ruston is fortunate enough to have a well-established street grid, complete with on-street parking, alleys, relatively narrow travel lanes and sidewalks almost everywhere. The following paragraphs describe Ruston’s expectation regarding these five primary uses upon its streets and provide justification as to why those uses should remain an important part of our identity as our community grows into the future.

### *Sidewalks (Pedestrian Uses)*

Sidewalks are not just intended to move pedestrians through a space on the way to somewhere else, they are also places where people rest, eat, visit and enjoy their surroundings. If enough room is provided, sidewalks can be great places for outdoor seating for cafes and restaurants, which should be encouraged in commercial



Figure 7.12 - Multiple Uses of Streets

areas where wider sidewalks are desirable. Tree grates and curb to building sidewalks should be used to provide wider walking areas and to provide all-weather surfaces accessing on street parking in areas of high activity. In residential areas, sidewalks should have a minimum width of 6 feet, with commercial areas more in the range of 7 to 20 feet wide, depending on the intensity of the use.

### *Travel Lanes (Movement of Vehicles)*

Vehicle travel lanes are intended to provide space for safe and efficient passage of motorists. The wider a travel lane is, the faster a driver feels safe driving. In some instances, it is appropriate to allow rapid movement, in others it is not. The key to controlling vehicle speed is the engineered design speed of the street, not the posted speed limit and a police force. Travel lanes for neighborhood residential and commercial areas with high levels of pedestrian activity should be limited to no more than 10 feet wide. In other areas, such as multi-lane parkways where vehicle movement is a priority, wider lanes are appropriate, provided that safe buffering is provided from pedestrian areas with a combination of on-street parking and street trees

being the preferred method. Along bike routes, travel lanes can often be reduced to 9 feet since the actual pavement width exceeds 10 feet when the travel lane and bike lane are combined, (9-foot travel lane plus 5-foot bike lane totals 14 feet of clear driving surface), allowing safe passage of emergency and other wide vehicles.

### *Transit Facilities*

As population growth occurs and transportation demands increase, the need to make room for transit becomes more apparent as an alternative to creating additional vehicle drive lanes. Since Ruston is currently only served by bus routes that run along Pearl Street, adequate space exists as the buses use the existing vehicle travel lanes. As shown on the transit facilities map, (see Figure 7.8), future routes are proposed along Ruston Way and 51<sup>st</sup> Street, connecting Pearl Street with the Ruston Way waterfront.

Reserving space for transit shelters at the intersection of Central Avenue/Ruston Way and the intersection of Winnifred Street/51<sup>st</sup> is



Figure 7.13 - Transit Facilities, photo by Pierce Transit.org

important to consider. When transit authorities are ready to expand, it is expected that routes will be proposed to serve these locations. In the meantime, transit shelters at existing bus stops should be considered as a way to enhance existing facilities. When possible, construction of prominent, architecturally significant, transit shelters that celebrate the location and include multiple uses, are preferred.

### *Bicycle Facilities*

Since many bicyclists travel through Ruston on their way to destinations such as Point Defiance and the



Washington State Ferry serving Vashon Island, bicycle facilities must be placed in safe, strategic locations that connect regional



Figure 7.14 - Bike Lanes, photo by Bike Federation of Wisconsin

bike routes while also providing convenient access to Ruston's local neighborhood centers. Routes through Ruston include the Ruston Way water front multi-use trail, Pearl to Point Defiance via 50<sup>th</sup> Street and Winnifred Street, and Point Defiance via Baltimore Street. When possible, bike lanes are preferred over sharrows, and in all cases should include distinct identification with bike symbols and green painting.



Figure 7.15 - Green Bike Lanes, photo Joe Linton/Eco Village

According to the 2011 City of Los Angeles Bicycle and Pedestrian Count Report, painting the bike lanes green resulted in a weekday increase in use of 52%, with weekend bicyclist increase in use of 250% on the Spring Street route, as riders felt safer, (see Figure 7.15 - Green Bike Lanes, above).

