



AGENDA

MEETING: Regular Meeting
TIME: Wednesday, August 6, 2014, 4:00 p.m.
LOCATION: Room 16, Tacoma Municipal Building North
733 Market Street, Tacoma, WA 98402

A. Call to Order

B. Quorum Call

C. Approval of Minutes – Regular Meeting and Public Hearing on July 16, 2014

D. Discussion Items

1. North Downtown Subarea Plan

Review public comments received at the public hearing on July 16, 2014 and through the comment period ending on July 18, 2014, and discuss potential modifications to the draft subarea plan accordingly.

(See "Agenda Item D-1"; Cheri Gibbons, 591-5379, cgibbons@cityoftacoma.org)

2. Tacoma Mall Subarea Plan

Review the scope of work, schedule and outreach plan for the subarea plan.

(See "Agenda Item D-2"; Elliott Barnett, 591-5389, elliott.barnett@cityoftacoma.org)

E. Communication Items & Other Business

- 1) Letter from Mayor and City Manager to Sound Transit – Comments on Sound Transit Long-Range Plan Draft Supplemental Environmental Impact Statement, July 28, 2014 (see "Agenda Item E-1")
- 2) Infrastructure, Planning and Sustainability Committee meeting, August 13, 2014, 4:30 p.m., Room 16; agenda includes: Residential Recycling Pilot Program, and Planning Commission Interviews.
- 3) Planning Commission meeting, August 20, 2014, 4:00 p.m., Room 16; agenda may include: North Downtown Subarea Plan; 2015 Annual Amendment; and Mixed-Use Centers Review.

F. Adjournment





MINUTES (Draft)

TIME: Wednesday, July 16, 2014, 4:00 p.m.
PLACE: Council Chambers, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
PRESENT: Sean Gaffney (Chair), Chris Beale, Donald Erickson, Tina Lee, Alexandria Teague,
Erle Thompson, Stephen Wamback
ABSENT: Scott Winship (Vice-Chair), Benjamin Fields

A. CALL TO ORDER

Chair Gaffney called the meeting to order at 4:00 p.m.

B. QUORUM CALL

A quorum was declared.

C. APPROVAL OF MINUTES

The minutes of the regular meeting on June 18, 2014 were approved as submitted.

D. DISCUSSION ITEMS

1. City of Tacoma Strategic Plan – “Tacoma 2025”

Brian Boudet, Planning Services Division Manager, provided an overview of the “Tacoma 2025” Strategic Visioning Process currently underway for the development of the Citywide Strategic Plan and indicated that part of the results of the process will be integrated into the 2015 Comprehensive Plan Update. Morgan Shook, project consultant from ECONorthwest, presented the scope of work, the schedule, the key focus areas, the expected outcomes, and the public engagement process associated with the project. The Citywide Strategic Plan will identify a shared vision for Tacoma’s future and the steps needed to achieve it by 2025. Mr. Shook elaborated on the seven focus key areas for the plan, i.e., Health and Safety; Human and Social Services; Economic Vibrancy; Arts, Culture and Neighborhood Vitality; Education and Learning; Government Performance; and Built and Natural Environment. He also invited the Commissioners to be actively involved in the visioning process by participating in various outreach functions, especially the Community Visioning Workshop scheduled for July 30, 2014. Discussion ensued. The Commissioners suggested that how the focus key areas were arrived at and how they relate to the City’s Comprehensive Plan should be clarified, that local transit services are critical to providing access to social services and employment and should be clearly referenced, and that appropriate reference should be made to comprehensive planning, zoning and land use, density, and other urban planning disciplines.

2. 2015 Comprehensive Plan Update

Chair Gaffney and Commissioner Teague disclosed that they are colleagues of one of the presenters, Dan Cardwell, Pierce County Planning and Land Services, and would not be involved in the discussion of the matter. Stephen Atkinson, Planning Services Division, presented the planning context, the scope of work, the schedule, and the outreach approach for the upcoming 2015 Comprehensive Plan Update mandated by the Growth Management Act (GMA). The 2015 Update requires certain foundational studies on such matters as best available sciences, critical areas, housing, transportation modeling,

mixed-use centers review, and buildable lands. Mr. Atkinson introduced Mr. Cardwell, who provided an overview of the 2014 Pierce County Buildable Lands Report. As required by the 1997 amendments to the GMA, the buildable lands program is a monitoring and evaluation tool used to determine if the County and its cities and towns have adequate urban residential, commercial and industrial land to accommodate their 20-year housing and employment growth targets. Mr. Cardwell elaborated on the data collection and inventory, assumptions and methodology, and calculations and analyses associated with the 2014 Buildable Lands Report. The report concludes that there continues to be an abundant amount of vacant and underutilized land to accommodate the adopted urban housing and employment targets for the County and its cities and towns. Following Mr. Cardwell's presentation, Mr. Atkinson noted that Tacoma's approach is to concentrate growth in downtown core and mixed-use centers, specifically by way of conducting the following tasks during the 2015 Update: reconfiguring the Traffic Analysis Zones to align with Tacoma's planning boundaries; performing development capacity estimates for the Regional Growth Centers (RGCs), Manufacturing/Industrial Centers (MICs), and Mixed-Use Centers (MUCs); and distributing the total population and employment allocations for 2030 and 2040 to the RGCs, MICs, and MUCs.

3. Public Hearing – North Downtown Subarea Plan

At 5:00 p.m., Chair Gaffney called the public hearing to order and reviewed the procedures. Ian Munce, Planning Services Division, provided an overview of the draft North Downtown Subarea Plan, including the scope, the funding sources, the outreach efforts, the community vision, the role of the Bates Technical College and other stakeholders, and comments and concerns received to date. Chair Gaffney called for testimony. The following citizens testified:

(1) Justin Leighton, Co-Chair, Transportation Commission:

Mr. Leighton spoke against Recommendation LU-5 in the subarea plan which is to maintain the current number of on-street parking spaces in the Stadium District with a target total of 420 spaces. He believed this is an unrealistic goal in our community – talking about parking as static is unrealistic – and desired to see more emphasis on multimodal transportation. Mr. Leighton recommended considering a parking management system for the area.

(2) Bill Abbot, North Downtown Resident:

Mr. Abbot was concerned about the bank between Schuster Parkway and Stadium Way. He supported the Tacoma Link Light Rail extension up Stadium Way, but was concerned about the amount of room for the Link on the roadway, the pounding on the road during the Link construction, and the stability of the hillside. He added that he's seen that bank collapse several times on Schuster; it's not the best situation.

(3) Jane Moore, Co-Chair, Transportation Commission:

Ms. Moore appreciated the emphasis on open space and mobility. She indicated that the parking recommendations are inconsistent, in that the subarea plan proposes to increase the Reduced Parking Area but also to increase the amount of on-street parking in the Stadium neighborhood. She suggested that instead of increasing parking, some sort of transportation management plan or parking management system be considered. Ms. Moore was also concerned about the Stadium slope issues and would really like to have the pedestrian connection from Stadium Way down to Schuster Parkway. She also mentioned that some of the language in the subarea plan is very understandable to planning people, but might mislead the residents or business owners; for example, "primary pedestrian streets" and "primary transit streets" should be explained more.

(4) Denny Faker, Stadium Business District:

Mr. Faker indicated that the Stadium District consists of many personal services and small business, is the most densely populated among the 15 business districts of Tacoma, and brings in a lot of visitors from outside of the neighborhood. The district is bordered by the North Slope, which contains large homes, big families, and lots of cars. The district is the home to Stadium High School that brings 1,850 students, teachers, and employees to the area every school year. The district is also home to Wright Park that has many festivals and functions going on. Straight across Wright Park is

Multicare that has thousands of employees, patients, and visitors every day. A huge concern for some time now in the area has been the lack of parking in the district. Mr. Faker pointed out that the area lost 50 parking spaces in the last 24 months, and supported the idea in the subarea plan that no more parking is taken away from the district. He asked the City to help the district develop more parking, 420 stalls, to get back some of the parking that was lost. Mr. Faker stated that there's room for growth, and the district has an unlimited height restriction up there.

(5) Marty Mattes, Director of Facilities and Operations, Bates Technical College:

Mr. Mattes relayed that Bates Technical College is updating its Master Plan, which has taken into consideration current and future needs of the college. The college is planning to replace one of the existing buildings at the downtown campus with a 70,000 sq. ft. health science center facility, which will engage partnerships with the University of Washington Tacoma as well as major healthcare providers within a one-mile radius of the campus. The North Downtown Subarea Plan will help Bates with their application for State funding support for the new building. Mr. Mattes indicated that Bates also supports the SEPA Environmental Impact Statement process as it will save the college money, schedule, time, and labor for the construction of the new building project if funding becomes available.

Seeing no more citizens coming forward to testify, Chair Gaffney reiterated that the public hearing record will remain open until July 18, 2014, and closed the public hearing at 5:25 p.m.

4. Billboards Update

John Harrington, Development Services Division, provided an update regarding billboards in the City, including the background of the current billboard situation and outlook for a regulatory resolution, as well as the approach, desired outcomes, proposed schedule, and next steps. In August 2012, the City entered into a Standstill Agreement providing an opportunity for the City and Clear Channel to explore other viable options related to the regulation of billboards in an attempt to resolve the outstanding disputes and ongoing lawsuits. Over the next six months, staff will be working through a community process to examine the potential for an alternative regulatory approach to billboards that could be brought forward for the City Council's consideration in early 2015. The goal is to reduce the number of billboards that are not in compliance with the current code, with a particular focus on those billboards located in or near residential areas, historic districts, view sensitive districts, shoreline areas and key pedestrian areas. Mr. Harrington indicated that a Community Working Group will be established to serve as an advisory and sounding board for the project and the membership will include a representative from the Planning Commission. Discussion ensued. Commissioner Erickson nominated Commissioner Wamback as the representative and Commissioner Thompson as the alternative; the motion was seconded by Commissioner Beale and passed unanimously.

E. COMMUNICATION ITEMS

Lihuang Wung, Planning Services Division, provided the following information:

- (a) A staff memo regarding S. Puget Sound Avenue Area-wide Rezone.
- (b) A letter from the Affordable Housing Policy Advisory Group requesting the City Council to reinstate a provision regarding affordable housing at the Point Ruston Mixed-Use Center.
- (c) Applications for amending the Comprehensive Plan and/or the Land Use Regulatory Code for 2015 are being accepted through August 1, 2014.
- (d) Applications for the Planning Commission's positions of District No. 1, Development Community, Public Transportation, and Environmental Matters are being accepted through July 23, 2014.
- (e) Agenda for the Infrastructure, Planning and Sustainability Committee meeting, July 23, 2014.
- (f) Agenda for the Planning Commission meeting, August 6, 2014.

Mr. Boudet reported that the City Council rescheduled the final reading of ordinances for adopting the 2014 Annual Amendment to the Comprehensive Plan and the Land Use Regulatory Code from July 1 to July 22, 2014. The extended timeframe would allow the Council to consider additional amendments to the ordinances to address issues relating to electric vehicle infrastructure and affordable housing policy.

Mr. Boudet informed the Commission that the one-year Interim Land Use Regulations for Recreational Marijuana Uses adopted by the City Council on November 5, 2013 are expiring in November 2014 and that the Council's Committee of the Whole has determined that it would be appropriate to extend the interim regulations for six months and the extension process will be handled by the Council through a public hearing.

Mr. Boudet provided additional background information and clarifications on the S. Puget Sound Avenue Area-wide Rezone, as included in the Communication Items. Commissioner Beale, the requester of the information, appreciated staff's response and indicated that he will relay the information to the South Tacoma Neighborhood Council.

F. ADJOURNMENT

The meeting was adjourned at 5:48 p.m.



City of Tacoma
Planning and Development Services

**Agenda Item
D-1**

To: Planning Commission
From: Cheri Gibbons, Associate Planner, Planning Services Division
Subject: **North Downtown Subarea Plan – Public Comments**
Meeting Date: August 6, 2014
Memo Date: July 31, 2014

The Planning Commission conducted a public hearing on July 16, 2014, regarding the Draft North Downtown Subarea Plan and kept the record open through July 18, 2014, to receive additional written comments. Five people provided oral testimony at the public hearing and seven written comments were received during the comment period. A summary of the comments received, staff response, and copies of the comments are attached to this memo.

It is noted that staff organized a public hearing on May 29, 2014, at Bates Technical College. Comments received from the hearing and staff's responses have been provided to the Commission, but for the completeness of the record, have also been incorporated into the attached packet.

The North Downtown Subarea Plan is intended to set a vision for growth and development in the North Downtown area. This project builds on existing plans and visioning efforts and provides a means to streamline development projects in the future. Funding for this effort was provided by the State Community Economic Revitalization Board in the amount of \$50,000, a grant application which was approved by the City Council in April 2012.

During the planning process and recent public outreach for the project, two key issues have been identified: on-street parking the Stadium District and the Stadium Business District boundaries. Each of the issues is summarized below.

The Stadium neighborhood currently has approximately 397 on-street parking stalls according to the City's Public Works Department's preliminary parking study, completed in July 2013. Throughout the outreach and stakeholder process of the North Downtown Subarea Plan, business owners, residents, and employees of businesses in the area expressed concern that there is not adequate on-street parking to meet the area's needs. To this end, Goal LU-5 was added to the Plan. LU-5 states: Maintain the current number of on-street parking spaces in Stadium District with a target total of 420 spaces. However, multiple comments were received during the Planning Commission's public comment period that question the usefulness of this Goal and many commenters desire to see it removed from the Plan.

With regard to the Stadium Business District Boundaries, historically, Business District Association boundaries follow the existing mixed-use zoning (Neighborhood Mixed-Use - NCX) in an area. However, the Stadium Business District requested that their boundaries be expanded to reflect membership and a revised boundary was added to the Plan. However, the expansion exceeds the provisions governing Neighborhood Business Districts (TMC 1.47) and

internal discussions about the revised boundaries are ongoing. Staff expects to have a resolution to this issue prior to the City Council's process.

It is staff's intent to discuss these issues with the Commission at the August 6, 2014, meeting. For more information, please visit: www.cityoftacoma.org/planning and click on "North Downtown Subarea Plan & EIS". If you have any questions, please contact me at (253) 591-5379 or cgibbons@cityoftacoma.org.

Attachments

c. Peter Huffman, Director



NORTH DOWNTOWN SUBAREA PLAN

Public Comments and Staff Responses and Suggestions Report

August 6, 2014

The Planning Commission conducted a public hearing for the North Downtown Subarea Plan on July 16, 2014, and kept the record open through July 18, 2014, to accept written comments. Five (5) people provided oral testimony at the hearing and prior to the close of the Planning Commission's public comment period, seven (7) written comments were received. This report, prepared for the Planning Commission's review and discussion on August 6, 2014, summarizes public comments received during the public hearing process, provides staff responses to the issues and concerns, and suggests modifications, where appropriate, to the Draft North Downtown Subarea Plan.

Comments Received During Planning Commission Public Hearing and Comment Period			
	Comment Summary	Commenters and Date	Staff Response/Suggestions
1.	<ul style="list-style-type: none"> The Department of Ecology recognizes the North Downtown Plan's EIS as a non-project action and recommends that: A typo in the Environmental Impact Statement on page 3.2-7 should be corrected. The sentence lists nitrous oxide as (NO2) rather than (N₂O). The City of Tacoma should consider adopting future policies related to the Tacoma Smelter Plume. 	Department of Ecology, Southwest Regional Office, letters dated July 17 and July 19, 2014.	<ul style="list-style-type: none"> Staff will correct the typo on page 3.2-7. The City currently consults with Ecology during the pre-application process. The conditions received from Ecology are dependent on specific projects. The City looks forward to continuing to dialogue with Ecology about how and to when to require soil testing and work under the Model Toxics Control Act for compliance with the contaminant cleanup standards. The Environmental Policy Element of the Comprehensive Plan contains policies speaking to the prevention of contamination and cleanup of identified contaminated sites through partnership with the Ecology to improve the quality of Tacoma's environment. Such policies include E-ER-1 Comprehensive Cleanup Strategies, E-ER-2 Contaminated Sites, E-FW-23 Superfund Cleanups, and E-ER-7 Intergovernmental Partnerships.



