



## **AGENDA**

**MEETING:** Regular Meeting (4:00 – 5:00 p.m.)  
Joint Meeting with the Transportation Commission (5:00 – 6:00 p.m.)

**TIME:** Wednesday, September 17, 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 on August 20, 2014**

### **D. Discussion Items**

#### **1. Capital Facilities Program for 2015-2020**

Review proposed changes to the program, and set a public hearing date.  
(See "Agenda Item D-1"; Lihuang Wung, 591-5682, [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org))

#### **2. 2015 Annual Amendment – Assessment Report**

Review the scope of work for the eleven applications/proposals included in the 2015 Annual Amendment package; and review and approve of the Assessment Report.  
(See "Agenda Item D-2"; Lihuang Wung, 591-5682, [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org))

### **E. Joint Meeting with the Transportation Commission (5:00 – 6:00 p.m.)**

Discuss the working relationship between the commissions and review the status of the Transportation Master Plan.  
(See "Agenda Item E-1"; Lihuang Wung, 591-5682, [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org))

### **F. Communication Items & Other Business**

- 1) Tacoma 2025 Community Events on September 22, 24 and 29, 2014 (See "Agenda Item F-1")
- 2) Vacancies – The City Council is seeking qualified citizens to fill two vacant positions on the Planning Commission representing the "Environmental Community" and "Public Transportation." Applications are being accepted at the City Clerk's Office. Please visit:  
[http://www.cityoftacoma.org/government/committees\\_boards\\_commissions/](http://www.cityoftacoma.org/government/committees_boards_commissions/)
- 3) Infrastructure, Planning and Sustainability Committee meeting, September 24, 2014, 4:30 p.m., Room 16; agenda may include: Planning Commission Accomplishments and Planning Work Program; and Organics to Energy Program.
- 4) Planning Commission meeting, October 1, 2014, 4:00 p.m., Council Chambers; agenda may include: Public Hearing – Capital Facilities Program 2015-2020; and other items to be determined.

### **G. Adjournment**







## **MINUTES** (Draft)

**TIME:** Wednesday, August 20, 2014, 4:00 p.m.  
**PLACE:** Room 248, Tacoma Municipal Building  
747 Market Street, Tacoma, WA 98402  
**PRESENT:** Sean Gaffney (Chair), Scott Winship (Vice-Chair), Donald Erickson, Benjamin Fields, Tina Lee, Alexandria Teague, Erle Thompson  
**ABSENT:** Chris Beale, Stephen Wamback

### **A. CALL TO ORDER**

Chair Gaffney called the meeting to order at 4:02 p.m.

### **B. QUORUM CALL**

A quorum was declared.

### **C. APPROVAL OF MINUTES**

The minutes of the regular meeting on August 6, 2014 were approved as submitted.

### **D. DISCUSSION ITEMS**

#### **1. North Downtown Subarea Plan**

Cheri Gibbons, Planning Services Division, facilitated the Commissioners' review and consideration for approval of the draft Findings of Fact and Recommendations Report and the draft Letter of Recommendation. Discussion ensued, and the Commission made the following modifications to the draft North Downtown Subarea Plan:

- Remove the section describing the proposed Stadium Business District Boundary Revision from the Economic Development Chapter of the draft Plan. (By consensus among the Commissioners.)
- Revise Action LU-5 in the Land Use Chapter to read as: "Retain and add as many on-street parking spaces as feasible within the Stadium District without inhibiting future transit or multimodal improvements." (Adding the underlined words of "and add" by a unanimous vote.)
- Add a goal statement to the Mobility Chapter to read as: "Review the Reduced Parking Area boundaries in the North Downtown Subarea at such time as the Link Light Rail expansion through the district is in full operation or 2020, whichever is first." (A motion made by Commissioner Thompson and seconded by Commissioner Fields to change "as the Link Light Rail expansion through the district is in full operation" to "as the construction of the Link Light Rail expansion through the district begins" failed with a vote of 2 to 5.)
- Add to the Mobility Chapter a clarification regarding the "Designated Pedestrian Streets" to read as: "Pedestrian Streets do not preclude the use of other streets." (By a unanimous vote.)
- Made minor changes throughout the draft Plan, such as the revision of all maps throughout the Plan to reflect the revised Downtown Regional Growth Center, the restatement of "Recommendations" found throughout the Plan as "Actions", the addition of two Actions to the Historic Resource section supporting the rehabilitation of existing structures and ensuring the work is sensitive to the historic character of the structure and surrounding area, the addition of an

Action concerning Transportation Demand Management, and the addition of street classification type descriptions. (By consensus.)