Sharrows are another way of dedicating space to bicycle use. Sharrows are used to guide bicyclists on streets that don't have room for bike lanes. They are a simple reminder to car drivers and bicyclists to share the road. Sharrow lanes are typically wider than regular vehicle travel lanes in order to make room for cars to pass, (12 to 14 foot wide lanes), and are marked with green and white bike lane symbols, (see Figure 7.16 - Sharrow). In Ruston, sharrows may be appropriate on flat or downhill portions of streets, but are not appropriate on uphill segments where bicycle riders may need to climb hills at slower speeds and would need a bike lane.



Figure 7.16 - Sharrow, photo by BikeHub.ca

### *On-Street Parking*

On-street parking exists on almost all street frontages in Ruston and provides a valuable resource to the community. Aside from providing a formidable physical buffer between sidewalks and vehicle travel lanes, it also provides a method of traffic calming. Additionally, it provides a substantial amount of vehicle storage space, which in turn reduces the need for provision of off-street parking. Ruston considers it's existing on-street parking to be a



valuable community asset and will continue to look for opportunities to expand its use.

When designing on-street parking, parallel parking is preferred, with reverse angle parking used in instances where more parking is needed or can easily be accommodated due to wide right-of-way space. Perpendicular parking, (90 degree angle to travel lane), should not be used as it creates a “parking lot” feel to the street and reduces the overall quality of the street space. It is also not as safe for drivers as it requires backing out into the travel lane.

## Pedestrian Comfort and Safety

Providing the pedestrian with a feeling of comfort, (and real and perceived physical safety from moving traffic), involves multiple elements of street design, including design speed of travel lanes, the street width to building height ratio, the frequency of pedestrian connectivity within the street grid, pedestrian crossing width at crosswalks, adequate buffering between travel lanes and the sidewalk, the width and various uses of the sidewalk, visual interest of the buildings along the sidewalk, and provision of weather protection. The City of Ruston desires to provide the best possible combination of these features, as explained in more detail below.

### *Design Speed*

According to studies presented by Robert Steuteville and Philip Langdon in *New Urbanism: Best Practices Guide*, pedestrian fatalities increase significantly

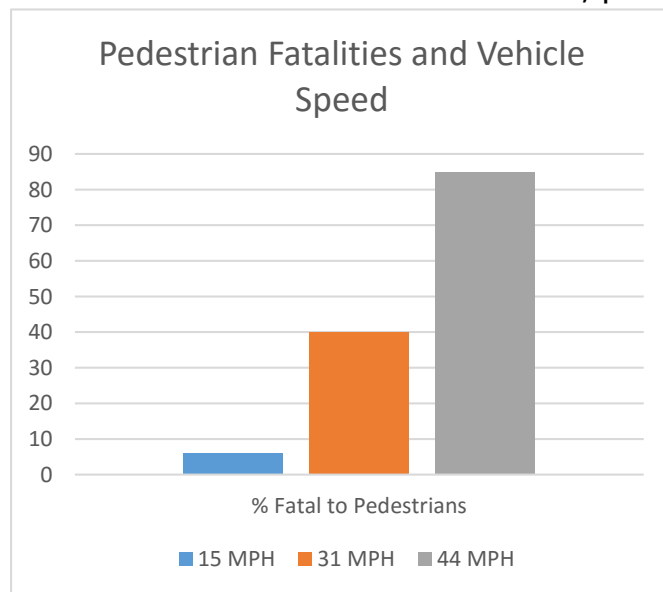


Figure 7.17 - Pedestrian Fatalities and Vehicle Speed

as vehicle speed increases when pedestrians are involved in a car accident, as shown in the figure on the left. It is important to recognize when designing streets that travel lane width and the presence or absence of the features discussed in this section have significant impact on the design speed of a street. It is far safer for pedestrians when streets are designed to encourage a specific speed rather than rely on motorists to obey posted speed limits.