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2.	<ul style="list-style-type: none"> The North Downtown Plan seems to advocate impairing efficient automobile usage by minimizing parking for the area and making Stadium Way a Transit Priority Street. 	Curtis M. Anderson, letter dated July 18, 2014	<ul style="list-style-type: none"> Transit Priority Streets are streets that currently have, or are planned to have, frequent bus services, streetcar routes, or other form of high occupancy transit and are intended to safely and comfortably accommodate <i>all</i> users, including vehicles. The North Downtown Plan supports multi-modal transportation options and supporting transit does not equate to no cars on the roads. Sound Transit strongly supports the Plan’s designating the Link Expansion alignment as Transit Priority Streets (See Sound Transit comment summary #26 below, and comment letter dated June 16, 2014, attached to this report.)
3.	<ul style="list-style-type: none"> Concern regarding proposed Goal LU-5 which would seek to establish a specific number of on-street parking stalls in the Stadium District. Urges Commission to remove Goal LU-5. This policy recommendation could present substantial challenges for the placement of bus stops and light rail stations within the Stadium Mixed Use Center. Understands concerns about vehicular customer access but often visits the Stadium area via walking, biking, or bus and has never heard a concern about lack of parking; has heard concerns about lack of bicycle parking and bus services, however. 	Chris Karnes, Vice-Chair, Pierce Transit Advisory Committee, letter dated July 18, 2014	<ul style="list-style-type: none"> Goal LU-5 reads as follows: Maintain the current number of on-street parking spaces in Stadium District with a target total of 420 spaces (page 60 of the Plan). Regarding Goal LU-5: On-street parking was a paramount concern to participants of the North Downtown Subarea Plan Steering Committee throughout the stakeholder process. On-street parking is important to all business districts within the city and staff defers to the Commission on the policy language moving forward. The City Council is aware of this provision and is interested in the Commission’s decision on this matter. Potential revisions to LU-5 could include: A) the revision of Goal LU-5 that aspires to keep as many on-street parking stalls in the district as feasible while not citing a specific number of stalls, B) no change, or C) the complete removal of the Goal LU-5. Staff notes that the comment letter received from Sound Transit indicates that the Plan should “recognize that a specific number of parking spaces is not as important as



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			achieving the goals of providing a multi-modal transportation system”. The implication is that this may not support Sound Transit’s Small Starts grant application (See Sound Transit comment summary #23 below, and comment letter dated June 16, 2014, attached to this report).
4.	<ul style="list-style-type: none"> • Thinks the area can develop into a model neighborhood that includes facilities for pedestrians, bicycles, and transit. Having options for all modes will improve the flow of traffic and create a more vibrant area. • Concern about Goal LU-5 as it lists a specific number of on-street parking stalls. • Managing parking includes a diverse set of solutions and transportation options that allow customers to get to businesses, drivers to find parking and a neighborhood to prosper. • Encourage Transportation Demand Management plans as a project goal: “M-5.5 Develop a Transportation Demand Management plan to ensure that Adaptive Management and Mitigation Program investments are understood and utilized.” 	Tacoma Transportation Commission, Co-Chairs Jane Ann Moore and Justin D. Leighton, letter dated July 18, 2014.	<ul style="list-style-type: none"> • See #3 above for Staff response to comment about Goal LU-5. • Staff notes that the Mobility Chapter of the Plan contains a section titled Transportation Demand Management (TDM) and that the Plan supports TDM. See page 149 of the Plan for additional details. • Staff notes that the addition of the proposed “M-5” language to the Plan would be a welcome addition.
5.	<ul style="list-style-type: none"> • Concern regarding proposed policy Goal LU-5 that establishes a specific number of on-street parking stalls in the North Downtown Subarea. • Concern that this policy will facilitate the introduction of angled parking and angled parking presents a considerable impediment to the movement of transit vehicles as cars stop traffic as the back out 	Andrew Austin, Policy Director, Transportation Choices, letter dated July 18, 2014	<ul style="list-style-type: none"> • See #3 above for Staff response to comment about Goal LU-5. • Transit Priority Streets are streets that currently have, or are planned to have, frequent bus services, streetcar routes, or other form of high occupancy transit and are intended to safely and comfortably accommodate <i>all</i> users. • Remaining comments noted.



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	<p>of stalls. Additional impediments would harm transit passengers.</p> <ul style="list-style-type: none"> • As a designated pedestrian priority street, parking should not be the number one priority, people should be. • The Mobility Master Plan designates pedestrians, transit riders, and cyclists at the top of the Green Transportation hierarchy and the City should follow through on this prioritization. • Concur with that Tacoma Transportation Commission’s recommendation to remove Goal LU-5 and to add a recommendation for a Transportation Demand Management plan. 		
6.	<ul style="list-style-type: none"> • Concern that Goal LU-5 could harm long-term development of sustainable transportation options within the Stadium District and Mixed-Use Center. The recommendation could create obstacles to the siting of bus stops and light rail stations. • Also concerned that Goal LU-5 may provide an incentive to create or maintain angled parking in the district. • The Mobility Master Plan prioritizes pedestrian, transit users, and bicyclists over single-occupancy drivers. This approach makes sense and should be followed through upon. • The Pierce County Chapter of WA Conservation Voters concurs with the Transportation Commission’s Findings on this issue and urges the Planning 	<p>Michael Garrity, Chair, Pierce County Chapter, Washington Conservation Voters, Letter Dated July 21, 2014 [received after the official end of the Planning Commission’s comment period of July 18, 2014]</p>	<ul style="list-style-type: none"> • See #3 above for Staff response to comment about Goal LU-5. • Remaining comments noted.



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	Commission to adopt alternative language for a Transportation Demand Management Plan.		
7.	<ul style="list-style-type: none"> • Opposed to Goal LU-5 and would like to see a transition to multi-modal transportation options • In favor of a parking management program 	Justin Leighton, Oral Comments, July 16, 2014 Planning Commission Public Hearing	<ul style="list-style-type: none"> • See #3 above for Staff response to comment about Goal LU-5. • The Land Use Chapter of the Plan includes a section regarding Parking Management and the Plan supports establishing an area-wide parking management plan for North Downtown. See page 60 of the Plan for additional details.
8.	<ul style="list-style-type: none"> • Link construction may affect stability of the Hillside below Stadium Way 	Bill and Helen Abbott, Oral Comments, July 16, 2014 Planning Commission Public Hearing	<ul style="list-style-type: none"> • Stadium Way was designed and engineered to support the Link expansion. • Sound Transit's Alternatives Analysis found that Stadium Way was adequate for Link expansion. • Metro Parks Tacoma and the City's Environmental Services Department are currently creating a long-range natural resource management plan for the Schuster Slope. The management plan will consider slope stability, recreation, view corridors, public safety, native vegetation, wildlife habitat, and water quality.
9.	<ul style="list-style-type: none"> • Supports plan overall and City's efforts • Parking requirements inconsistent: <ul style="list-style-type: none"> ○ RPA v. on-site parking increase are in opposition ○ Need Parking Management Plan for subarea • In favor of pedestrian connection to Schuster from Stadium Way but has concerns about unreasonable tree removal. • Need to clarify language about Pedestrian Streets on P 137. Specifically, that pedestrians also belong on streets that are not designated as Pedestrian Streets. 	Jane Moore, Oral Comments, July 16, 2014 Planning Commission Public Hearing	<ul style="list-style-type: none"> • Support noted. • The proposed RPA expansion does not extend north through the ST. Helens neighborhood due to feedback from the community through the outreach process. Staff notes the Planning Commission considered a motion to extend the RPA to cover the entirety of the Downtown Zoning Districts (rather than end at 6th Ave.) at the June 18, 2014, meeting but the motion failed. • The Land Use Chapter of the Plan includes a section regarding Parking Management and supports establishing an area-wide parking management plan for North Downtown. See page 60 of the Plan for additional details. • Metro Parks Tacoma and the City's Environmental



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			<p>Services Department are currently creating a long-range natural resource management plan for the Schuster Slope. The management plan will consider slope stability, recreation, view corridors, public safety, native vegetation, wildlife habitat, and water quality.</p> <ul style="list-style-type: none"> • Comment about pedestrian streets noted. Staff proposes adding clarifying language to the paragraph describing Pedestrian Streets: <u>Pedestrians are encouraged to utilize streets that are not designated as Pedestrian Streets, and all other public rights of way within the subarea.</u>
10.	<ul style="list-style-type: none"> • Stadium is a dense neighborhood and there has been concern for some time about on-street parking • 50 stalls lost in the last 24 months • Asks City to maintain the number there currently with a goal of putting some back that were lost. 	Denny Faker, Oral Comments, July 16, 2014 Planning Commission Public Hearing	<ul style="list-style-type: none"> • See #3 above for Staff response to comment about Goal LU-5 which recommends maintaining a specific number of on-street parking stalls with a goal of 420 stalls in the Stadium District.
11.	<ul style="list-style-type: none"> • SEPA process important and significant to the College. • Plan will aid with Master Plan for Downtown Bates Campus 	Marty Mattes, Director of Facilities & Operations, Bates Technical College, Oral Comments, July 16, 2014, Planning Commission Public Hearing	<ul style="list-style-type: none"> • Comments noted. Staff is thankful for the support of Bates Technical College who is the SEPA co-lead agency for the Environmental Impact Statement associated with the North Downtown Subarea Plan.
<p>Comments Received During Staff-Led Comment Period - May 15 to June 16, 2014 <small>(Comments below dated May 29, 2014, were compiled from a transcript of a staff-led public hearing. The full text of the hearing transcript is available upon request.)</small></p>			
12.	<ul style="list-style-type: none"> • General support for the Plan and process. • The Plan supports Bates Master Plan in regard to parking. 	Marty Mattes, Director of Facilities & Operations, Bates Technical College, May 29, 2014	<ul style="list-style-type: none"> • Comments noted. Staff is thankful for the support of Bates Technical College who is the SEPA co-lead agency for the Environmental Impact Statement associated with the North Downtown Subarea Plan.



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13.	<ul style="list-style-type: none"> • General support for the Plan and process. • Happy with inclusion of 6th and ST Helens intersection in the Plan and mention of NUSA Award. 	<p>Elizabeth Burris, Chair, New Tacoma Neighborhood Council, May 29, 2014</p>	<ul style="list-style-type: none"> • Support and comments noted.
14.	<ul style="list-style-type: none"> • Support for the Plan process and City staff's efforts. • Not enough on-street parking, need to at least maintain existing on-street parking. 	<p>Denny Faker, Stadium Business District Manager, May 29, 2014</p>	<ul style="list-style-type: none"> • Support and comments noted. • See #3 above for Staff response to comment about Goal LU-5 which recommends maintaining a specific number of on-street parking stalls with a goal of 420 stalls in the Stadium District.
15.	<ul style="list-style-type: none"> • Makes no sense not to require off-street parking in the Stadium area. • Expressed interest in Stadium Hillside Design Standards. 	<p>Corine Dixon, One North Stadium Way, May 29, 2014</p>	<ul style="list-style-type: none"> • Parking requirements in the Stadium District are currently 2.5 stalls per 1000 square feet of commercial space and 1 stall per residential unit. For buildings within 10 feet of a designated Core Pedestrian Street the parking requirement is zero for commercial or residential uses. • The Stadium Hillside Design Standards found in the North Downtown Subarea Plan will aid Metro Parks Tacoma and the City's Environmental Services Department as they create a long-range natural resource management plan for the Schuster Slope. The management plan will consider slope stability, recreation, view corridors, public safety, native vegetation, wildlife habitat, and water quality.
16.	<ul style="list-style-type: none"> • Support for the Plan and process and it reflects the City's willingness to listen to everyone and people's comments. 	<p>Ben Han, Pierce Transit, May 29, 2014</p>	<ul style="list-style-type: none"> • Support and comments noted.
17.	<ul style="list-style-type: none"> • Tacoma is in a transition phase and there is a push-pull with transit and cars. • Support for the LINK extension 	<p>Jori Adkins, Dome District, May 29, 2014</p>	<ul style="list-style-type: none"> • Support and comments noted.



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18.	<ul style="list-style-type: none"> Honor to be involved with the project and proud of how it's shaping the neighborhood. 	<p>Ruby Chambers, Building Owner in the Theater District, May 29, 2014</p>	<ul style="list-style-type: none"> Support and comments noted.
19.	<ul style="list-style-type: none"> Questions about policies in the Plan. 	<p>Gayle Rieber, Resident, May 29, 2014</p>	<ul style="list-style-type: none"> Staff answered her question, provided her with a link to the Plan online, and provided her with Staff contact info should additional questions arise
20.	<ul style="list-style-type: none"> Concerns about views from their Stadium Way Residence. The view is shrinking. Underbrush is friendly to transients and makes a great place for crime. Support for a trail down the hillside. Open public views first, clear undergrowth, and expect see positive progress. 	<p>Gary and Judy Seviles, Residents, letter dated June 3, 2014</p>	<ul style="list-style-type: none"> The Stadium Hillside Design Standards found in the North Downtown Subarea Plan will aid Metro Parks Tacoma and the City's Environmental Services Department as they create a long-range natural resource management plan for the Schuster Slope. The management plan will consider slope stability, recreation, view corridors, public safety, native vegetation, wildlife habitat, and water quality.
21.	<ul style="list-style-type: none"> Recommendation M-14, do Complete Streets Design Guidelines already apply to all MUC and residential streets? The idea of parklets is great. P 137, Confusion about what a Pedestrian Street is. Clarification should be added P 143, On and off ramp at S 9th Street should be mentioned. P 143, Further explanation of street classifications other than Transit Priority and Bicycle Boulevard streets is needed. P.161, MoMaP priority locations for intersections improvements. Double check accuracy of Commerce and S. 9th Intersection. P161, Tacoma Ave. and 1st St., update intersection improvement description 	<p>Jane Moore, Resident, letter dated June 16, 2014</p>	<ul style="list-style-type: none"> Regarding Recommendation M-14: Complete Streets Design Guidelines do not currently apply to all Mixed-Use Center and residential streets. It is the intent of Recommendations M-13 and M-14 found in the Plan to designate the Tacoma Link extension alignment as Transit Priority Streets and to apply the Complete Streets Design Guidelines to all Transit Priority Streets in the Subarea. Comment about Pedestrian Streets noted. Staff proposes adding the clarifying language below to the paragraph describing Pedestrian Streets: <u>Pedestrians are encouraged to utilize streets that are not designated as Pedestrian Streets and all other public rights of way within the subarea.</u> Regarding the I-705 on-ramp location at S. 9th Street: comment noted and the location of the on-ramp at S. 9th will be added to the Plan text. Regarding street classifications applied to streets in the Subarea (as described in the Comprehensive Plan): staff



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			<p>proposes adding descriptions of street classification types of Connector Street, Pedestrian/Retail, and Urban Residential to the section Roadways on page 143 of the Plan.</p> <ul style="list-style-type: none"> • Regarding the comment about the intersection of S. 9th and Commerce, comment noted. The MoMap lists this short term intersection improvement as “complete”. • Regarding intersection of Tacoma Ave. and 1st St., the MoMap lists this as a “medium term” improvement not yet completed. However, Ms. Moore is correct, this intersection was improved through the Stadium Way project. Staff proposes to update the Plan with the above information.
22.	<ul style="list-style-type: none"> • Table 1-1, recommend including another recommendation that touches upon Historic Preservation. • Consistency with Existing Plans section, important to mention and describe the Historic Preservation Element of the City’s Comprehensive Plan. • P54 Development Capacity discussion, recommend including a note that historic structures listed as “undevelopable” may be eligible for rehabilitation as appropriate. • Recommend revising sentence regarding renovations to reflect ‘perceived’ high-costs rather than as a factual statement. • Appreciation for mentioning TDR and Live-Work as strategies. • Correction on P 97/98 regarding WA State historic preservation and the Officer’s Award. 	<p>Greg Griffith, Deputy State Historic Preservation Officer, letter dated June 16, 2014</p>	<ul style="list-style-type: none"> • Comment Noted. • Staff recommends adding language to the Existing Plans section of the Plan to describe the Historic Preservation Element of the City’s Comprehensive Plan. • Regarding Development Capacity comment, Staff recommends including a note that historic structures listed as “undevelopable” may be eligible for rehabilitation as appropriate. • Comments noted. A correction regarding the Officer’s Award language on Page 98 will be added to the Plan text. • Comment regarding TDR and Live-Work noted. • The remaining comments from Mr. Griffith are noted and staff points out that the remaining comments pertain to the Draft Environmental Impact Statement (DEIS) and not the Draft Plan. The comments on the DEIS were incorporated into the Final Environmental Impact Statement for the North Downtown Subarea Plan that was issued on July 2, 2014.



NORTH DOWNTOWN SUBAREA PLAN

23.	<ul style="list-style-type: none"> • Plan will be useful for Sound Transit’s Small Starts grant application. • Support Recommendations M-2 regarding LOS and M-5 regarding Adaptive Management. • P 142- Fares have been deferred for the LINK and will begin in Sept. 2016. • Recommendation M-11 should be deleted. Sound Transit cannot commit to share responsibility for access improvements but welcome the City committing to improvements described. • ST strongly supports Recommendation M-13 to designate the Link expansion alignment as a Transit Priority Streets. • Siting and design of Link expansion will be done by ST in collaboration with the City. • The Plan should recognize that a specific number of parking spaces is not as important as achieving the goals of providing multi-modal transportation system and a balance among modes. The Plan should recognize that the public right-of-way is limited and transit stops may inevitably impact some on-street parking. 	Sue Comis, Sound Transit, letter dated June 16, 2014	<ul style="list-style-type: none"> • Comments about Recommendations M-2 and M-5 noted. • Regarding page 142 about deferred fares for the LINK, this has already been updated in the Revised Draft version of the Plan. • Comment regarding M-11 noted. Staff notes that the current Plan language is aspirational and the City would welcome a partnership with Sound Transit in this regard. • Comment regarding M-13 noted. • See #3 above for Staff response to comment about Goal LU-5 which recommends maintaining a specific number of on-street parking stalls with a goal of 420 stalls in the Stadium District.
24.	<ul style="list-style-type: none"> • Vision 2040 calls for mode split goals for regional growth centers. Could be addressed center-wide through other elements, such as the Downtown Element of the Comprehensive Plan. 	Liz Underwood, Puget Sound Regional Council, letter dated June 16, 2014	<ul style="list-style-type: none"> • Comment noted. This will be addressed through the 2015 Comprehensive Plan update.
25.	<ul style="list-style-type: none"> • Excited to see mobility and transportation options as a key goal in the Plan. • Find it problematic that a specific number 	Kristina Walker, Downtown on the Go, letter dated June	<ul style="list-style-type: none"> • Support noted. • See #3 above for Staff response to comment about Goal LU-5 which recommends maintaining a specific number of



NORTH DOWNTOWN SUBAREA PLAN

	<p>of on-street parking stalls is listed as a goal. Would rather see language to the effect of: “Maintain access to businesses through parking management and a diverse set of transportation options that has a positive effect on economic development.”</p> <ul style="list-style-type: none"> • Encourage the inclusion of a recommendation for a Transportation Demand Management plan to ensure Adaptive Management and Mitigation Program investments are understood and utilized. 	<p>16, 2014</p>	<p>on-street parking stalls with a goal of 420 stalls in the Stadium District.</p> <ul style="list-style-type: none"> • Staff notes that the Mobility Chapter of the Plan contains a section titled Transportation Demand Management (TDM) and that the Plan supports TDM. See page 149 of the Plan for additional details.
<p>26.</p>	<ul style="list-style-type: none"> • Trees along Stadium Way interfere with views. • Requests that City and MPT proceed with the Vegetation Management Plan for the hillside. • Desires to protect quality of life for citizens along Stadium Way corridor with its view and vegetation and to protect investment of property owners. 	<p>Curt Anderson, Owner, and Corinne Dixon, Chair, One Stadium Way Condo Association, letter dated June 16,m 2014</p>	<ul style="list-style-type: none"> • The Stadium Hillside Design Standards found in the North Downtown Subarea Plan will aid Metro Parks Tacoma and the City’s Environmental Services Department as they create a long-range natural resource management plan for the Schuster Slope. The management plan will consider slope stability, recreation, view corridors, public safety, native vegetation, wildlife habitat, and water quality.