- Modify Item #8 in the “Conclusions” section of the draft Findings of Fact and Recommendations Report to read as: “8. The Planning Commission further concludes that the proposed North Downtown Subarea Plan, as described above, is consistent with the Growth Management Act, will benefit the City as a whole, will not adversely affect the City’s public facilities and services, and ~~is~~ appears to be in the best interests of the public health, safety and welfare of the citizens of Tacoma.” (Changing “is” to “appears to be” by consensus.)

Commissioner Thompson made a motion, which was seconded by Commissioner Erickson, to approve and forward to the City Council for consideration the draft North Downtown Subarea Plan, as amended, the draft Findings of Fact and Recommendations Report, as amended, and the draft Letter of Recommendation, as submitted. The motion passed unanimously.

## 2. Mixed-Use Centers Review

Stephen Atkinson, Planning Services Division, provided an overview of the scope of work for the Mixed-Use Centers (MUCs) Review, a continuation of one of the applications considered during the 2014 Annual Amendment process. He described the characteristics and purposes of MUCs, the foundation of the City’s growth strategy. He articulated on “The D’s for Walkable Centers”, i.e., Density, Destinations, Design, Distances, Demographics, and Distribution. He also described the scope of the market analysis that will be conducted and the coordination of this project with other current initiatives and projects.

Discussion ensued. The Commissioners provided the following questions, comments and suggestions:

- What are the goals and criteria for reducing the number of and prioritizing public investment in MUCs?
- Some Commissioners felt that 17 MUCs are too many, while others expressed that the number may not be as much as a problem if the centers are prioritized.
- Consider the cumulative impact of focusing resources within one or two areas as a demonstration for other neighborhoods.
- Express the greater good that performing centers provide for the whole City.
- We can learn from Vancouver, B.C.’s development strategy, including the timing, sequencing, phasing, and result-oriented of their public investment in designated centers.
- Consider reclassifying centers.
- Provide consideration for the automobile and the continued need for parking. Successful centers are also destinations that people drive to, such as 6<sup>th</sup> Ave.
- Need explanation, rationale, and justification for what certain MUCs are prioritized more than others.
- “Density” may agitate people. We acknowledge the NIMBY concern of people, but we are designing MUCs not only for people that are living there, but also for people that are not there yet (i.e., people who choose to move here and our next generations).
- If basic necessities and amenities are available within an area, the area does not necessarily have to remain as a designated center.
- Conduct peer cities review.
- Ensure stakeholders’ involvement in the process.

## 3. Land Use Designation (Phase 2)

Stephen Atkinson, Planning Services Division, provided an overview of the scope of work of the Land Use Designation Assessment and Amendment, a continuation of one of the applications considered during the 2013 Annual Amendment process. He presented a series of maps illustrating the discrepancies and inconsistencies between the existing zoning and the land use designation system that was adopted by the City Council in 2013. The maps serve to illustrate specific circumstances where inconsistencies between intensities and zoning have been prevalent, including parks and open spaces, education facilities, and planned residential developments. Other common circumstances include R-2 zoning

adjacent to commercial areas where the intensity suggests that more intensive zoning is appropriate and where there has been approved duplexes and neighborhood commercial in otherwise single family neighborhoods. He explained the approach and process for addressing the issues and that staff will be developing a general approach to addressing each type of common circumstance.

The Commission discussed the Growth Management Act requirements for internal consistency between the Plan and Code and whether any possible zoning amendments were required to be completed at the same time as the Land Use Designation amendments. In addition, the Commission had questions about zoning and differences in allowed use and densities.

#### **E. COMMUNICATION ITEMS**

The Commission acknowledged receipt of the following information:

- (a) Agenda for the Infrastructure, Planning and Sustainability Committee meeting, August 27, 2014.
- (b) Agenda for the Planning Commission meeting, September 3, 2014.

Brian Boudet, Planning Division Manager, provided the following information:

- (a) The Infrastructure, Planning and Sustainability (IPS) Committee interviewed candidates for the Planning Commission's vacant positions on August 13, 2014 and made a recommendation to the City Council for reappointing Commissioners Winship and Thompson to the District No. 1 and Development Community positions, respectively, leaving two positions still open – Environmental Community and Public Transportation.
- (b) The IPS Committee encouraged the Planning Commissioners to be more actively involved in the Committee's meetings and discussions of relevant issues.
- (c) The City Council is scheduled to conduct a public hearing on September 16, 2014, concerning the proposed extension of the Recreational Marijuana Interim Regulations.