## Street Width to Building Height Ratio

As stated by Victor Dover and John Massengale in their recent book, *Street Design*, "Traditional principles of urbanism say that the most comfortable streets are 1-to-1 or 1-to-1½, width to height. Many Italian piazzas are 1-to-3 (where the building height is one-third the width of the piazza). Once the proportions of an open space go beyond 1-to-5 or 1-to-6, though, it can lose its sense of spatial enclosure."

Most of Ruston's streets are within 50 to 60 feet wide, with zoning that allows up to 25 to 30 feet in height. This places our streets in the 1:2 range, with opportunity to reach ratios of closer to 1:1 in commercial areas that allow greater building height, such as the Commercial-Pearl (COM-P) zoning district where buildings are permitted up to four stories in height at prominent locations such as street corners. It is important to note that incentives should be added to the City's zoning code to encourage existing surface parking lots, (particularly, those located upon the Pearl Street corridor), to redevelop as street-front buildings and help create the desired sense of spatial enclosure.

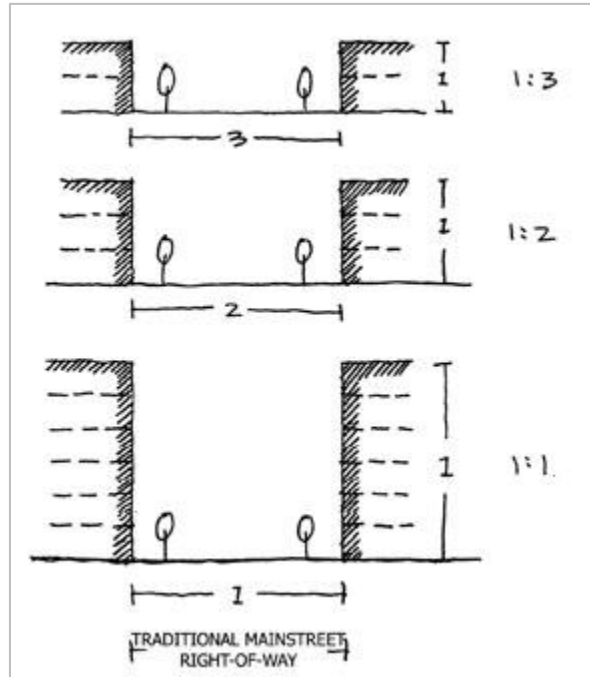


Figure 7.18 - Street Width to Building Height Ratios

## Pedestrian Connectivity and the Street Grid

Having convenient routes for pedestrians between useful locations is critical to the success of creating a walkable city. Beginning with a street grid, as

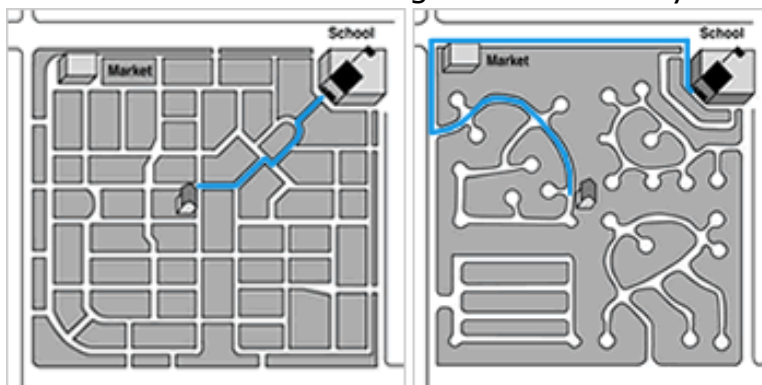


Figure 7.19 - Pedestrian Connectivity

opposed to a series of arterials and cul-de-sacs, has provided Ruston with an incredible community resource. In order to take full advantage of the existing grid, Ruston should look for opportunities to create mid-block and through-block pedestrian

crossings, (particularly along Pearl Street where safe crossings for children walking to school could be provided, and along Ruston Way at Central Avenue). Ruston should also seek to create standards in the zoning and subdivision codes which prohibit the elimination of alley access to existing lots, as well as limiting block lengths between intersections to match existing lengths. Great care should also be given in consideration of any requests to vacate existing right-of-way as undeveloped tracts of right-of-way may provide critical links for pedestrians or bikes in the future, even though they may be too steep for vehicle travel.