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

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

July 17, 2014

Ian Munce, Project Manager
City of Tacoma
Planning & Development Services
747 Market Street, Room 345
Tacoma, WA 98402

Dear Mr. Munce:

Thank you for the opportunity to comment on the draft North Downtown Subarea Plan and environmental impact statement. The Department of Ecology (Ecology) reviewed the information provided and has the following comment(s):

AIR QUALITY/GREENHOUSE GAS: Gail Sandlin (360) 407-6860

In the final environmental impact statement, page 3.2-7 under Greenhouse Gas Emission second paragraph... “The most significant GHGs are carbon dioxide (CO₂), **nitrous oxide (NO₂)**, and methane (CH₄), of which CO₂ emissions are by far the largest in terms of mass emissions and total global warming potential.” should read **N₂O** which is nitrous oxide.

TOXICS CLEANUP: Marv Coleman (360) 407-6259

Toxics Cleanup Program comments submitted July 19, 2013, still applies to the project described (see enclosure). There are no new comments at this time.

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

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

Department of Ecology
Southwest Regional Office

(SM:14-3443)
Enclosure

cc: Marian Abbett, TCP
Marv Coleman, TCP
Gail Sandlin, AQP



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
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July 19, 2013

Mr. Ian Munce, J.D., AICP
City of Tacoma
Planning & Development Services
747 Market Street, Room 1036
Tacoma, WA 98402

Dear Mr. Munce:

Thank you for the opportunity to comment on the scoping for the North Downtown Subarea Plan project. The Department of Ecology (Ecology) reviewed the information provided and has the following comment(s):

AIR QUALITY (GHG): Gail Sandlin (360) 407-6860

Consider greenhouse gas (GHG) impact of various options.

TOXICS CLEANUP

TACOMA SMELTER PLUME CONTACT: Elizabeth Weldin (360) 407-7094

Ecology recognizes this is a non-project action.

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

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

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health: http://www.ecy.wa.gov/programs/tcp/sites_brochure/tacoma_smelter/2011/brochuresAndPubs.html - Click on "Level and Action Level FAQ."

Ecology recommends that the City of Tacoma consider adopting future policies related the Tacoma Smelter Plume.

Ecology also recommends that the City of Tacoma include the following as conditions of approval for future grading projects located in the North Downtown Subarea:

- Sample the soil and analyze for arsenic and lead. The applicant shall contact Elizabeth Weldin with the Southwest Regional Office (SWRO), Toxics Cleanup Program at the phone number given above or via email at ewel461@ecy.wa.gov for guidance about soil sampling within Tacoma Smelter Plume. The soil sampling results shall be sent to the local land use permitting agency and Ecology for review.
- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The applicant shall also contact the Environmental Report Tracking System Coordinator at the Ecology Southwest Regional Office at (360) 407-6300. The MTCA cleanup level for arsenic is 20 ppm and lead is 250 ppm.
- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
 - 1) Enter into the Voluntary Cleanup Program with - Ecology prior to issuance of any site development permits for this proposal and/or the initiation of any grading, filling, or clearing activities. For more information on the Voluntary Cleanup Program, visit Ecology website at: <http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm>.
 - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation will likely result in no further action under - MTCA prior to the issuance of any site development permit and/or the initiation of any grading, filling, or clearing activities. The issued site development permit plans shall be consistent with the plans reviewed and deemed consistent with MTCA by Ecology. The applicant shall provide to the local land use permitting agency the opinion letter from Ecology.
 - 3) Prior to finalizing site development permits, provide to the local land use permitting agency “No Further Action” determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.

If Ecology determines this project should not be part of the Voluntary Cleanup Program, Ecology will contact the lead agency and discuss possible options.

- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces, yards, and children’s play areas. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

For assistance and information about Tacoma Smelter Plume and soils contamination, contact Elizabeth Weldin at the phone number above or via email at ewel461@ecy.wa.gov.

TOXICS CLEANUP: Cris Matthews (360) 407-6388

The area encompassed by the “North Downtown Subarea Plan” (Plan) includes approximately fifty known Ecology Toxics Cleanup Program sites in various stages of regulation and involvement ranging from active remedial work to properties on an Ecology list of confirmed or suspected contamination awaiting some form of future attention. This number does not include potential unknown, as yet undiscovered, contamination which could greatly increase the number of affected sites in the Plan area.

Ecology has concerns that under the cumulative environmental impact analysis approach proposed in the Plan, future project-specific environmental review would be eliminated. The project-specific SEPA process allows interested and/or affected parties to comment on project proposals, and is means for project applicants and the City of Tacoma to be aware of potential environmental problems associated with proposed actions and be informed of measures to protect themselves and others.

Future Plan area project-specific work should include pre-development contact and planning by the project applicant with Ecology to determine the cleanup regulatory status of a particular property or properties, and any associated requirements that may apply as a result of that status.

In addition, environmental contamination – either known, suspected, or encountered, whether the result of project-specific development or otherwise – shall be reported to Ecology according to the requirements of the MTCA (Chapter 173-340 WAC). This applies to every part of the Plan area and is independent of any proposed or final environmental impact analysis conclusions.

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

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

Department of Ecology
Southwest Regional Office

(SM:13-3054)

cc: Cris Matthews, TCP
Gail Sandlin, AQP
Elizabeth Weldin, TCP

JUL 18 2014

July 18, 2014

Curtis M. Anderson
1 Stadium Way N. # 3
Tacoma, WA 98403

City of Tacoma
Planning and Development Services Dept.
747 Market Street, Room 345
Tacoma, WA 98402

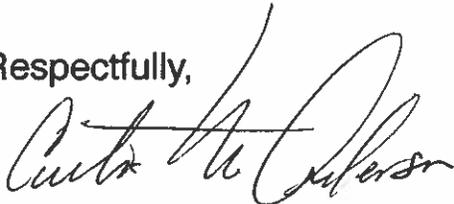
Re: North Downtown Subarea Plan

The temper of the plan for the Stadium District seems to advocate for impairing efficient automobile usage by minimizing parking for the area and making Stadium Way a Transit Priority Street.

Stadium Way by nature of its origin at I-705 was intended and is utilized as an arterial for traffic entering and exiting from Stadium District itself as well as the Medical facilities and surrounding residences and businesses. Many who work in this part of town live in areas in remote parts of the city or from surrounding cities and areas where there is no transit service. These citizens should not be impacted by undue stop and go of traffic and reduced capability. Traffic passage has already been aggravated by reduced parking along the route and the removal of a right turn lane from Stadium Way as one passes the High School when traveling that thoroughfare.

Please do not inhibit auto access further.

Respectfully,

A handwritten signature in black ink, appearing to read "Curtis M. Anderson", written in a cursive style.

Curtis M. Anderson

Chris Karnes, Vice-Chair
Pierce Transit Advisory Committee

July 18, 2014

Sean Gaffney, Chair
City of Tacoma Planning Commission
747 Market Street, 3rd Floor
Tacoma, WA 98402

Re: Commission Testimony on North Downtown Subarea Plan & EIS

Dear Chair Gaffney,

I am writing you today to express concern regarding the proposed policy recommendation establishing a specific number of on-street parking stalls in Recommendation LU-5 of the North Downtown EIS. Specifically my concern is related to how this policy recommendation may adversely impact long term access to sustainable transportation options within the Stadium District and Mixed Use Center. Specifically I am concerned that this proposed recommendation could present substantial challenges for the placement of bus stops and light rail stations in the district on its Primary Pedestrian Streets.

Furthermore, I am concerned that given this policy recommendation, angled parking may be introduced on the grounds that more on-street parking stalls may fit on to the roadway. Angled parking, if you are not aware, is responsible for over \$2m in unnecessary annual operational delays to Pierce and Sound Transit coaches between S. 17th and S. 21st Streets on Pacific Avenue. Angled parking presents a considerable impediment to the movement of transit vehicles as cars stop traffic as they back out of the stalls. Additional impediments of this manner would harm transit passengers, who are disproportionately minority and low income.

While I understand the Business District's concerns about customer access, I want you to know that I have visited the Stadium District and been a customer countless times, and I have never once used an on-street parking space. I have almost always walked, biked, or taken a bus to get there. I have never heard a complaint from any of my neighbors that there is not enough parking in the Stadium Business District. On the contrary, many of the people I know comment about the lack of enough bicycle parking and bus service to get to the Stadium District to buy groceries from Stadium Thriftway or to get a cup of frozen yogurt from Gibsons.

I concur with the Transportation Commission's findings on this issue and urge you to remove Recommendation LU-5. A hard requirement for parking stalls is a step backwards for sustainable and equitable transportation policy in the City of Tacoma. The Transportation Commission's alternative language for a Transportation Demand Management plan is a more balanced proposal, which is consistent with the City's other policies, such as the Green Transportation Hierarchy and Complete Streets Design Guidelines.

Thank you for your time and attention to this matter.

Regards,

Chris Karnes
418 North L St. #4
Tacoma, WA 98403



City of Tacoma
Transportation Commission

Commissioners

Jane Ann Moore, Co-Chair
Justin Leighton, Co-Chair
Gary Hofmann
Michael Hutchinson
Judi Hyman
Yoshi Kumara
Jacki Skaught
Andrew Strobel
John Thurlow
Kristina Walker

Staff

Jennifer Kammerzell,
Public Works

Joshua Diekmann,
Public Works

July 18, 2014

Sean Gaffney, Chair
City of Tacoma Planning Commission
747 Market Street, 3rd Floor
Tacoma, WA 98402

Re: Commission Testimony on North Downtown Subarea Plan & EIS

Dear Chair Gaffney,

The Transportation Commission has reviewed the draft North Downtown Subarea Plan & EIS and desires to make comments regarding elements within this plan.

We are excited to see mobility and transportation options as key goals of the plan. Transportation is a vital element to the success of this plan and to make a community more vibrant. We think that this area can develop into a model neighborhood that includes facilities for pedestrians, bicycles and transit. Having options for all modes will not only improve the flow of traffic, but create a more vibrant area that residents, business owners, shoppers and visitors want to be a part of. This area can be a model for current and future residents to Live, Work and Play.

However, we are concerned that a specific number of on-street parking stalls is listed in **Recommendation LU-5**. While parking management is a key element of any neighborhood plan, managing parking includes a diverse set of solutions and transportation options that allow customers to get to businesses, drivers to find parking and a neighborhood to prosper. We maintain that business and economic development success will be influenced by customers, not vehicles, and we strongly recommend that this language (LU-5) be removed from the plan in favor of the following.

- Maintain access to businesses through parking management and a diverse set of transportation options that has a positive effect on economic development.

We encourage you to include transportation demand management (TDM) plans as a project goal. By creating a TDM plan for the entire subarea or by requiring new development to include TDM plans in their projects, you will ensure that

those who use the area know about available resources. It also ensures that transportation investments such as bike racks and free carpool/vanpool parking are not underutilized.

We suggest you include the following recommendation in your plan:

- Recommendation M-5.5. Develop a Transportation Demand Management plan to ensure that Adaptive Management and Mitigation Program investments are understood and utilized.

We feel that these changes correlate strongly to the City of Tacoma's strategic vision and reflect the values and interests of residents throughout the city. Thank you again for the opportunity to comment. We look forward to continuing to work with you on this important project for downtown.

Sincerely,



Jane Ann Moore
Co-Chair



Justin D. Leighton
Co-Chair

cc: Mayor Marilyn Strickland
Tacoma City Councilmembers
Tacoma City Manager

Gibbons, Cheri

From: Wung, Lihuang
Sent: Friday, July 18, 2014 3:47 PM
To: Boudet, Brian; Munce, Ian; Gibbons, Cheri
Subject: FW: North Downtown EIS - Recommendation LU-5

Follow Up Flag: Follow up
Flag Status: Flagged

Lihuang Wung

City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402
(253) 591-5682

From: Andrew Austin [<mailto:Andrew@Transportationchoices.org>]
Sent: Friday, July 18, 2014 3:44 PM
To: lwung@cityoftacoma.org
Subject: North Downtown EIS - Recommendation LU-5

Lihaung,

I write to express my organization's comments regarding the North Downtown Tacoma EIS. The following comments are on behalf of transportation choices, a Washington State non-profit that promotes and advocates for more bike, walking, and transit choices. That said, I live in 436 Broadway in Tacoma and these comments also express my personal beliefs as a North Downtown/Stadium resident.

I am primarily writing you today to express concern regarding the proposed policy recommendation establishing a specific number of on-street parking stalls in Recommendation LU-5 of the North Downtown EIS. Specifically my concern is related to how this policy may adversely impact long term access to sustainable transportation options within the Stadium District and Mixed Use Center. This proposed recommendation could present substantial challenges for the placement of bus stops and light rail stations in the district on its Primary Pedestrian Streets and detrimentally impact safe cycling and pedestrian travel.

Furthermore, I am concerned that given this policy recommendation, angled parking may be introduced on the grounds that more on-street parking stalls may fit on to the roadway. Angled parking can present a considerable impediment to the movement of transit vehicles as cars stop traffic as they back out of the stalls. Additional impediments of this manner would harm transit passengers, who are disproportionately minority and low income. Additionally, angled parking can be dangerous for cyclists and drivers alike. This area of Tacoma is a high transit, cycling, and pedestrian use area. As designated pedestrian priority streets, parking should not be the #1 priority, people should be.

When the city of Tacoma adopted their mobility master plan they designated pedestrians, transit riders and cyclist at the top of the Green Transportation Hierarchy pyramid with single occupancy motorists at the bottom. It is time for the city to start following through on their prioritization principals, especially in high density and walkable areas such as the North Downtown/Stadium neighborhood. Parking is not nor should it be a holy grail of public street use and our street space must be balanced between all users.

While I understand the Business District's concerns about customer access, it is the city's responsibility to provide access for all customers, regardless of how they chose to get to shops, restaurants, and services. Whether it is by transit, car,

bike, or their own two feet(which is how I usually get to Stadium), there should be a balance of roadway facilities that allows them to get to their destination in a timely and safe manner.

I concur with the City of Tacoma's Transportation Commission's findings on this issue and urge you to remove Recommendation LU-5. A hard requirement for parking stalls is a step backwards for sustainable and equitable transportation policy in the City. The Transportation Commission's alternative language for a Transportation Demand Management plan is a more balanced proposal, which is consistent with the City's other policies, including the Green Transportation Hierarchy and Complete Streets Design Guidelines.

Andrew Austin
Policy Director

Transportation Choices

Transit for all!

Phone: 253.732.9434

www.transportationchoices.org

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Gibbons, Cheri

From: Wung, Lihuang
Sent: Monday, July 21, 2014 3:51 PM
To: Boudet, Brian; Munce, Ian; Gibbons, Cheri
Subject: FW: North Downtown EIS - Recommendation LU-5

Lihuang Wung

City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402
(253) 591-5682

From: Michael Garrity [<mailto:mdgarrity@gmail.com>]
Sent: Monday, July 21, 2014 3:47 PM
To: lwung@cityoftacoma.org
Subject: North Downtown EIS - Recommendation LU-5

Dear Mr. Wung,

I am writing on behalf of the Pierce County Chapter of Washington Conservation Voters (Pierce Conservation Voters or PCV) regarding the proposed policy recommendation establishing a specific number of on-street parking stalls in Recommendation LU-5 of the North Downtown EIS. PCV is concerned that this policy could harm long-term development of sustainable transportation options within the Stadium District and Mixed Use Center. The proposed recommendation could create obstacles to the siting of bus stops and light rail stations in the district and detrimentally impact bicycle and pedestrian safety.

We are also concerned that this recommendation may provide an incentive to create or maintain angled parking in order to create more parking spaces. Angled parking often impedes the movement of transit vehicles as cars stop traffic as they exit parking spaces (whether back-in or not). And I can testify from personal experience that angled parking is more dangerous for bicycles than traditional parallel parking spots.

When the City of Tacoma adopted its Mobility Master Plan, it prioritized pedestrian, transit users, and bicyclists over single occupancy drivers. This prioritization makes sense for Tacoma and should be followed through upon, especially in dense, walkable areas like North Downtown/Stadium. There should be adequate parking for disabled people, but otherwise, parking should take a back seat to the safe and efficient movement of pedestrians, bikes, and transit. While this could lead to less parking, we believe it will encourage more business rather than less, as it will make the Stadium and North Downtown a more attractive place to shop and do business for more people.