#### **F. ADJOURNMENT**

The meeting was adjourned at 5:57 p.m.





City of Tacoma  
Planning and Development Services

**Agenda Item  
D-1**

**To:** Planning Commission  
**From:** Lihuang Wung, Planning Services Division  
**Subject:** **Capital Facilities Program for 2015-2020**  
**Date of Meeting:** September 17, 2014  
**Date of Memo:** September 11, 2014

At the Planning Commission's meeting on September 17, 2014, staff from the Office of Management and Budget, Finance Department, will provide an overview of the proposed amendments to the Capital Facilities Program (CFP), updating the current 2013-2018 CFP to 2015-2020 CFP.

To review the current 2013-2018 CFP, please visit the City of Tacoma's website at [www.cityoftacoma.org](http://www.cityoftacoma.org) and click through: Government > City Departments > Finance > Office of Management and Budget > 2013-2018 Capital Facilities Program.

The proposed amendments are primarily to the capital facilities projects, which are what the presentation will focus on. Attached is a list of projects proposed for inclusion in the 2015-2020 CFP. For each project, a brief description of the scope and the associated cost are provided, along with a note on which of the "Comprehensive Plan Tie-in Questions" the project is consistent with. A copy of the Tie-in Questions is attached. Also attached is a list of projects proposed for removal from the current 2013-2018 CFP.

Staff intends to request the Commission to authorize the public distribution of the proposed revisions to the CFP and set October 1, 2014 as the date for a public hearing. After the public hearing, the Commission will be asked to consider forwarding the proposed amendments to the City Council. The Council's review and adoption process is scheduled to take place in October–December 2014.

If you have any questions, please contact Ebony Peebles, Office of Management and Budget, at (253) 591-5067 or [epeebles@cityoftacoma.org](mailto:epeebles@cityoftacoma.org).

Attachments

c: Peter Huffman, Director



# Projects Added for 2015-2020 CFP

Total Project Cost

<b>Municipal Facilities</b>	<b>\$2,058,000</b>
<p><b>Facilities: Municipal Complex - Various Tenant Improvements</b></p> <p>This project would provide tenant improvements to various floors of the Municipal Complex. Many of the office areas have carpeting, finishes, heating/cooling units, and furnishings from the original renovation completed in 1980.</p> <p><i>Tie In Questions: 1, 5, 11</i></p>	\$1,200,000
<p><b>Facilities: Point Defiance Senior Center, Roof Replacement</b></p> <p>Provide for a new roof at the aging City-owned Point Defiance Senior Center, operated by an outside agency, as identified in Facility Management's 2009 Facilities Condition Assessment.</p> <p><i>Tie In Questions: 5, 11</i></p>	\$160,000
<p><b>Facilities: Senior Center, Beacon, Exterior Repairs</b></p> <p>Provide for needed cleaning and painting at the aging City-owned and operated Beacon Senior Center, as identified in Facility Management's 2009 Facilities Condition Assessment.</p> <p><i>Tie In Questions: 5, 11</i></p>	\$84,000
<p><b>Facilities: Senior Center, Lighthouse, Parking Lot Repairs</b></p> <p>Provide for needed parking lot repairs at the aging City-owned and operated Lighthouse Senior Center, as identified in Facility Management's 2009 Facilities Condition Assessment.</p> <p><i>Tie In Questions: 5, 11</i></p>	\$184,000
<p><b>Facilities: Updated Facility Condition Assessment</b></p> <p>Provide for an updated Facility Condition Assessment (FCA) of the (44) City-owned General Government building managed by Facilities Management. The last condition assessment was completed in September 2009, which identified needed Backlog of Maintenance &amp; Repair (BMAR) items of \$39 million. It is recommended that an assessment be completed every 5 years to accurately identify needed BMAR items.</p> <p><i>Tie In Questions: 5</i></p>	\$350,000
<p><b>Main Library Elevator Upgrade</b></p> <p>To upgrade the Main Library's elevator</p> <p><i>Tie In Questions: 4, 5</i></p>	\$80,000
<p><b>Paths &amp; Trails, Bicycle and Pedestrian Access</b></p>	<b>\$8,778,017</b>
<p><b>Chinese Reconciliation Park Phase IV</b></p> <p>This project will continue to advance the project towards the full vision of the master plan.</p> <p><i>Tie In Questions: 4, 5, 8, 9, 10, 11, 14</i></p>	\$4,105,247
<p><b>Mobility Master Plan Short Term Bicycle Enhancements</b></p> <p>The Mobility Master Plan includes a list of bicycle improvements to be implemented citywide to create the foundation of Tacoma's bicycling network. These projects include bike lanes, bike boulevards, cycle tracks and trails among others. Tacoma is constructing 13 miles of bikeways across the city in 2014 and has numerous other projects planned. The Short Term Bicycle Enhancements are prioritized and the City has applied for grant funding from WSDOT for the planning and engineering to connect existing Stevens/Tyler bike lanes across the city, which includes pedestrian improvements at 3 intersections.</p> <p><i>Tie In Questions: 1, 3, 4, 7, 9, 14</i></p>	\$742,770
<p><b>Pedestrian Crossing Improvement Project</b></p> <p>Improve pedestrian crossings at intersections across the City.</p> <p><i>Tie In Questions: 1, 3, 9, 14</i></p>	\$2,500,000
<p><b>Pedestrian Improvements in Hilltop &amp; South Downtown</b></p> <p>This project will include intersection improvements that may include ADA curb ramps, painted crosswalks, or signage or similar treatments that make intersections more visible, safer and pedestrian and bicycle friendly. This project also includes a safety and education component.</p> <p><i>Tie In Questions: 1, 3, 7, 9, 10, 14</i></p>	\$850,000