### *Pedestrian Crossing Widths*

Wide streets create wide cross walks which can often be intimidating for pedestrians to cross. Intersections throughout Ruston should reduce the widths at pedestrian crossings as much as possible through the combination of reduced turning radii, bulb-outs and maximum travel lane widths of not more than 10 feet, as shown in the photo to the right.



Figure 7.20 - Pedestrian Crossing Width, photo by nacto.org

### *Buffering of Pedestrian Areas*

Physical separation, or buffering, between sidewalks and vehicle travel lanes provides pedestrians with a safer walking environment. Buffering should be done with both on-street parking and street furnishings such as landscaping, street trees, bollards, benches, lighting, and bike lanes. The further moving traffic is from the pedestrians, the more walkable and safe the street and sidewalk become for the pedestrian.



Figure 7.21 - Buffering of Pedestrian Areas

## *The Frontage Zone, Pedestrian Through Zone and the Street Furnishing Zone*

According to the National Association of City Transportation Officials, the Frontage Zone describes the section of the sidewalk that functions as an extension of the building, whether through entryways and doors or sidewalk cafes and sandwich boards. The frontage zone consists of both the structure and the façade of the building fronting the street, as well as the space immediately adjacent to the building.



Figure 7.22 - Sidewalk Zones

The pedestrian through zone is the primary, accessible pathway that runs parallel to the street.

The through zone ensures that pedestrian have a safe and adequate place to walk and should be about 5-7 feet wide in residential areas and about 8-12 feet wide in downtown or commercial areas.

The street furnishings zone is the section of the sidewalk between the curb and the through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree grates, and bicycle parking are provided.

### *Overall Sidewalk Width*

In order to provide enough room for pedestrians to comfortably walk along the sidewalk and pass others in route to various destinations, sidewalk widths



Figure 7.23 - Sidewalk Width

should be wide enough to accommodate the walking pedestrians as well as other various uses of the sidewalk, appropriate to the context of the location. In single family residential areas where there is less pedestrian traffic and street furnishings, the desired overall sidewalk width, (including planter or furnishing zone), is 6-10 feet and in commercial areas the desired sidewalk width is 7 to 20 feet.

## *Façade Permeability and Visual Interest*

Another important element of street design which affects pedestrian comfort and safety is the quality of the building facades along the sidewalk. In the photos to the right are examples of two sidewalks which are placed and sized appropriately, however, the building in the bottom photo lacks doors and windows. In the upper photo, doors and windows are located adjacent to, and accessible from the sidewalk, creating an interesting and comfortable place to walk. The inclusion of windows facing the sidewalk also provides functional safety as there are more “eyes on the street”.



*Figure 7.24 - Facades with Windows and Doors*

Another element of visual interest that is often used is unique paving materials or scoring patterns upon walking surfaces. While the use of brick is usually reserved for more high-quality retail areas, historic scoring patterns in simple concrete can provide a high level of interest when compared with modern concrete finishing methods. In Ruston, many of the remaining sidewalks, laid decades ago, are scored into a 2-foot by 2-foot grid. Use of this historic grid pattern should be required upon all new sidewalks so as to maintain this historic detail.



*Figure 7.25 - Facades without Windows and Doors*

## *Weather Protection*

Protection from the sun and rain is another element of street design that contributes to the comfort and safety of the pedestrian. In locations where building facades are adjacent to the sidewalk, property owners should be encouraged, or in situations like commercial storefronts, even required to provide covering over the sidewalk. In addition to providing protection from the weather, architectural elements such as awnings, canopies, and colonnades, provide visual interest and contribute to the character of the community.



*Figure 7.26 - Awnings over sidewalk in Seattle, photo by nacto.org*



Figure 7.10 - Primary Pedestrian Connectivity Routes