PCV concurs with the City of Tacoma's Transportation Commission's findings on this issue and urge you to remove Recommendation LU-5. Instead, we urge you to adopt the Transportation Commission's alternative language for a Transportation Demand Management Plan.

Thank you for your consideration.

Michael Garrity

--

Michael Garrity
Chair, Pierce County Chapter, Washington Conservation Voters
608 N Sheridan Ave
Tacoma, WA 98403
mdgarrity@gmail.com
206-852-5583

North Downtown Subarea Plan
Planning Commission Public Hearing
Oral Testimony – July 16, 2014

1. Justin Leighton, Hilltop Resident, Tacoma Transportation Commission Co-Chair

“Good evening commissioners, Justin Leighton, Hilltop resident. I am here to speak on one recommendation for change. First thank you to the community group, I chaired the hilltop plan, I understand the work involved and how it feels when someone recommends something to change. I am speaking against recommendation LU-5, maintaining the current number of on street parking spaces in stadium with target total of 420 spaces. I think this is unrealistic goal in our community. As we move forward in planning and emphasizing multimodal transportation, talking about parking as staying stationary is unrealistic. We need to think about what happens when we want to add more bike lanes and parklets. We need to start emphasizing that it is okay to walk a few blocks to your business or not even taking your car to the stadium area. I recommend we pull that out. It’s profound to say that there should be a certain amount from this point forward. I would recommend thinking about some sort of parking management system and rethinking how we can get out of the car and move about the community.”

2. Bill Abbot, North Downtown Resident

“The bank between Schuster and stadium: I recall that you were planning to have the link come up there, and we thought that would be a great idea. But after relooking at stadium, there is not much room for the Link there and you might want to rethink that. And you’ve got the bank and the pounding on the road and putting the link in going up and down is not going to help that bank any. We’ve seen that bank collapse several times on Schuster; it’s not the best situation. That was the only comment I had.

3. Jane Moore, Downtown Resident, Tacoma Transportation Commission

“I’m Jane Moore, a downtown resident. I appreciate all the time and work that went into this plan, I was able to help a little bit with parts of it but I couldn’t make many of the meetings. Overall, I think it’s really great. I appreciate the emphasis on open space and mobility. One of the reasons I live downtown is so that I can walk most places, I frequently walk to the businesses in Stadium and appreciate all the efforts to make that safer. I think that the parking recommendations are kind of inconsistent in that we are increasing the reduced Parking Area but also working to increase the amount of on street parking in the Stadium neighborhood. It doesn’t make sense to me that part of it is trying to cut down on parking and another part of it is trying to increase it. I don’t think that we need to increase parking and I agree with Mr. Layton that we should have some sort of transportation management plan or parking management system. The stadium slope issues are also concerning. I would really like to have the

connection from Stadium Way down to Schuster parkway since I live on stadium way, and would like to be able to walk down. I also think it would be able to improve the problems with homeless encampments on the slope if more people are walking there. I am concerned about the expressed desires to remove lots and lots of trees which would destabilize the hillside and decrease the attractiveness of the area. I hope that we remain consistent the city's goals of reaching a 30% tree canopy. The only other concern I have is that some of the language is very understandable to planning people, but I am concerned that it might mislead the residents or business owners. Things like primary pedestrian streets and primary transit streets, I think just need to be explained. A primary pedestrian street is where there is extra effort to make it safe for pedestrians. But it doesn't mean that a street that is not designated a primary pedestrian street, you're not supposed to walk on. I don't want people to think that if it is not designated a pedestrian street or a bicycle street that you're not able do those things on that street. So I just hope for the public and residents and business owners that those things can be explained. Thank you."

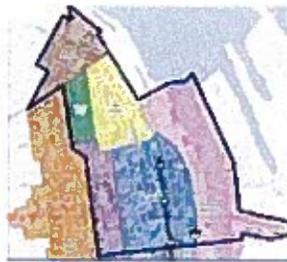
4. Denny Faker, Stadium Business District

"Thank you, I'm Denny Faker and for 16 years the manager of the stadium business district. I sat on the committee and spent a couple of months of meetings and I really did all along appreciate the fact that we were able to have this input. What we had to say and what your conditions and concerns were going to be paid attention to. It's a good feeling as a citizen to know that we have this avenue to travel to the mayor and the council. The stadium district consists of many personal services and small business. Our area up there is jam packed full. We're the most densely populated of the 15 business districts of Tacoma. We have high rise condominiums; we have large high rise apartment buildings. We bring a lot of people into the business district from outside our neighborhood to visit with the residents of those condos and apartments and to visit our businesses in our district. We not only have that but we are also bordered by the North Slope housing association, large homes, big families, lots of cars. District is also the home to Stadium High School; 1850 students, teachers, and employees work and go to school at stadium high school every day all school year long. The district is home to Wright Park with many festivals and functions going on. Even events from the school district come in and have their track meets in the park. We have the Manuscript Library just across the street from the conservatory at Wright Park. Straight across wright park is Multicare, thousands of employees, patients, and visitors every day. The district stays active to be a good partner to the City and always working on issues of beautification, safety, walkability, bike paths, cross walks, and even potholes. We're busy. And we're always trying to do the right thing. A huge concern for some time now has been the lack of parking in the district. I could take you to the stadium district and walk you around and I would personally point out 50 lost parking spaces in the last 24 months. I assure you that they're gone, and I could show you where they used to be- 50 stalls in 24 months. In the North Downtown proposal we are asking that no more parking be taken away. And there are 397 spaces that public works and I have counted through surveys numerous times be protected. We are asking the city help us develop more parking, and yes, we did pick a number, we said 420 would at least get back some of the parking that we've lost, with a promise that they won't take anymore away. Our idea, and what we know should be put into practices is that the parking that we need and have is substantial, so is the need. The addition of light rail, bike

paths, and the walkability that we even worked for is going to add and add. There's room for growth, and we have an unlimited height restriction up there. We really need this to be thought about, and not just consider that we're not like some of the other business districts that aren't so jam packed and quite so busy. We have neighborhood car parking pushing into our district rather than most districts can push out into neighborhoods. We have shuttle buses taking employees from the hospital out dropping them off at their cars in the residential district. Sorry if I'm taking too much time, but this is such an important issue and thank you very much for letting us have this opportunity."

5. Marty Mattes, Director of Facilities and Operations, Bates Technical College

"Good afternoon, Marty Mattes, director of facilities and operations at Bates technical college. I'd to talk about parking but I'm not going to. You've heard enough about it. But I think that the North Downtown area subarea plan put a lot of energy and effort into those discussions. So take to heart all of the comments that you've heard about parking. We do have a master plan at the college that we've had for several years, we've updated it this year. And we've taken into consideration some needs, both current and future needs that the college have. The timing for this plan in conjunction with our development plans was perfect. We're planning to replace one of our existing buildings at the downtown campus with a 70,000 sq. ft., what we're referring to as the medical mile health science center facility that will engage partnerships with both UWT as well as major healthcare providers within a one mile radius of the college proper. This plan will help us and has helped us in our submission to the state board for consideration for funding. There's a lot of waiting and scoring. All community college and technical colleges of the 34 in WA State combine and score and rank are proposals to the legislature as a system. So we don't vie individually. Our project in part because of our partnership with the City and UWT as well as the medical facilities in the neighborhood scored and ranked #9 which is on our list of the legislature funding improving. We're looking forward to this next biennium allocation which would be 2015 July, for an allocation for design, and then subsequent to that the next biennium for construction of a \$40 million improvement project at the downtown. So that's significant to us and I think to the City. Also the SEPA environmental review process that this will assist us with is going to be significant in that it will prepare both the city as well as the college in a place that is further along which will both save us cost and schedule, time, labor for the project. We're really looking forward to it. It was a great opportunity for me to participate both for a local improvement and this in conjunction with South Downtown and the hilltop, and I'm now participating in the city wide strategic plan. All of these things together make a community and a city organization vital to the residents, the business districts, the employees, and the visitors to the city. I think these things in conjunction with each other are very impressive. Thank you very much for your consideration of the plan.



Help Us Plan the Future of

North Downtown

Comment Form

Thank you for your interest in the North Downtown Subarea Plan and EIS project and for coming to tonight's Public Hearing. Please share with us any comments you have about the project. Please note, comments will be accepted during the scoping period until June 16, 2014, at 5 p.m. There will be additional chances to comment on the project as it progresses.

Please provide any comments or questions you have about the project and its scope:

What are strategies for
developing small business?

What are strategies for
live-work development?

Would you like to be added to our project mailing list? Please provide your information below:

Name: Gayle Rieker E-mail: gaylephoto@comcast.net
Gayle Rieker Photo
Address: 1121 A St
City, State, Zip: Tacoma, WA 98402 Phone: 253-627-5455

Gibbons, Cheri

From: Munce, Ian
Sent: Tuesday, June 03, 2014 12:18 PM
To: Gibbons, Cheri
Subject: FW: North Downtown Subarea Plan
Attachments: 2014-06-02%2017.33.13[5].jpg; 2014-06-02%2017.33.30[4].jpg

For our formal record

From: Gary Sevilles [gssevill@msn.com]
Sent: Tuesday, June 03, 2014 11:07 AM
To: imunce@cityoftacoma.org
Subject: North Downtown Subarea Plan

To: Ian Munce

Ian, my name is Gary Sevilles, My wife Judy and I sat next to you at last nights meeting at Kings Book store. I am hoping I can entrust you with our comments for any future public hearings and North Downtown committee meetings.

Judy and I will be in Europe till late July but will reengage in this process when we return.

Included with this email are two pictures taken from an elevated position at 4th and Stadium Way.

[\[cid:D880DBDAE30D4C8398BA423189A3D863@DeskTop\]](#) [\[cid:D07C17628A9A42049E1273AA753CB0E0@DeskTop\]](#)

As you can see from the photo's the public view is shrinking. The view from ground level is almost non-existent. The trees and vegetation are growing at such a pace, the view, even from an elevated position, will disappear by this time next year. The under brush along the slope is making for a great hide out for homeless people. Some of the places along Stadium Way and Schuster Parkway can and will make great places for crimes of opportunity.

My wife and I, along with many other residents of this area, do a lot of walking in this area. With the addition of the Schuster Parkway promenade and trails that would connect North Downtown Tacoma to the waterfront, our area could be the jewel of Tacoma. There are a lot of people of all income levels that live in our area from single family homes to apartments to condos and retirement homes. With the addition of the Link light rail to our area and some day to the airport, I can only imagine what could be possible .

We also believe the tribes should be involved in this project for the simple reason they are a big part of the history and the future of the area. I can envision Native American Art work along the trails and walkways from Schuster Parkway to Stadium Way and throughout North Tacoma. Art, like totem poles, wooden canoes, salmon swimming up stream.

We believe by opening up the public view first and clearing the under growth, people will see what can happen. When people see positive progress they tend to get involved, the more people involved the more progress will take place.

Thank You

Gary & Judy Sevilles

gssevill@msn.com<<mailto:gssevill@msn.com>>

360-829-2299

Gibbons, Cheri

From: Munce, Ian
Sent: Monday, June 16, 2014 2:01 PM
To: Gibbons, Cheri
Subject: FW: North Downtown EIS and Subarea Plan
Attachments: North Downtown Plan comments.docx

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jane Moore [<mailto:janemoore.jm@gmail.com>]
Sent: Monday, June 16, 2014 1:54 PM
To: Munce, Ian
Subject: North Downtown EIS and Subarea Plan

Hello Ian,

Attached are my comments and a couple of questions for the North Downtown EIS and Subarea Plan. The references are page numbers in the subarea plan, but I have similar concerns about the same passages in the EIS.

Thank you,

Jane Moore

North Downtown resident

RECOMMENDATION M-14 Apply the City of Tacoma’s Mixed-Use Center Complete Streets Design Guidelines to Transit Priority Streets on the Tacoma link expansion alignment.

Don’t the Complete Streets Design Guidelines already apply to all mixed-use center and residential streets?

RECOMMENDATION M-16 Implement the Schuster Parkway Promenade multimodal corridor project, including key connections to and along the waterfront:

- Expand the South 4th Street overpass to connect with Pacific Avenue, effectively linking the Prairie Line Trail with the Dome to Defiance trail system
- Connect Stadium Way and adjacent neighborhoods to the new Schuster Parkway Promenade and the waterfront via the Bayside Trails

How can the South 4th Street overpass connect to Pacific Avenue? I can’t visualize how this would look/where it would be.

Parklets – great!

Open Space element in general very good.

Designated Pedestrian Streets page 137

Pedestrian streets are considered to be key streets in the development and utilization of Tacoma’s mixed use center districts due to pedestrian use, traffic volumes, transit connections, and/or visibility. The streets are designated for use with provisions such as increased transparency, weather protection, and street furniture standards. In some centers, these “pedestrian streets” are further designated as “core pedestrian streets” with additional provisions. In centers where multiple streets are designated, one street is designated the “primary pedestrian street.”

The following streets in the Stadium Mixed-Use Center are designated Pedestrian Streets:

- Division Avenue from South 2nd Street to Tacoma

Avenue South: Core Pedestrian Street

- Tacoma Avenue South: Core and “Primary”

Pedestrian Street

- North 1st Street: Core Pedestrian Street

- North I Street: Pedestrian Street

I am very concerned that this section could be read and used to mean that only the designated streets are for pedestrians and that pedestrians do not belong on any other streets. Could it be clarified by adding a statement that says pedestrians may walk on sidewalks anywhere and/or on streets where not expressly prohibited?

. The I-705 freeway spur can be accessed at South 13th Street and exits onto South 15th Street. It also has both on- and off-ramps at South 7th Street. Page 143
[Aren't the on- and off- ramps at South 9th Street?](#)

The Downtown Element of the Tacoma Comprehensive Plan establishes the following street classifications in the North Downtown Subarea:

- Pedestrian/Retail: Pacific Avenue, Broadway, and Tacoma Avenue South
- Transit Priority: Commerce Street, Market Street, Tacoma Avenue South, Pacific Avenue
- Connector: "A Street", 6th Avenue, South 9th Street, South 11th Street, South 13th Street, South 15th Street
- Bicycle Boulevard: Fawcett Avenue
- Urban Residential: Local Access Streets in the St. Helens, Hillside, and Nob Hill areas page 143

[Transit Priority and Bicycle Boulevard are described in the document but not the other classifications. What do they mean and imply?](#)

[Also, Broadway is discussed as a bicycle boulevard later in the document.](#)

MoMaP priority locations for intersection improvements within the North Downtown Subarea include:

- South Commerce Street & South 9th Street (originally identified in the MoMaP as a short-term priority, this project was completed as part of the Stadium Way Arterial Improvement project) pg 161

[I don't believe that this is correct. The intersection of 9th & Commerce has not changed and remains dangerous to cross especially when cars make right turn on red from southbound Commerce to uphill 9th. There are no painted crosswalks in spite of the presence of walk signals.](#)

- Tacoma Avenue & North 1st Street (medium-term) pg 161

[On the other hand, this intersection was improved with the first part of the Stadium Way project. It is very nice with distinctly marked crosswalks and walk signals.](#)

In addition to these MoMaP priority projects, North Downtown community stakeholders have also indicated that the intersection of 6th and St. Helens Avenue is in

need of an upgrade - see the Existing Conditions section of this chapter for more information. Pg 161

You repeatedly remark “stakeholders have also indicated” as if the city/engineers don’t agree. This is a highly dangerous intersection for pedestrians with the multiple intersecting streets. The other end of Baker Street at Fawcett is also difficult to cross – it’s hard to even figure out where one should be crossing.



June 16, 2014

Mr. Ian Munce
SEPA Responsible Official
Planning and Development Services
City of Tacoma
747 Market Street, Room 345
Tacoma, Washington 98402

In future correspondence please refer to:

Log: 061614-20-PI

Re: North Downtown Sub Area Plan and Draft Environmental Impact Statement

Dear Mr. Munce:

The Washington State Department of Archaeology and Historic Preservation (DAHP) is in receipt of the Draft North Downtown Subarea Plan (dated May 2014) and the Draft Environmental Impact Statement (DEIS). These documents have been reviewed on behalf of the State Historic Preservation Officer (SHPO) under provisions of the State Environmental Policy Act (SEPA). In response, I am providing the following comments and recommendations for your consideration:

1. On page 10 in Table 1-1 regarding draft recommendations, I recommend including another recommendation under economic development that touches upon historic preservation. Suggested wording might read something like the following:
Work with the Landmarks Commission, Historic Tacoma, DAHP, and other agencies/organizations to stimulate economic activity by preserving, rehabilitating, and interpreting historic properties.
2. On page 11, I recommend including another plan recommendation to encourage in-fill development or additions to be compatible with surrounding development. Wording may read something like the following:
Work with property owners and developers to make sure in-fill construction in historic districts/conservation areas or new additions are sensitive to the character of the district or nearby historic properties.
3. In the section on Consistency with Existing Plans and Policy beginning on page 30, it would be important to mention and describe the Historic Preservation Element of the City's comprehensive plan.
4. In the discussion on Development Capacity beginning on page 54, I note that historic structures are calculated as "undevelopable." While this is appropriate for planning purposes and conservatively calculating development capacity, I recommend a note or brief paragraph be included on page 56 to explain that, while it may be inappropriate to develop many historic structures, in actuality "rehabilitation" of historic structures is appropriate when protective mechanisms and reviews are in place. Mention of the Old City Hall and the Elk's Temple cited elsewhere in the plan could be used as examples.
5. Thank you for mentioning Transfer of Development Rights (TDR) and Live-Work/Work-Live as strategies on pages 57 and 58. Mention of the Landscape Conservation and



Local Infrastructure Program on page 58 is very interesting. A question is whether a similar program could be crafted to serve as a mechanism to assist historic rehabilitation efforts?