# Projects Added for 2015-2020 CFP

Total Project Cost

<b>Prairie Line Trail - Art Park</b>	
This project will construct an Art Park adjacent to the trail between Pacific Avenue and S. 15th Street along the United Way property.	
<i>Tie In Questions: 1, 2, 3, 5, 6, 7, 8, 9, 13, 14</i>	\$150,000
<b>Prairie Line Trail Phase II</b>	
This project will construct the southern 1/3 mile of the Prairie Line Trail from the UW-Tacoma to South 26.	
<i>Tie In Questions: 1, 2, 3, 5, 6, 7, 8, 9, 13, 14</i>	\$400,000
<b>Tollefson Plaza Improvements</b>	
This project will look at potential improvements to Tollefson Plaza to increase the use of the facility and create a more useable space. The first phase of the project will look at programming goals and conceptual designs for the plaza to achieve these goals.	
<i>Tie In Questions: 1, 8, 9, 10, 14</i>	\$30,000
<b>Public Safety Facilities</b>	<b>\$6,290,000</b>
<b>Facilities: Fire Facilities, 2015-16 Deferred Maint, Exterior Repairs &amp; Roofing</b>	
Provide for exterior and roofing repairs at various Fire Stations, as identified in Facility Management's 2009 Facilities Condition Assessment.	
<i>Tie In Questions: 5, 12</i>	\$1,500,000
<b>Facilities: Fire Facilities, 2015-16 Deferred Maint, HVAC Repairs &amp; Replacements</b>	
Provide for HVAC repairs & replacement at various Fire Stations, as identified in Facility Management's 2009 Facilities Condition Assessment.	
<i>Tie In Questions: 5, 11</i>	\$640,000
<b>Facilities: Police Headquarters, LEED EBOM</b>	
Provide for Leadership in Energy & Environmental Design (LEED) Existing Buildings: Operations & Maintenance (EBOM) for the Police Headquarters facility. The Police Headquarters is a LEED certified building, per the City's Green Building Resolution No. 38249 existing LEED-certified buildings shall seek LEED Existing Building: Operations and Maintenance silver certification.	
<i>Tie In Questions: 7</i>	\$150,000
<b>Facilities: Police-Fleet Warehouse, Rooftop Unit Replacements</b>	
Provide for the replacement of rooftop heating/ventilation units that have reached the end of their useful life, at Police-Fleet Warehouse, as identified in Facility Management's 2009 Facilities Condition Assessment.	
<i>Tie In Questions: 1, 5, 12</i>	\$800,000
<b>Port Area Fire Station Improvements</b>	
Project will construct facilities to base first responders to respond into the Port and surrounding Tide Flats.	
<i>Tie In Questions: 4, 6</i>	\$3,200,000
<b>Streets Projects</b>	<b>\$7,387,772</b>
<b>2015-2016 Business District Allocation</b>	
This allocation of \$150,000 (less 40% construction / design overhead) is for capital enhancements in designated Neighborhood Business Districts; prioritizing the South Tacoma and Lincoln Business Districts	
<i>Tie In Questions: 1, 3, 9, 10, 14</i>	\$150,000