6. Thank you for including the section 5 on Historic Resources in the plan. Given the number of key historic properties and districts in the city, including this section is key not only in protecting such resources but also in achieving the goals of the subarea plan.
7. In the first paragraph on page 96, the plan states: "This unfortunate scenario is the result of the high cost of renovating deteriorated buildings and making them code-compliant..." This sentence gives the impression that renovating deteriorated buildings is inherently "high cost" whereas in actuality rehabilitation costs can be driven by many different factors that are not necessarily higher than new construction. Therefore, we recommend revising the sentence to read something like the following: "This unfortunate scenario is the result of the *often perceived* high cost of renovating deteriorated buildings..."
8. A similar recommendation is made in regard to similar text found on page 3.9-11 in the DEIS.
9. Also near the bottom of page 3.9-11 in the DEIS, I recommend a change to the third bullet point to read something like the following:
lack of code flexibility and/or interpretation of regulations that create unnecessary barriers to the rehabilitation of historic buildings.
10. Thank you for mentioning on page 97 and the sidebar on page 98 about the award given to the City of Tacoma of the Historic Property Maintenance Code. The proper reference to the award on page 97 should be: *The Washington State Historic Preservation Officer* and on page 98 should read "...the 2014 Washington State Historic Preservation Officer's Awards for Outstanding Achievement in Historic Preservation."

In closing, thank you for the opportunity to review and comment on the Draft North Downtown Subarea Plan. On behalf of the State Historic Preservation Officer and DAHP staff, we look forward to working with the City of Tacoma to assist implementing the preservation measures called for in the plan. Should you have any comments or questions about these comments, please do not hesitate to contact me at 360-586-3073 or greg.griffith@dahp.wa.gov.

Sincerely,



Gregory Griffith
Deputy State Historic Preservation Officer

c: Reuben McKnight, Historic Preservation Officer





June 16, 2014

Ian Munce, Special Assistant to the Director
City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma WA 98402

Dear Mr. Munce,

Thank you for the opportunity to comment on the North Downtown Subarea Plan & EIS. First, I would like to thank you for developing a plan that is so supportive of the Tacoma Link Expansion transit investment. The plan will be a very useful for Sound Transit's submittal for the Small Starts Grant funding because it evidences City activity to support the transit investment.

In addition, we support the following policies:

- Recommendation M-2 regarding LOS.
- Recommendation M-5 regarding Adaptive Management.

I have the following comments on the Plan draft:

1. On page 142, reference is made to Tacoma Link fares. I would note that fares have been deferred to begin in September 2016 thanks to a generous offer by the Tacoma Business Improvement Association (BIA). The BIA will pay Sound Transit \$29,000 a year for the next two years to cover net revenue from fares the agency would have collected. The Sound Transit Board approved the plan at its May 22 Board meeting. Beginning September 2016, fares are scheduled to be \$1.50 for adults and \$0.75 for youth, seniors and riders with disabilities.
2. Recommendation M-11 should be deleted. Sound Transit cannot commit to share responsibility for access improvements. Access improvements are not a part of the project budget. As you know, the Tacoma Link expansion is a partnership project that will require significant contribution of funds from the City and/or other partners, as well as the federal government. Thus, expanding the project scope and budget to incorporate additional access improvements will be detrimental to its feasibility and its immediate accomplishment as a catalyst project envisioned in the plan. We welcome, however, the City committing to improvements as described in Recommendation M-12.
3. Sound Transit strongly supports Recommendation M-13 to designate the Link expansion alignment as transit priority streets.

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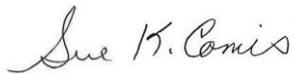
CHIEF EXECUTIVE OFFICER

Joni Earl

4. Regarding the paragraph on Station Location and Design, I would note that the siting and design of the Link expansion will be done by Sound Transit in collaboration with the City.
5. Regarding on-street parking, the plan should recognize that a specific number of parking spaces is not as important as achieving the goals of providing a multi-modal transportation system and a balance among modes. Further, the plan should recognize that the public right-of-way is limited and that transit stops may inevitably impact some on-street parking spaces.

Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Sue B. Comis".

Sue Comis, A.I.C.P.
Light Rail Project Manager

Cc: Chelsea Levy – Sound Transit
David Knowles – CH2M
Brian Kemper – Sound Transit

Gibbons, Cheri

From: Munce, Ian
Sent: Tuesday, June 17, 2014 9:11 AM
To: Gibbons, Cheri
Subject: FW: North Downtown Subarea Plan

From: Liz Underwood-Bultmann [<mailto:LUnderwood-Bultmann@psrc.org>]
Sent: Monday, June 16, 2014 8:08 PM
To: 'imunce@cityoftacoma.org'
Subject: North Downtown Subarea Plan

Hi Ian,

Thanks for providing the opportunity to review and comment on a draft of the North Downtown Subarea Plan. The draft subarea plan does an excellent job providing a comprehensive description of existing conditions, clear and specific actions for the city, and addressing subarea's role in both the larger regional growth center and the region. Particularly strong are the comprehensive discussion affordable housing, access to opportunity, brownfield remediation, and mobility in the center.

I just have a few minor comments to consider as the city moves toward adoption.

- The plan specifically mentions coordination with Sound Transit and includes a discussion of Pierce Transit service. The centers checklist includes an item addressing coordination with transit agencies - additional description in the plan or recommendations about how the city coordinates with Pierce Transit would be useful.
- The use of the term "Recommendations" could be clarified in future iterations. The South and Hilltop Subarea plans use the terminology "Actions" and "Proposed Actions" in a way that appears interchangeable with "Recommendations" here – this could be more clearly explained or made consistent with the other subarea plans.
- VISION 2040 calls for mode split goals for regional growth centers. This could be addressed center-wide through other elements - for example, if the city continues to maintain a comprehensive Downtown element. Just noting this item to consider as the city completes planning for its regional centers.

Please let me know if you have any questions, or if we can provide any additional assistance.

Best regards,

Liz

Liz Underwood-Bultmann | Associate Planner | Puget Sound Regional Council
1011 Western Ave Ste 500 | Seattle, WA 98104
206.464.6174 office | LUnderwood-Bultmann@psrc.org

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950 Pacific Ave, Suite 300 | Tacoma, WA 98402
253-682-1739 | dotg@tacomachamber.org

June 16, 2014

City of Tacoma
North Downtown Subarea Plan & EIS
Attn: Ian Munce
747 Market Street, Room 1036
Tacoma, WA 98402

Dear Mr. Munce,

Thank you for the opportunity to comment on the North Downtown Subarea Plan & EIS.

Downtown On the Go is the transportation resource and advocate for downtown Tacoma. Our Board of Directors represents eighteen downtown businesses, organizations, and agencies, and the approximately 30,000 employees and more than 5,000 students that commute to downtown Tacoma on a daily basis. Working with our partners at the City of Tacoma, Pierce Transit and the Tacoma-Pierce County Chamber, Downtown On the Go's goal is to reduce the downtown drive alone rate by 11 percent by 2015.

We are excited to see mobility and transportation options as a key goal of the project and are pleased to be included. Transportation is a vital element to the success of this plan, and this neighborhood can and should thrive on its walkability and bikability. We see this area developing into a model neighborhood that includes facilities for pedestrians, bicycles and transit. Having options for all modes will not only improve the flow of traffic, but create a more vibrant area that residents, business owners, shoppers and visitors want to be a part of.

However, we find it problematic that a specific number of on-street parking stalls is listed as a goal. While parking management is a key element to any neighborhood plan, managing parking includes a diverse set of solutions and transportation options that allow customers to get to businesses, drivers to find parking and a neighborhood to prosper. We maintain that business and economic development success will be influenced by customers, not vehicles, and we strongly recommend that this language (page 107) be removed from the plan in favor of the following.

- Maintain access to businesses through parking management and a diverse set of transportation options that has a positive effect on economic development.

We are happy that you included Downtown On the Go and our services in the plan and encourage you to take that a step further and include transportation demand management (TDM) plans as a project goal. By creating a TDM plan for the entire subarea plan or requiring new development to

Downtown On the Go is a partnership between the Tacoma-Pierce County Chamber, City of Tacoma and Pierce Transit.

include TDM plans into their projects, it ensures that those who use the area know about available resources. It also ensures that transportation investments such as bike racks and free carpool/vanpool parking are not underutilized.

We suggest you include the following recommendation in your plan:

- Recommendation M-5.5. Develop a Transportation Demand Management plan to ensure that Adaptive Management and Mitigation Program investments are understood and utilized.

Thank you again for the opportunity to comment. We look forward to continuing to working with you on this important project for downtown.

Sincerely,


Kristina Walker
Downtown On the Go Manager

1 Stadium North Condominium Association
1 N Stadium Way, #14
Tacoma WA 98403
June 14, 2014

City of Tacoma Planning Department
City of Tacoma
Tacoma WA

RE: Open Space Forestry/View Maintenance Stadium Way Properties
Vegetation Management Plan

We are one of several property owner groups who are blessed with a beautiful marine view and we feel responsible to maintain the view along with an obligation to protect the forested area adjacent to our property overlooking Commencement Bay. Since the trees in the referenced area were modified to retain sight lines to the bay and to marine activity approximately ten years ago, there is now a healthy growth of trees so that the sight line has again become restricted. It is our desire to have the vegetation modified or replaced and wish to make certain that our view is included in the preservation of "iconic views," noted in "Environmental Design Standards for Stadium Hillside."

We note Tacoma Municipal Code Chapter 9.20 speaks of "spectacular views from many vantage points" in the City, speaks of the importance of maintenance of views and vegetation in contributing to the quality of life in Tacoma. Also referenced is the need to consider the value of the view and vegetation including such factors as wildlife habitat protection, air pollution control, noise pollution reduction, soil and water quality protection and climate control. None of these factors would be negatively affected by modification or change of the vegetation to restore our view.

We understand the City and Metro Parks are jointly conducting a "vegetation management plan" covering our slope from the arterial turn-off at old city hall up to Stadium High School and beyond, study to include all uses including private views, and that community input is being sought. We request that the City and Metro Parks proceed with this plan with due haste.

In a related matter, during the public pre-construction meetings for the recent renovation of Stadium Way, concern was voiced about sitting areas constructed for pedestrians to enjoy the marine view, but with no provision for removal or modification of trees that do not allow such enjoyment. That condition currently exists.

In summary, we desire to protect the quality of life for citizens along the Stadium Way corridor with its view and vegetation and to protect the investment of property owners from being unnecessarily diminished by uncontrolled growth of vegetation, which presently exists in the adjacent open space.

We request your consideration in this matter.

Respectfully,

Curt Anderson, owner, and
Corinne Dixon, Chair, 1 N Stadium Way Condo Association



City of Tacoma
Planning and Development Services

Agenda Item
D-2

To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: **Tacoma Mall Regional Center Subarea Plan and EIS**
Meeting Date: August 6, 2014
Memo Date: July 31, 2014

At the August 6th meeting, staff will present the scope of work, schedule and outreach plan for the Tacoma Mall Center Subarea Plan and EIS. This work is being funded by a \$250,000 National Estuaries Program Watershed Protection Grant, administered jointly by the State Departments of Ecology and Commerce. This effort will build upon the three subarea plans for downtown Tacoma, and will fulfill Tacoma's obligation to plan for designated Regional Centers.

Tacoma's successful grant application, under the theme of **Improving Land Use Management**, emphasized the important role that accommodating growth in urban centers plays in protecting natural and resources lands, and the health of the Puget Sound. The Puget Sound region is forecast to become home to 5 million people and 3 million jobs by 2040. The region's historic population growth has been associated with an outward urbanization of ecologically and agriculturally sensitive areas. **Vision 2040** is the Puget Sound Regional Council's (PSRC) plan to bend these trends, contain that outward expansion and direct growth to compact urban centers. The Tacoma Mall area is one of Tacoma's two designated Regional Growth Centers and a focal point for future jobs/housing concentration.

To accommodate growth sustainably, the Center must function well on many levels. Infrastructure, services, transportation choices, and neighborhood amenities must be adequate to support growth and make the area a desirable place to live, work and shop. At the outset, the City is aware of certain challenges. The Center is located within two sensitive stormwater basins: Flett Creek, an EPA Target Watershed which influences Chambers Creek, a salmon-bearing stream; and the Thea Foss Waterway, a superfund site that has been remediated at a cost of \$105 million dollars. The area includes some congested intersections, gaps in/barriers to bicycle and pedestrian connectivity, the lack of some neighborhood amenities, and a relatively low income and transient residential population.

The Subarea Plan and EIS will be a community forum to collaboratively develop a vision, goals and strategies to guide growth and development, identify environmental impacts up-front on an area-wide basis, and target mitigation measures and other implementation steps.

Attached are a project overview, and PSRC's summary of the Center's key characteristics. If you have any questions, please contact me at 591-5389 or elliott.barnett@cityoftacoma.org.

Attachments (2)

c: Peter Huffman, Director

Tacoma Mall Regional Center Subarea Plan and EIS

Project Overview – August 6th, 2014

Objectives

- Promote sustainable growth within the 485-acre Tacoma Mall Regional Growth Center
- Set the stage for a transition from an auto-centric regional shopping area and adjacent residential areas, into a compact, complete community
- Promote development consistent with VISION 2040, the Puget Sound Action Agenda, and Tacoma’s Comprehensive Plan
- Leverage public and private partnerships and investment to stimulate large-scale population and employment growth within the Center that:
 - Focuses new jobs and housing in areas with transportation choices
 - Promotes equity and housing affordability
 - Promotes salmon recovery and reduces stormwater impacts
 - Contributes to a healthy economy
 - Accelerates regional conservation as a Transfer of Development Rights receiving area
 - Contributes to a unique, vibrant and attractive urban center

Approach

- Develop a draft Sub-Area Plan for the Tacoma Mall Regional Growth Center
- Develop an environmental impact statement (EIS) identifying impacts and mitigation steps
- Identify a range of Implementation Strategies

Project Scope & Preliminary Timeline

<u>TASKS:</u>	<u>COMPLETE BY:</u>
• Identify available data, gaps and data gathering approaches:	October 14, 2014
• Public Involvement Plan and Outreach Strategy:	October 14, 2014
• Existing conditions report:	December 30, 2014
• Area-wide Transportation Strategy:	June 14, 2015
• Area-wide Stormwater Strategy:	June 14, 2015
• Draft Sub-area plan and EIS:	January 1, 2016
• Plan Implementation Strategy:	January 1, 2016
• Council Consideration of Subarea Plan & EIS:	July 1, 2016

Key stakeholders (preliminary):

- | | |
|--|---------------------------------------|
| • South Tacoma Neighborhood Council | • Chamber of Commerce |
| • Simon Corporation (Tacoma Mall) | • Forterra |
| • Pierce and Sound Transit | |
| • Pierce County | CITY OF TACOMA: |
| • WS Department of Transportation | • Long Range Planning |
| • Tacoma Housing Authority | • Stormwater Management |
| • Metro Parks Tacoma | • Traffic |
| • Tacoma School District | • Community and Economic Development |
| • Tacoma Pierce County Health Department | • Neighborhood and Community Services |

Characteristic features of the Tacoma Mall Subarea



S. 38th Street



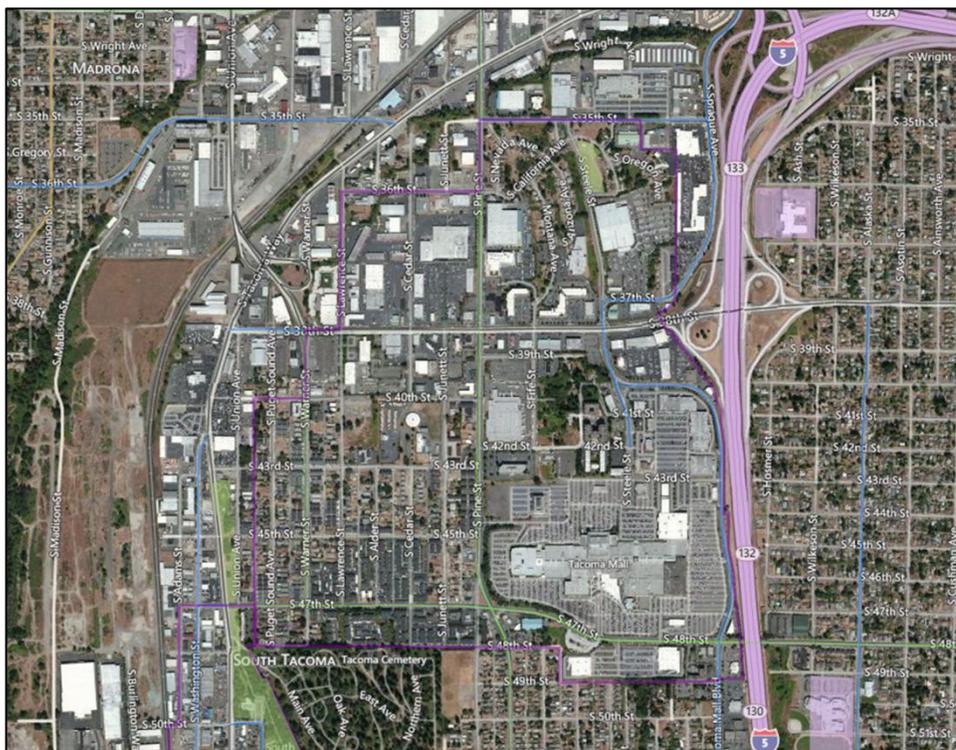
Police Station



Lincoln Heights



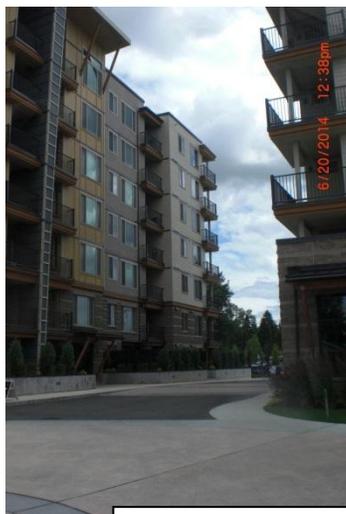
Tacoma Mall Blvd



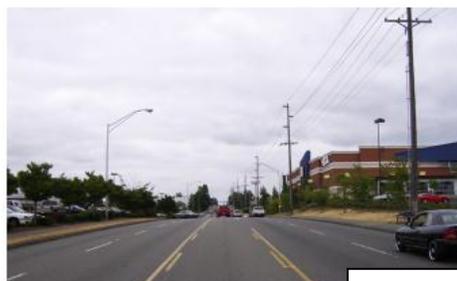
Tacoma Mall



West mall townhouses



Pacifica Apartments



S. 48th Street

48th Street within the Tacoma Mall Urban Center.