# Projects Added for 2015-2020 CFP

Total Project Cost

<b>56th Gateway Sign</b>	
Welcome to Tacoma Gateway sign near the intersection of 56th and S Orchard. <i>Tie In Questions: 12, 14</i>	\$80,500
<b>East 31st Street Rehabilitation Project</b>	
The project will improve East 31st Street with asphalt paving, adding sidewalks, ADA ramp improvements, landscaped beds, bulb-out traffic calming measures, and stormwater improvements. The project area includes Portland Ave to East R Street. Utility adjustment or replacement may be required depending on the scope of road project and age/condition of existing utilities. Utility improvements not included in budget shown below. <i>Tie In Questions: 3, 9, 12, 14</i>	\$500,000
<b>East 32nd Street Rehabilitation Project</b>	
The project will improve East 32nd Street with asphalt paving, adding sidewalks, ADA ramp improvements, and stormwater improvements. The project area includes Portland Ave to the cul-de-sac street terminus. Utility adjustment or replacement may be required depending on the scope of road project and age/condition of existing utilities. Utility improvements not included in budget shown below. <i>Tie In Questions: 3, 9, 12, 14</i>	\$500,000
<b>East Tacoma PCB Cleanup , Phase 2</b>	
Replaces catch basins, curb, gutter, and soils contaminated with PCBs from sealant used during a 1975 LID. Constructs new curb ramps. <i>Tie In Questions: 5, 7, 14</i>	\$625,000
<b>East Tacoma PCB Cleanup, Phase 1</b>	
Replaces catch basins, curb, gutters, and soil contaminated with PCBs from sealant used in a LID in 1975. Constructs new curb ramps. <i>Tie In Questions: 5, 7, 14</i>	\$865,000
<b>F16-D Puyallup River Bridge Replacement</b>	
Replace bridge segment F16-D in the Puyallup River Bridge series. This 117 ft. span is located on the Fife side of the Puyallup River. <i>Tie In Questions: 1, 3, 4, 5, 6, 9, 10</i>	\$2,164,000
<b>Future Sanitary Sewer LIDs</b>	
Participate with property owners to construct sanitary sewers mains to serve their neighborhood. <i>Tie In Questions: 7, 14</i>	\$600,000
<b>LID 8660 - Alley Paving</b>	
A majority of the property owners have signed an advisory petition requesting permanent pavement with Storm drainage to replace existing surface. LID will consist of 1 segment; the alley between North 30th St and North 31st Street from Monroe Street to Mason Avenue. LID was created by Ordinance # 28217 on 4/22/2014. <i>Tie In Questions: 14</i>	\$155,151
<b>Lincoln Business District Steetscape</b>	
Implement a Main Street design for the 6 blocks within the core of the Lincoln Business District for a total of \$4,000,000. \$600,000 potentially funded through a Byrne Federal Justice Grant for Neighborhood revitalization. <i>Tie In Questions: 1, 3, 9, 10, 14</i>	\$600,000