Tacoma Mall

The City of Tacoma is the region's second most populous city and Pierce County's seat. Tacoma's location halfway between Olympia and Seattle provides it access to many modes of transportation, natural resources, economical power sources, and a deep, sheltered harbor, all of which have contributed to Tacoma's development as a successful industrial, commercial and trading center. The modern city has its beginnings in the mid-nineteenth century, when it was designated as Northern Pacific Railroad's western terminus for its transcontinental railroad in 1873. The city itself was incorporated in 1884. Tacoma continues its tradition as a hub for trade, with the Port of Tacoma among the most important in the nation and the Pacific Rim. Regional shopping centers such as the Tacoma Mall have emerged to provide goods and services for the city and the region, while the emphasis in downtown has changed to professional offices, international finance, government, education, and cultural facilities. The city has many historic neighborhoods and a number of colleges and universities.

Lying approximately two miles southwest of the Downtown Tacoma regional growth center, the Tacoma Mall area is an important retail district within the city. Tacoma anticipates that the Tacoma Mall regional growth center will remain as the city's major retail center, and that it will accommodate future growth. The city plans for the center to accommodate the development of new office, supporting retail and multifamily residential uses. After the Downtown center, the Tacoma Mall area is seen as the next highest area of concentrated development in the city, with a possible range of building heights between one and 10 stories, and activity levels greater than in most areas of the city.

Acreage, Density & Mix of Activity

Tacoma Mall is a medium-sized regional growth center in terms of total gross acreage (485 acres) with a net developable acreage of 394 acres (81% of gross acres). In terms of its role in the city, the Tacoma Mall regional center contains 1.5 percent of the city's overall land area, 2 percent of the population, 2 percent of the housing, and 7 percent of the city's employment. Compared to centers as a whole, Tacoma Mall has a smaller number of total activity units (10,932), with mostly employment-oriented activity (66% jobs/33% residents) and a moderate density of activity (22.5 units per gross acre).

Urban Form

Tacoma Mall's average parcel size is 0.4 acres, which is significantly smaller than the 1.1-acre average size for growth centers. Tacoma Mall provides a moderately walkable pedestrian environment, with a very limited network of sidewalks (64% coverage) and very large blocks with a 10.5 acre average size.

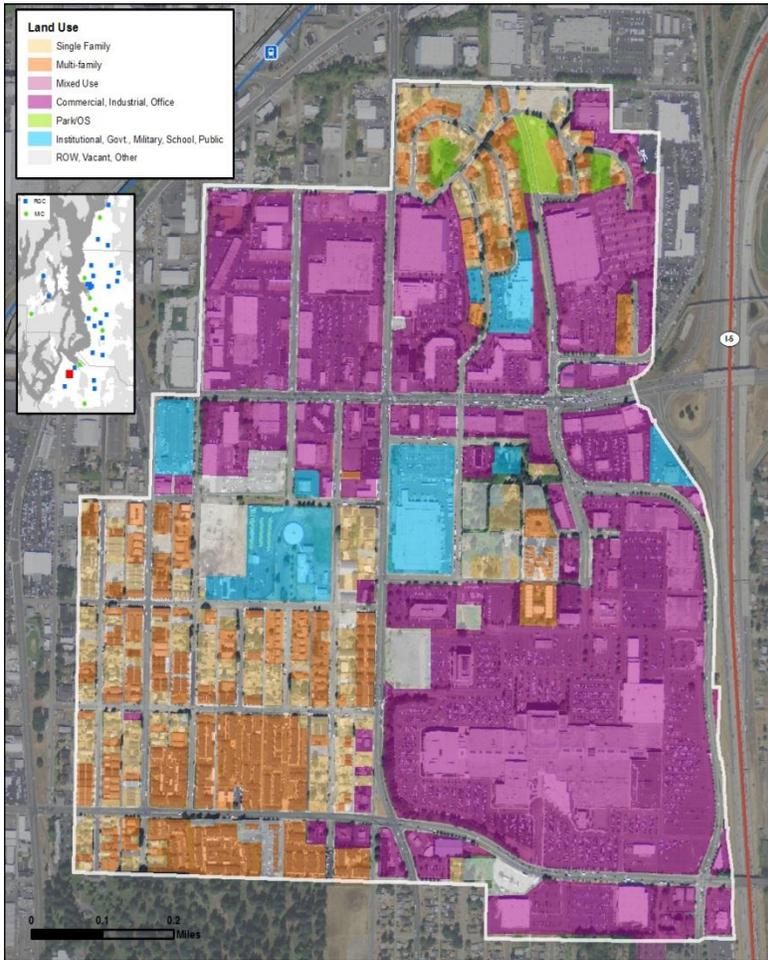
2010 Summary Statistics

Land Use	
Gross acreage	485
Average block size (acres)	10.5
Average parcel size (acres)	0.4
Mix of Uses	
Population/Employee ratio	.52 : 1
Population+Employee/acre	22.5
Population	
Total population	3,761
Population density/acre	7.8
Change (2000–2010)	739
Housing	
Total housing units	1,916
Housing unit density/acre	4
Change (2000–2010)	605
Employment	
Total employment	7,171
Employment density/acre	14.8
Change (2000–2010)	-558
Transportation	
Housing access to transit	65%
Employee access to transit	89%
Work-based mode share	
SOV / HOV	79% • 9%
Walk & Bike / Transit	5% • 7%

Urban Amenities

Food & Drink	
Restaurants	30
Grocery	5
Cafes & Bars	11
Home Supplies & Services	
Pet Supplies	1
Laundry & Haircuts	7
Home supplies	9
Clothing & Shoes	49
Banks	6
Arts & Recreation	
Spectator Sports	-
Fitness & Outdoors	7
Electronics & Toys	3
Bookstores & Libraries	4
Arts & Culture	-
Public & Civic Services	
Social Services	8
Schools & Childcare	3
Police, Fire, Postal, City Hall	1
Pharmacy	1
Healthcare	18
Residential Care Centers	-

The presence of amenities is an important aspect of urban form. Tacoma Mall has a moderate set of urban amenities (163 total amenities / 0.34 amenities per gross acre). Home (41%) and Food/Drink (33%) represent the largest amenity categories, with specific concentrations in Clothing/Shoes, Restaurants, Healthcare, and Cafes/Bars.



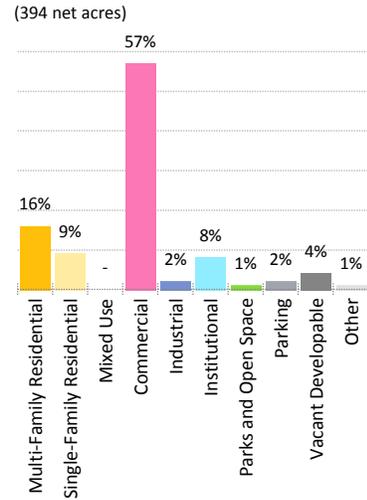
Land Use

The major land uses in Tacoma Mall are commercial (57%), multi-family residential (16%), single-family residential (9%) and institutional (8%). About 67 percent of the center’s 394 net acres are in employment-related use. Approximately 25 percent of the land in the center are exclusively residential uses.

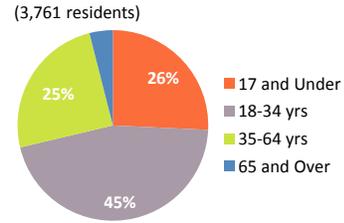
Demographics

The total population in Tacoma Mall is 3,761, and has grown by 739 residents over the past 10 years. The center has slightly younger residents than the region as a whole, with the largest share of youth (26%) and a very small share of seniors (4%). The age of residents is predominantly 18-34, followed by 35-64 (71% for both age groups

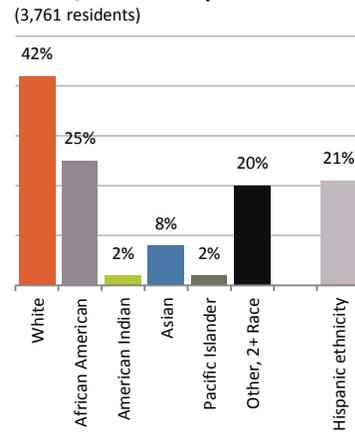
Current Land Use



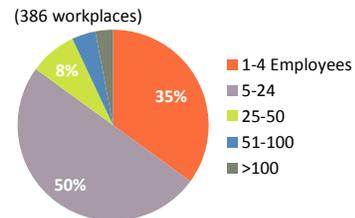
Age of Residents



Racial/Ethnic Composition



Size of Businesses



combined). At 58 percent, Tacoma Mall's racial diversity is significantly greater than the region's 27 percent share of non-white residents. The groups with the highest shares in Tacoma Mall are White (42%), African American/Black (25%), and Other (21%). Twenty-one percent of residents identify as Hispanic.

Employment

The total employment in Tacoma Mall is 7,171, and it has decreased by 570 jobs over the past 10 years. The major industry sectors are Retail (45%), Services (26%) and Government (18%). Major employers are retailers located in the Tacoma Mall.

Housing

Tacoma Mall has 1,916 total housing units, with a density of four housing units per gross acre. Over the past 10 years, housing has grown by 605 units (46% increase). Based on Census Block Group data, Tacoma Mall has a large share (54%) of single family and 2- to 4- unit multifamily dwellings and a significant share of 5- to 19- and 20+ unit multifamily (45%). In terms of unit affordability, Tacoma Mall's owner-occupied housing tends to be significantly less expensive than the region as a whole (based on Census Block Group data). The center's share of units under \$300,000 is 92 percent, whereas the region's share is 38 percent. The center's share of units over \$500,000 category is 0 percent, whereas the region's is 25 percent.

Transportation

For work-based trips, the Tacoma Mall regional center's travel characteristics are similar to the region as a whole. The region's single-occupant vehicle (SOV) share is 76 percent, while the center's share is 79 percent. The region's non-SOV mode share is 24 percent, with 10 percent in transit and 5 percent in walk/bike. The center's non-SOV share is 21 percent, with 7 percent in transit and 5 percent in walk/bike. The total daily trips from Tacoma Mall are slightly focused on destinations in regional centers (19% of all trips); this includes trips that stay within the center (9%) and trips that go to other centers (9%).

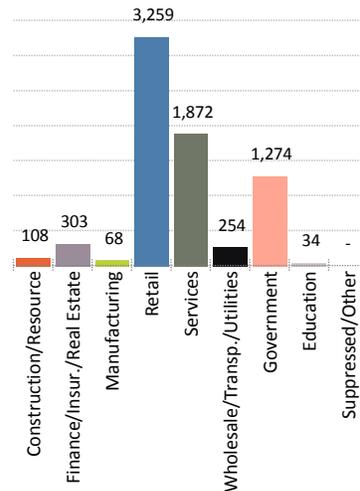
In terms of employee access to transit, Tacoma Mall has almost complete access, with 89 percent of employees within a 1/4 mile walk to a transit stop. For residential, Tacoma Mall has partial access, with 65 percent of housing units within a 1/4 mile walk. For the 1/2 mile walkshed, the center has complete levels of residential access to transit (100%).

Plan Overview and Comparison to Center Plan Checklist

The city's primary center planning document was reviewed to evaluate the extent to which the plan addresses topics in the PSRC Regional Center Plan Checklist. This policy-level review of the current plan is intended both to provide preliminary assessment of consistency of the plan with center guidelines and to evaluate the Regional Centers Checklist for any potential improvements.

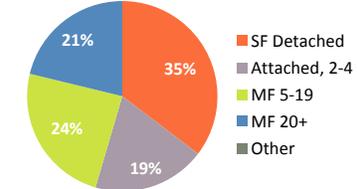
Jobs by Sector

(7,171 jobs)



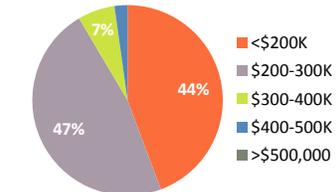
Housing Units, by Type

(1,798 units)

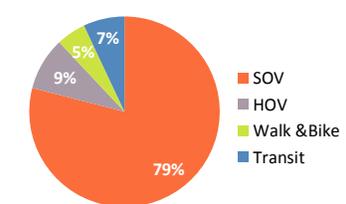


Value of Owner-Occupied Units

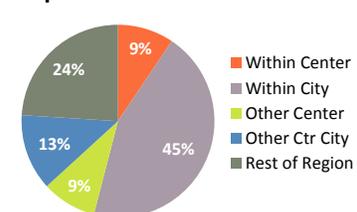
(318 units)



Mode Shares



Trip Destinations



Although the comprehensive plan has policies to guide development in the center, Tacoma does not yet have a specific subarea plan for its Tacoma Mall regional growth center. The city's comprehensive plan provides several policies in the Generalized Land Use element that apply to the Tacoma Mall regional growth center within the context of the city's hierarchy of mixed use centers. The Generalized Land Use element includes a policy specifically calling for the city to develop a subarea plan for this center. The comprehensive plan Neighborhood element also contains a section addressing South Tacoma subareas, including a discussion of the Tacoma Mall area.

Several aspects of the Regional Growth Center Plan Checklist have been addressed by policies in the comprehensive plan. The plan introduction includes a discussion on the role and expectations of regional growth centers, and the plan includes a commitment to develop a subarea plan for the center. Policies address planned housing and employment densities, though specific growth targets have not been set for the center yet. The Generalized Land Use element includes policies that call for pedestrian-oriented design, compact form and mix of uses, and an integrated transportation network.

The plan addresses items on the Regional Growth Center Plan Checklist, though there are topics that the comprehensive plan does not address or that could be strengthened through a dedicated regional growth center plan. This includes a market analysis and several land use topics on the checklist. As the city moves forward on planning for the center, additional detail could be provided on the economy, public services, and transportation strategies. Housing could also be further addressed in the plan, or references could be made to the center-related housing policies in the comprehensive plan provide more clarity regarding the housing strategy for the center.

Planning Challenges & Implementation Strategies

As noted by the city in a 2011 survey, Tacoma identified challenges relating to limited market demand, fragmented parcel ownership, enhancing bicycle and pedestrian facilities, and securing funding for local transit and mobility connections.

Tacoma has employed strategies to address challenges and plan for the success of the Tacoma Mall regional growth center, including increasing allowed building height and establishing design policies.



July 28, 2014

Sound Transit
Attn: Karin Ertl
401 S. Jackson St.
Seattle, WA 98104

Re: Comments on Sound Transit Long-Range Plan Draft Supplemental
Environmental Impact Statement

Dear Ms Ertl:

The City of Tacoma has reviewed the Draft Supplemental Environmental Impact Statement (Draft SEIS) and wishes to comment on the subject matter of Sound Transit's Long-Range Plan. It is important to note that our review has been comprehensive - involving our newly formed Transportation Commission; the Infrastructure, Planning, and Sustainability Committee of the City Council; and consultation with the citizens of Tacoma. We recognize that inclusion in the Long-Range Plan greatly improves the probability that items of vital importance in regional transportation for the City of Tacoma will be given serious consideration by Sound Transit.

Tacoma has been hard at work fulfilling our responsibilities directed by the Washington State Growth Management Act and the Puget Sound Regional Council (PSRC) VISION 2040. In our considered opinion, the Washington State Growth Management Act and VISION 2040 require a more robust discussion in the land use element and in the screening and evaluation sections of the SEIS. The Draft SEIS speaks to focusing growth within Urban Growth Areas (UGAs) and to "general consistency" with state, regional, county, and municipal plans (Appendix F contains a "broad assessment of consistency" with local plans); and PSRC population and employment forecasts are simply presented by county. However, the central focus of VISION 2040 is population and employment allocations (not forecasts) by regional geography. Metropolitan centers such as Seattle and Tacoma are fundamental to this approach.

Within the City of Tacoma we have designated areas that have been carefully planned to accommodate nearly 127,000 additional residents and 97,000 additional jobs, in conformance with PSRC population and employment allocations, and the demonstrated zoning and development capacity to bring these allocations to fruition. Our own environmental analysis of these areas has shown that transit connectivity to designated growth areas within and outside the City of Tacoma is absolutely necessary to accommodate growth for which the City has been mandated to plan. Sound Transit's Final SEIS needs to specifically address these population and employment allocations and how the City of Tacoma is planning to accommodate that growth. Attachments A-D provide additional background information and further specificity with regard to the County and City population and employment allocations.

We also wish to direct your attention to Pierce County Ordinance #2011-36s (Population, Housing, and Employment Targets for cities, towns, and unincorporated areas of Pierce County for the Year 2030). This ordinance is Appendix A to the Countywide Planning Policies (CPPs) for Pierce County. These CPPs and adopted growth targets need to be specifically addressed in an Expanded Appendix F and in the screening and evaluation sections of the environmental document.

Before moving to comment on the plan content, we also wish to reiterate the importance and priority given to specific items already contained in the current Sound Transit Long-Range Plan:

Central Link – Extending Central Link to Tacoma is a top priority for the City and we urge Sound Transit to maintain the current concept in the 2040 Long-Range Plan. We believe stronger services connecting Tacoma, Federal Way and the Seattle-Tacoma International Airport are vital for our planned growth. We would also encourage Sound Transit to add consideration of ensuring that Central Link seamlessly connects to the City’s downtown core.

Sounder – Tacoma urges Sound Transit to consider further infrastructure investments to this corridor to decrease travel time and improve availability by operating a full day schedule, at least on weekdays. Tacoma’s economy is dependent on available rail capacity to ensure timely port access. The added consideration to this priority is to ensure the Sounder improvements induce no reduction in Tacoma’s freight rail capacity and, if possible, to ensure the benefits of improving Sounder service are also shared in improving freight rail capacity.

Regional Express Bus Service – Tacoma has enjoyed the development of Sound Transit’s regional express bus program and understands this program is Tacoma’s linkage to much of the region for many years to come. Tacoma wants to ensure that the regional express bus program continues to expand to meet our capacity needs and that it is integrated and adapted as new portions of the high capacity network become operational.

Looking forward, the City of Tacoma feels strongly that the Long-Range Plan should include expansion of high capacity transit (HCT) to areas in our community of significant importance and significant planned growth, similar to existing and planned expansions to other regional growth centers. The City is currently drafting a Transportation Master Plan with a substantial transit element. While final adoption of the plan will occur later this year, the City has already identified appropriate corridors to facilitate connectivity between designated growth areas within and outside the City. We wish to maintain consistency between our policy and planning and the efforts of Sound Transit. Therefore, we are asking Sound Transit to consider inclusion of the corridors listed below in the Long-Range Plan. These corridors, which are identified with specific streets as points of reference, are roughly depicted in Attachment A.:

- North and South Downtown to Tacoma Mall Corridor, which would connect together Tacoma’s three largest and most intense growth centers. Regional linkages could be further strengthened by extending connections to Lakewood.
- Pacific Avenue Corridor to connect together North and South Downtown and the three identified Business Districts that lie within this corridor, potentially extending to the regionally significant Pacific Lutheran University.

- The Sixth Avenue Corridor, extending west to include the Narrows Business District and Tacoma Community College (TCC). This could be an extension of the currently authorized Tacoma Link expansion.
- The South 19th Corridor to TCC. This could also be an extension of the currently authorized Tacoma Link expansion.
- The Portland Avenue Corridor to connect South Downtown with the Puyallup Tribal Center and the 72nd and Portland Business District.
- West End–Cross Town Corridor – Among some of the fresh ideas that have already sprung from the listening sessions related to the Transportation Master plan is a vision for a high capacity corridor that stretches from Tacoma’s West End neighborhood, potentially touching the Proctor Business District, UPS, the Central Tacoma Business District, Tacoma Mall, two business districts in the Pacific Avenue Corridor and Pacific Lutheran University.
- West Side Corridor – This concept corridor would stretch from Ruston, through Tacoma’s West End Business District, to TCC and continuing on to Fircrest and University Place.

Finally, the City recommends that Sound Transit adopt policies that prioritize regional connections and access to areas with already established zoning and policies to facilitate focused and sustainable growth, substantial local bus services, designated and planned bicycling and walking corridors, and continued parking management best practices. These priorities are in alignment with the goals and objectives of the current Sound Transit 2040 plan. In addition, these priorities are in alignment with the City of Tacoma’s Strategic Direction, which includes being diverse, being productive with a sustainable economy, and planning for an improved public infrastructure that meets the transportation needs of all Tacoma residents and visitors.

The City is committed to further improving our on-going and collaborative relationship with Sound Transit to partner (planning and financial commitments), and to help promote Tacoma’s vision and priorities for the South Sound in the Sound Transit 2040 Long-Range Plan. New regional HCT will be an important ingredient to facilitating Tacoma’s ability to shoulder its share of regional growth, and will be essential to achieving regional growth plans.

Thank you for your consideration and please do not hesitate to contact us if there are questions or further conversation required.

Best Regards,



Marilyn Strickland
Mayor



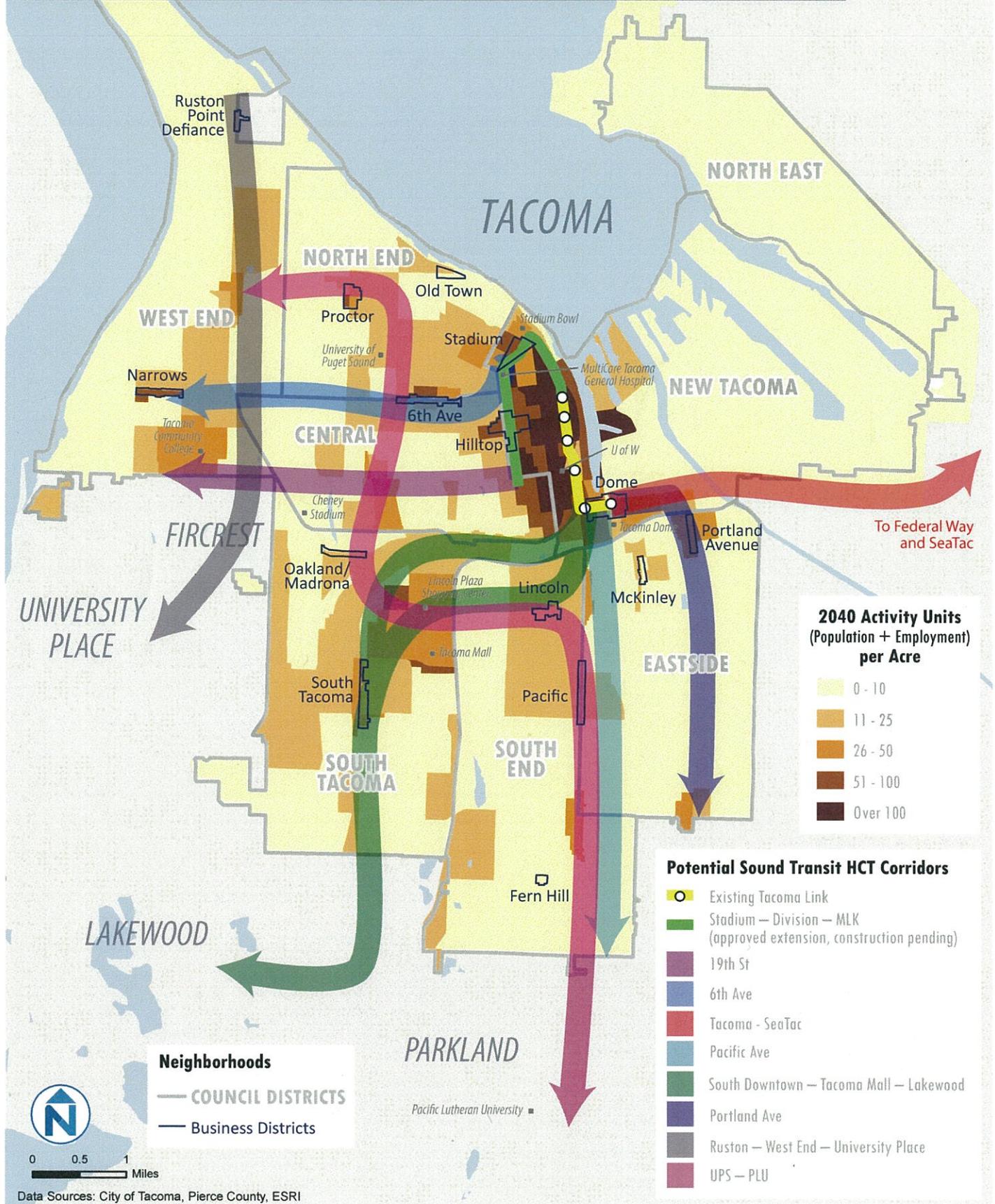
T.C. Broadnax
City Manager

Attachments

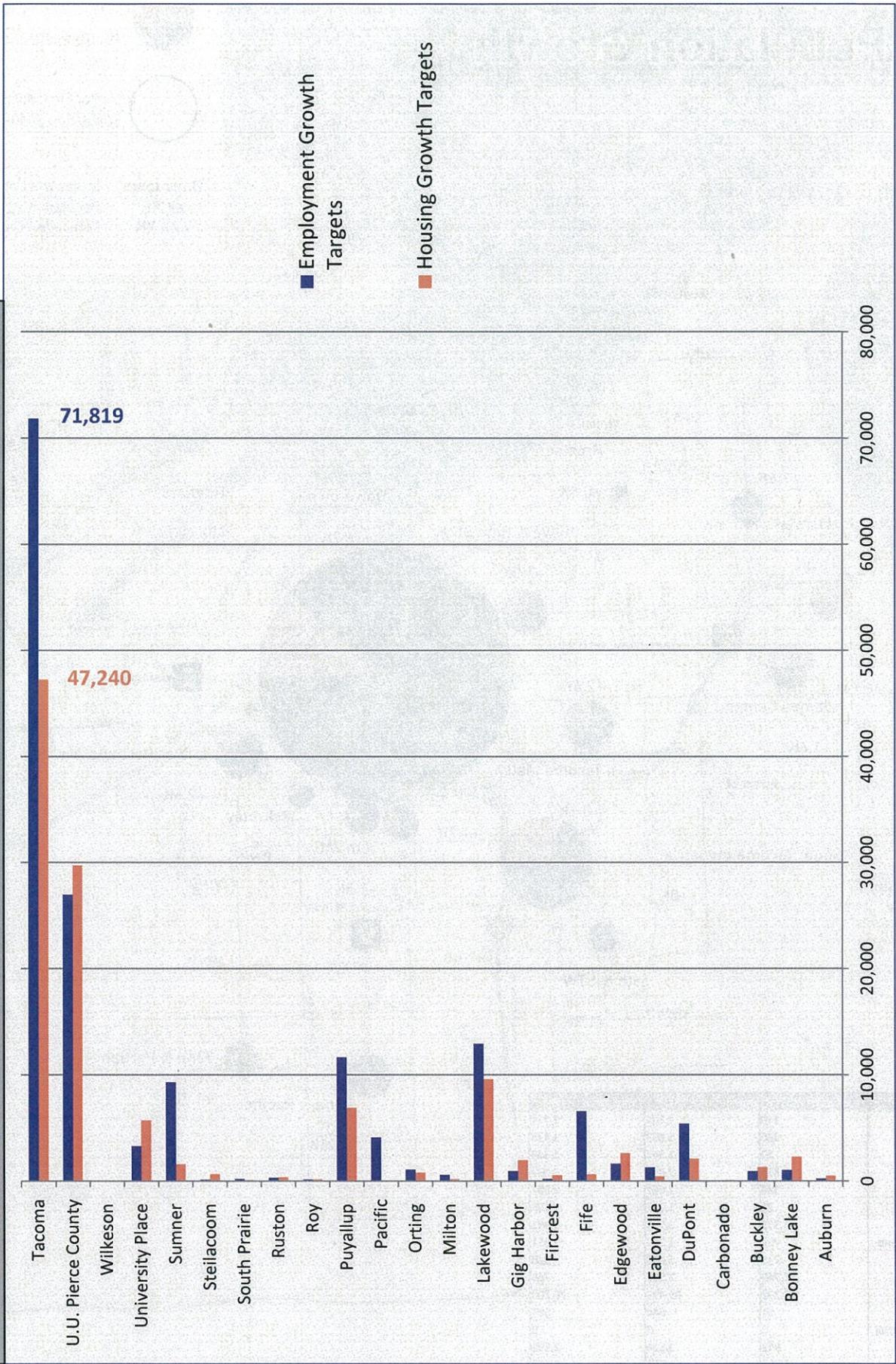
cc: Tacoma City Council
Tacoma Transportation Commission

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Attachment A - Potential Sound Transit HCT Corridors



Attachment B - 2030 Countywide Growth Targets

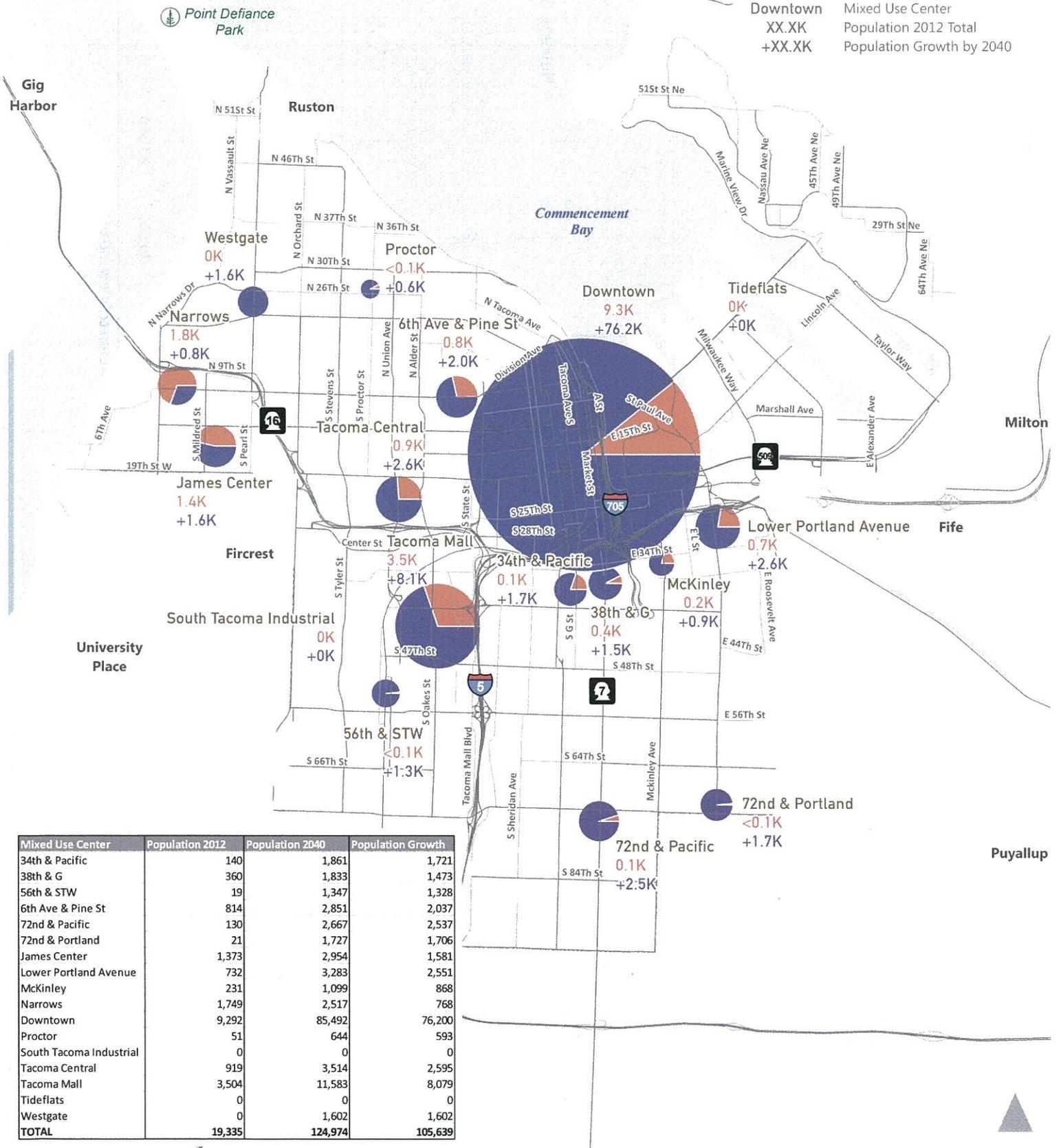


Source: Pierce County 2014 Buildable Lands Report, <http://www.co.pierce.wa.us/DocumentCenter/View/30444>