# Projects Added for 2015-2020 CFP

Total Project Cost

<b>N Vassault Sidewalk Project</b>	
N. Vassault is a collector that connects residential neighborhoods to an elementary school, two senior retirement facilities, a city park, and marina; both sides of the street have on-street parking, bike lanes, curb and gutter and intermittent sidewalks. The west side of the street has a retaining wall, approximately 450 feet) that is failing. The improvements include filling in missing sidewalk on the west side of the street, installing or upgrading ramps and driveways to ADA standards, and replacing the failing retaining wall from N 45th to N 51st Streets. The segment including the retaining wall will have the rarely used on-street parking removed to accommodate a new sidewalk and retaining wall.	
<i>Tie In Questions: 1, 3, 4, 9</i>	\$398,121
<b>Pacific Ave Crossing at South 17th Street</b>	
New concrete Crosswalk between the Tacoma Art Museum and the Tollefson Plaza, and intersection channelization at Pacific and 17th	
<i>Tie In Questions: 1, 3, 5, 9, 12</i>	\$150,000
<b>Stadium Wy - Schuster Promenade Connector</b>	
Hillside path connecting the Stadium District to the Schuster Promenade. This path will likely incorporate segments of the former Bayside Trails system.	
<i>Tie In Questions: 3, 8, 9, 14</i>	\$600,000
<b>Tacoma Dome</b>	<b>\$37,840,000</b>
<b>Tacoma Dome Audio System replacement</b>	
Replacement of audio systems	
<i>Tie In Questions: 4</i>	\$950,000
<b>Tacoma Dome Commissary renovation</b>	
Renovation of Tacoma Dome commissary	
<i>Tie In Questions: 4</i>	\$2,000,000
<b>Tacoma Dome Concession renovation</b>	
Renovation of Tacoma Dome concessions	
<i>Tie In Questions: 4</i>	\$2,000,000
<b>Tacoma Dome Concourse interior</b>	
FF&E replacements throughout concourse	
<i>Tie In Questions: 4, 7</i>	\$1,200,000
<b>Tacoma Dome Concourse restrooms</b>	
Expansion of concourse restrooms	
<i>Tie In Questions: 4, 7</i>	\$1,250,000
<b>Tacoma Dome Dressing room renovations</b>	
Renovation of Tacoma Dome dressing rooms	
<i>Tie In Questions: 4, 7</i>	\$2,400,000
<b>Tacoma Dome Event level restrooms</b>	
Expansion of event level restrooms	
<i>Tie In Questions: 4, 7</i>	\$850,000
<b>Tacoma Dome Exhibition Hall renovation</b>	
Renovation of Tacoma Dome Ex Hall.	
<i>Tie In Questions: 4</i>	\$2,500,000
<b>Tacoma Dome HVAC retrofit and replacement</b>	
Upgrade Tacoma Dome's heating, ventilation and air conditioning (HVAC) to more efficient systems	
<i>Tie In Questions: 4, 7</i>	\$8,000,000
<b>Tacoma Dome IT Infrastructure</b>	
Enhancement to IT Infrastructure	
<i>Tie In Questions: 4</i>	\$900,000

# Projects Added for 2015-2020 CFP

Total Project Cost

<b>Tacoma Dome LED lighting</b>	
Convert interior arena lighting to LED lighting for seating bowl <i>Tie In Questions: 4, 7</i>	\$900,000
<b>Tacoma Dome Loading docks installation</b>	
Addition of loading docks <i>Tie In Questions: 4</i>	\$350,000
<b>Tacoma Dome Lower Bowl Seating replacement</b>	
Installation of retractable and portable seating at Tacoma Dome. <i>Tie In Questions: 4, 5, 7</i>	\$10,500,000
<b>Tacoma Dome Office expansion</b>	
Expand and renovate administrative offices to underused space <i>Tie In Questions: 4</i>	\$300,000
<b>Tacoma Dome Security system upgrades</b>	
Upgrades to security system <i>Tie In Questions: 4</i>	\$1,250,000
<b>Tacoma Dome Wayfinding Signage Replacement</b>	
Interior and exterior wayfinding and advertising signage <i>Tie In Questions: 4</i>	\$2,490,000
<b>Tacoma Rail</b>	<b>\$15,786,211</b>
<b>Lincoln Avenue Wye Track</b>	
Installation of a wye track beneath the Lincoln Avenue Bridge to provide more direct access to the US Oil facility and improve operational flexibility. <i>Tie In Questions: 3, 5</i>	\$215,000
<b>Locomotive Fleet Repower and Modernization Projects</b>	
Future projects intended to maintain compliance with evolving federal regulations and support ongoing operational needs. <i>Tie In Questions: 3, 5</i>	\$1,500,000
<b>Locomotive Repower/Replacement</b>	
Repower or replace one uncertified EPA Tier-0 locomotive with an EPA certified Tier-3 locomotive. <i>Tie In Questions: 3, 7</i>	\$601,949
<b>North Intermodal Yard Lead Track Upgrade</b>	
Replace old and worn 112-pound rail and track switches with new 115-pound components on the North Intermodal Lead Track. <i>Tie In Questions: 3, 5</i>	\$366,387
<b>Onboard Positive Train Control (PTC) Equipment</b>	
Equipment installed on locomotives designed to communicate with wayside signals and back office computers intended as a failsafe to avoid train head/rear end collisions, over speed derailments, or incursions into unauthorized territory. <i>Tie In Questions: 3</i>	\$325,000
<b>Rail Classification Yard – East End Access Reconfiguration</b>	
Reconfiguration of the east end of the classification yard to allow for multiple congruent train movements simultaneously. <i>Tie In Questions: 3, 5</i>	\$5,000,000
<b>Rail Classification Yard – West End Reconfiguration</b>	
Reconfiguration of the classification yard's west end to allow for multiple congruent train movements simultaneously. <i>Tie In Questions: 3, 5</i>	\$5,000,000