Attachment C - 2040 Population Growth

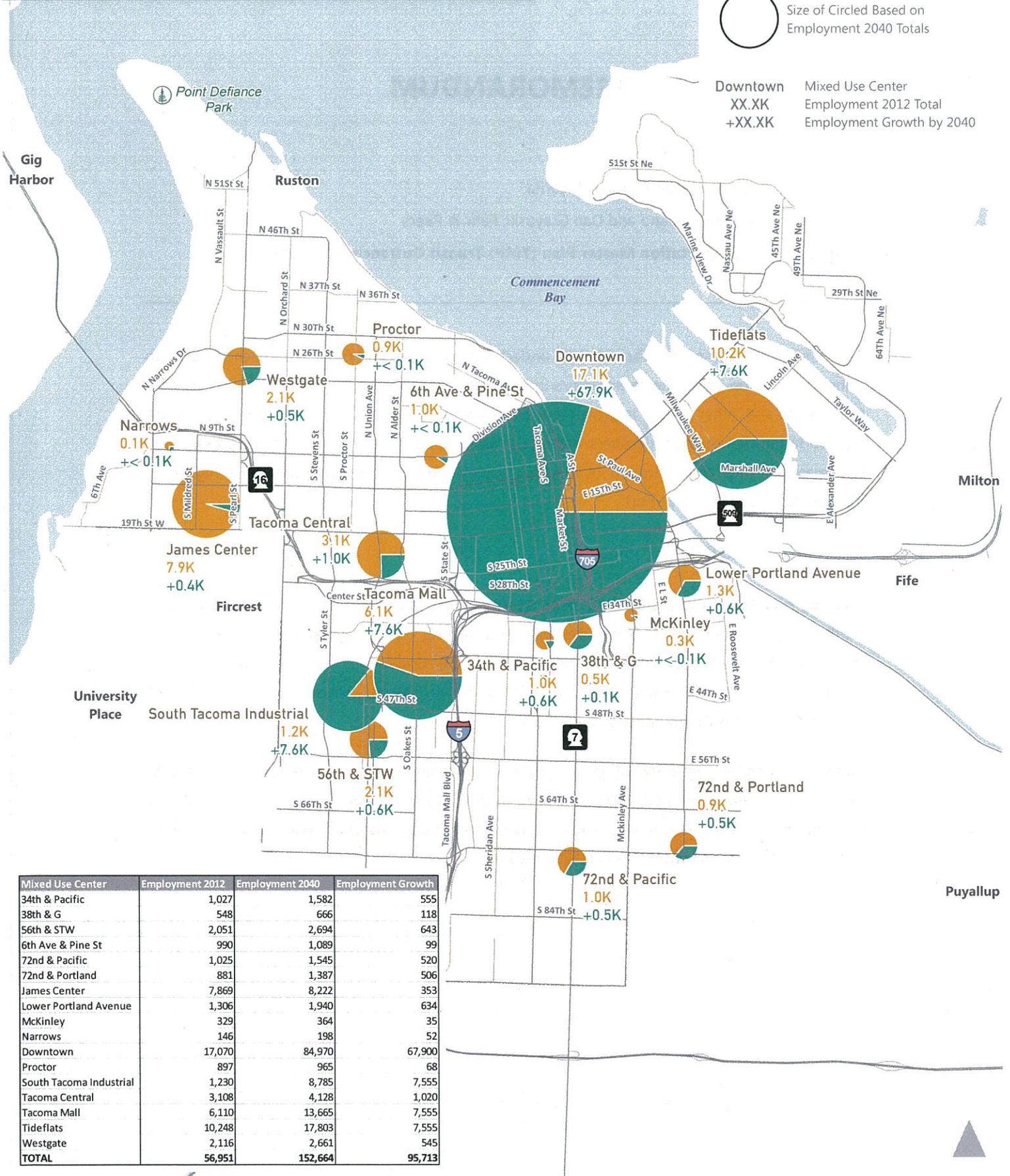


Downtown XX.XK
+XX.XK
Mixed Use Center
Population 2012 Total
Population Growth by 2040



Mixed Use Center	Population 2012	Population 2040	Population Growth
34th & Pacific	140	1,861	1,721
38th & G	360	1,833	1,473
56th & STW	19	1,347	1,328
6th Ave & Pine St	814	2,851	2,037
72nd & Pacific	130	2,667	2,537
72nd & Portland	21	1,727	1,706
James Center	1,373	2,954	1,581
Lower Portland Avenue	732	3,283	2,551
McKinley	231	1,099	868
Narrows	1,749	2,517	768
Downtown	9,292	85,492	76,200
Proctor	51	644	593
South Tacoma Industrial	0	0	0
Tacoma Central	919	3,514	2,595
Tacoma Mall	3,504	11,583	8,079
Tideflats	0	0	0
Westgate	0	1,602	1,602
TOTAL	19,335	124,974	105,639

Attachment D - 2040 Employment Growth



Mixed Use Center	Employment 2012	Employment 2040	Employment Growth
34th & Pacific	1,027	1,582	555
38th & G	548	666	118
56th & STW	2,051	2,694	643
6th Ave & Pine St	990	1,089	99
72nd & Pacific	1,025	1,545	520
72nd & Portland	881	1,387	506
James Center	7,869	8,222	353
Lower Portland Avenue	1,306	1,940	634
McKinley	329	364	35
Narrows	146	198	52
Downtown	17,070	84,970	67,900
Proctor	897	965	68
South Tacoma Industrial	1,230	8,785	7,555
Tacoma Central	3,108	4,128	1,020
Tacoma Mall	6,110	13,665	7,555
Tideflats	10,248	17,803	7,555
Westgate	2,116	2,661	545
TOTAL	56,951	152,664	95,713

MEMORANDUM

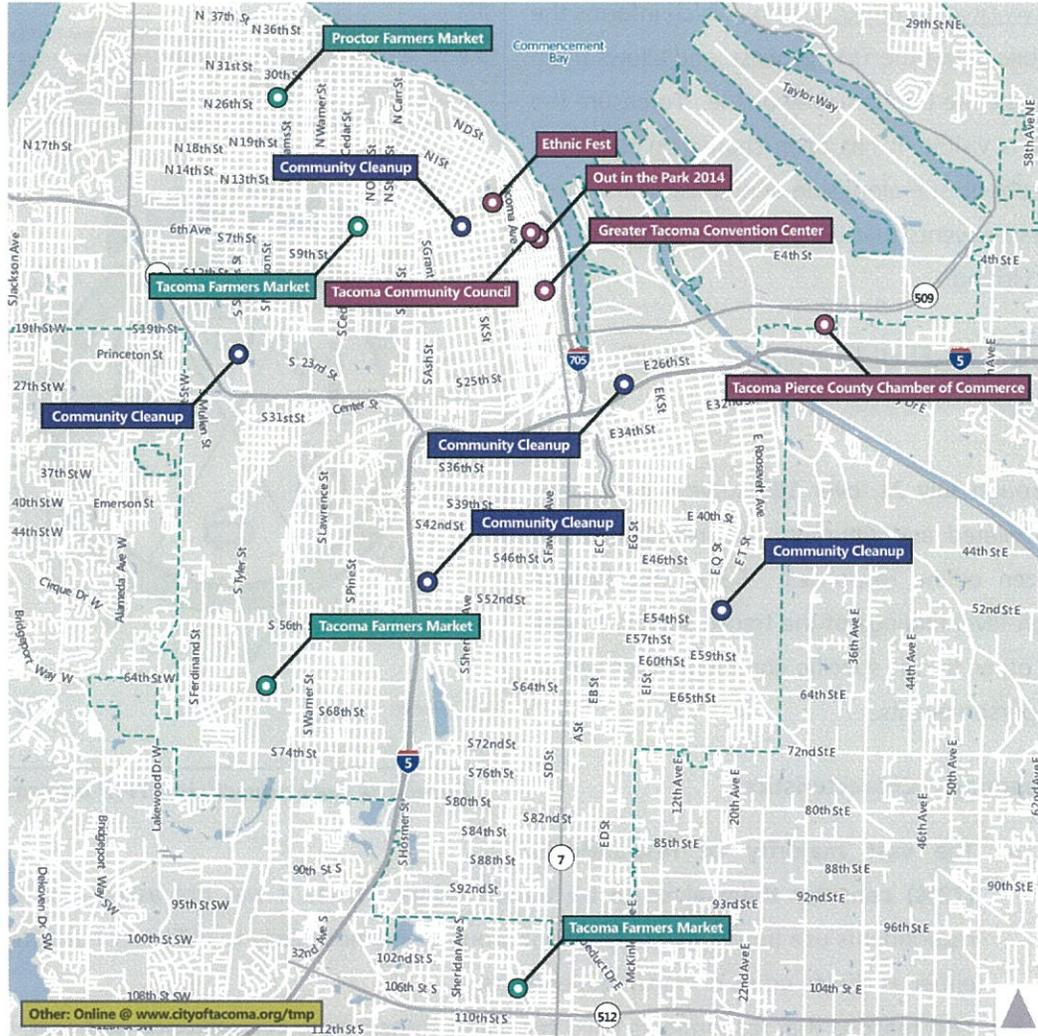
Date: July 22, 2014
To: Josh Diekmann, City of Tacoma
From: Kendra Breiland and Dan Grayuski, Fehr & Peers
Subject: **Transportation Master Plan (TMP) Transit Outreach Summary**

Over the past few months, Tacoma has undertaken an extensive public outreach process to gather information about the community's interests for future high capacity transit (HCT) corridor investments and other transit improvement preferences. The effort, led by a mix of City staff, Transportation Commission members, and the consultant team, has included in-person events, a web presence, and administration of a transit survey. This memo summarizes the high-level findings from this outreach effort.

OUTREACH EFFORTS

Festivals and In-Person Events. In-person events began in mid-June and have included staff booths at four farmer's markets, two festivals, and passing out surveys at community clean up days. The outreach team has also presented to the Community Council (which includes representatives from Tacoma's neighborhoods) and two Tacoma-Pierce County Chamber of Commerce meetings (to gather business input).

Community members were invited to share their thoughts and concerns, mark up a city map with their perceived transportation issues and opportunities, and fill out a transit survey that was designed to elicit input around HCT investments within the City. The City is also featuring the TMP at the July 30th, 2014 Citywide Strategic Plan meeting.



Outreach Event Locations



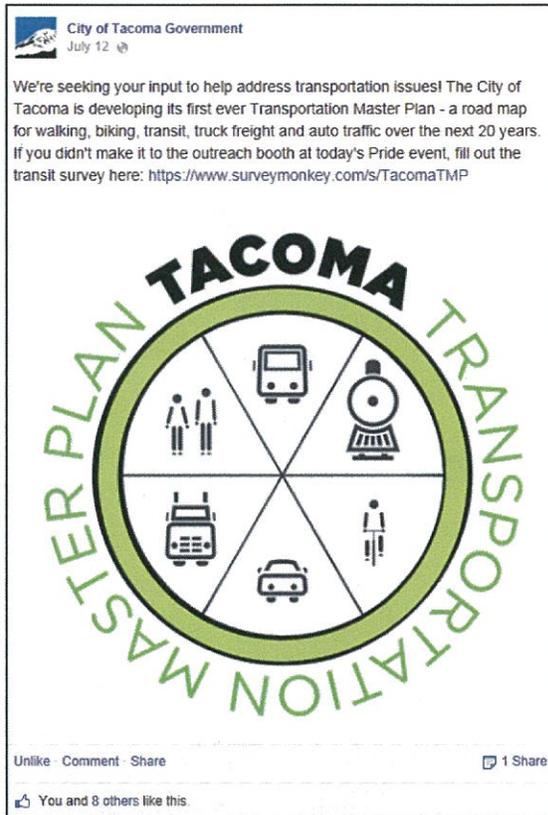
On-Line. The City developed a website (www.cityoftacoma.org/tmp), which informs the public about the TMP process, and allows them to take the transit survey online. To ensure the site is visible, it has been shared on the City's Facebook site alongside announcements of in-person events that the TMP outreach team will be visiting.

SURVEY RESULTS AND MAPPING INPUT

Through July 21, over 160 surveys have been completed and returned, not including a few dozen online responses. Below, we include high-level findings of the transit survey, as well as other transit-specific comments received at in-person events.

Respondent Characteristics

- The **vast majority of respondents (73%) consider themselves to be transit riders.** While it was not asked how often respondents use transit, this respondent group is the most likely to utilize HCT services as either as choice riders or transit dependents.
- **Top reasons** that respondents cited **for using transit were convenience and cost**, 41% and 27% of transit riders, respectively. It is worthwhile to note that **19% of transit riders indicated they did not own a car.** Households without cars are more likely to be lower-income, elderly, or disabled. These households have higher concentrations of transit dependent populations.
- For those **non-riders, convenience** was overwhelmingly the top reason for **not** using transit.
- **Most respondents (78%)** indicated that they **were impacted by the cuts in Pierce Transit service.**



Facebook post advertising TMP outreach



Desired Transit Connections

The survey asked respondents if there are destinations they would like to reach on transit, but can't. Below are destinations that were mentioned numerous times.

- | | |
|--|---|
| <ul style="list-style-type: none">• Major King County employment centers (Downtown Seattle and Bellevue)• South Sound employment centers (Bonney Lake, Puyallup, Olympia, Parkland, and Lakewood)• Waterfront/Ruston/Point Defiance• Sea-Tac Airport• West Tacoma to Downtown• East Tacoma to Downtown• Spanaway• Tacoma Mall | <p>While some level of transit service is provided to many of these destinations, respondents mentioned that the service was either infrequent or required multiple transfers.</p> <p>It is worthwhile to note that the additional destinations that were most frequently mentioned align well with the "Potential HCT Corridors" identified in the City's comments on the Sound Transit Long-Range Plan Draft Supplemental EIS letter.</p> |
|--|---|

Moreover, the outreach team took open comments from the participants at the in-person events. The top comments related to transit service included:

- Desire for increased Sounder frequency, including connections to Sea-Tac Airport
- Southwest Tacoma and unincorporated Pierce County not served by transit
- Desire for expanded service hours and frequency between the Tacoma Mall and Downtown
- Better connections to destinations like the Ferry Terminal and Tacoma General Hospital
- Strong desire to bring back Pierce Transit's 221 route, which served South Tacoma
- Beyond restoring Pierce Transit's 221 route, enhancing services in South Tacoma to help the transit dependent.



How Would You Prioritize Transit Investment in Tacoma?

Do you use transit? Y / N
If so, why?
 Convenience
 Cost
 I don't own a vehicle
 Other: _____

If not, why not?
 Convenience
 Cost
 Time
 Doesn't go where I need
 Other: _____

How have the recent cuts in service by Pierce Transit affected you? I ride:
 More
 Same
 Less
 Not at all

Are there places you cannot get to on transit that you would like to go? If so, where?

INSTRUCTIONS: Select your top 5 priorities from the below menu of transit service enhancements. Place a check mark next to your choices.

TRANSIT SERVICE	<input type="checkbox"/>	More Local Service Coverage Walk 5 minutes or less to the stop and make fewer transfers to get to your destination, but waits are longer and total travel time may be longer.	Why?
	<input type="checkbox"/>	More Regional Service Connect between Tacoma's commercial centers and other regional destinations with frequent service but fewer stops along the way.	Why?
	<input type="checkbox"/>	Focus on Rail Service Expanded Link, Sounder, and street car service.	Why?
	<input type="checkbox"/>	Frequency/Quality of Service Increased frequency to 10- or 12-minute headways on weekdays and 20-minute headways on the weekend.	Why?
ACCESS & CONNECTIONS	<input type="checkbox"/>	Increase Bike Carrying Capacity on Transit Buses and rail cars are equipped with racks and hooks that can hold more bicycles.	Why?
	<input type="checkbox"/>	Increased Car Share and Vanpool Options Increased investments in non-traditional, non-fixed route transit options such as car share and vanpool programs.	Why?
	<input type="checkbox"/>	Safe Routes to Transit Sidewalk and crossing improvements within 1/2 mile of transit stops to improve walking safety and comfort.	Why?
INFORMATION & AMENITIES	<input type="checkbox"/>	Real-Time Arrival Information Real-time displays at bus stops tell passengers exactly when the next bus is scheduled to arrive.	Why?
	<input type="checkbox"/>	Multi-Modal Trip Planner A Tacoma Multi-Modal Trip Planner helps combine transit, biking, and walking in one itinerary. This tool is available on-line and as a smart phone app.	Why?
	<input type="checkbox"/>	Enhanced Vehicles Enhanced buses have easy boarding, large windows, comfortable seating, and on-board WiFi to improve rider experience.	Why?
	<input type="checkbox"/>	Enhanced Transit Stops Enhanced transit stops offer bike parking, comfortable seating, and ample lighting to ensure safety and security.	Why?

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Desired Transit Enhancements

The transit survey asked respondents about their desire for transit investments in three key areas: transit service, access and connections, and information and amenities. Respondents were asked to identify up to five types of transit enhancements (ranging from increased regional services to on-board and station amenities) that they would find most appealing. The transit enhancements that resonated as top priorities with survey respondents are summarized below:

- **Focus on Rail Service.** Expanded Central Link, Sounder, and streetcar (Tacoma Link) service. Supported by **61%** of respondents and the top choice of both riders and non-riders alike.
- **Increased Local Connections.** More local coverage that would reduce the number of transfers required to access the regional transit system. Supported by **53%** of respondents.
- **Frequency/Quality of Service.** About **50%** of respondents identified the need for higher frequency service on both weekdays and weekends.
- **More Regional Service.** **75%** of respondents that placed a priority on more regional transit service use transit today as a primary mode of trip-making. Also, expanded rail service received the highest priority by respondents. This type of transit service is considered HCT service.
- **Real-Time Arrival Information.** **42%** of respondents want to know when the next bus is coming with displays at transit stops.

Almost half of the survey respondents stated that more regional transit service that would connect Tacoma's residential and designated growth centers with other regional destinations outside the City is a priority. Service reliability and speed were also noted as being important.

In summary, public input and feedback strongly prioritizes investments in a regional transit network that improves connections to residential and employment centers and provides access for transit-dependent populations. Strong support was also received for a system that is reliable, frequent, and speedy. This type of transit service can be achieved with HCT service that operates in exclusive and semi-exclusive runningways.