# Projects Added for 2015-2020 CFP

Total Project Cost

<b>SR509 Track Rebuild Project</b>	
Project will replace approximately 4,200 feet of old and worn 85-pound rail and other components with new 115-pound rail and components.	
<i>Tie In Questions: 3, 5</i>	\$1,037,012
<b>Taylor Way Track Rehabilitation &amp; Expansion Project</b>	
Replace old and worn rail paralleling Taylor Way with 115-pound rail, 30% new cross ties, and extend the tracks approximately 1,200 feet.	
<i>Tie In Questions: 3, 5</i>	\$1,105,074
<b>Transfer Yard Connection</b>	
Constructs a new connection between the Port's Transfer Yard into existing Tacoma Rail infrastructure paralleling Lincoln Avenue to provide more efficient ingress/egress to U. S. Oil without crossing Port of Tacoma Road.	
<i>Tie In Questions: 3, 5</i>	\$120,000
<b>West Loop Track Upgrade Project</b>	
Replace existing 90-pound rail with 115-pound rail, 30% new cross ties, also encapsulates 370lf of track to function as a crossing.	
<i>Tie In Questions: 3, 5</i>	\$515,789
<b>Thea Foss Waterway</b>	<b>\$1,215,000</b>
<b>15th Street Float/Ramp Replacement</b>	
This project will replace a float and ramp that have reached the end of their useful life. The replacement float will be installed using methods that are protective of the Superfund site and fish habitat.	
<i>Tie In Questions: 1, 5, 7, 8, 9, 10, 14</i>	\$155,000
<b>535 Dock Street Wharf</b>	
Piling Replacement	
<i>Tie In Questions: 1, 3, 5, 9, 14</i>	\$500,000
<b>Les Davis Pier - Dive Park, Tire Removal</b>	
This project will provide for the removal of underwater tires that were initially installed as a public dive park boundary. The Department of Natural Resources (DNR) is requiring the removal of the underwater tires for environmental purposes. DNR requi	
<i>Tie In Questions: 7</i>	\$100,000
<b>No Wake Buoy</b>	
Permit, purchase and install a buoy to be placed at the mouth of the Foss Waterway to deter wakes and prevent damage to public infrastructure including the shoreline and floats.	
<i>Tie In Questions: 1, 9, 14</i>	\$10,000
<b>North Moorage Floats Phase III</b>	
The North Moorage Floats Phase III project consists of installing utilities on 500 feet of floats onthe Foss Waterway and constructing restroom facilities at Thea's Park adjacent to the Dock Building. This phase will complete the North Moorage Floats.	
	\$200,000
<b>Sea Scout Building</b>	
The deteriorated wood building is no longer occupiable and has a failing roof structure, no sprinkler system, and is currently a transient and fire hazard. The building will be demolished to the building pad.	
<i>Tie In Questions: 1, 10, 14</i>	\$250,000
<b>Grand Total</b>	<b>\$79,355,000</b>

## ***Tie-in Questions***

### **For Review of Capital Facilities Projects for Consistency with the Comprehensive Plan**

1. **Mixed-Use Centers** – Is the project located within a mixed-use center or provides connections between two or more centers?
2. **Housing Affordability** – Does the project have a positive impact on the number, location, and quality of housing opportunities for families and individuals throughout the City?
3. **Multimodal Transportation** – Does the project address multiple modes of transportation to safely and efficiently move people and goods by accommodating and encouraging the use of transit, high-occupancy vehicles, bicycles and/or walking?
4. **Level of Service** – Will the project improve the level of service of a facility or meet the adopted LOS within the next six years?
5. **Facility Preservation** – Would the project preserve an existing capital facility, avoiding greater expense in future years?
6. **Essential Public Facilities** – If this project is defined as an Essential Public Facility, has the siting and planning occurred in compliance with RCW 36.70A.200 and consistent with the Generalized Land Use Element policies pertaining to “Siting Essential
7. **Environmental Protection** – Does this project directly respond to the climate change, conserve/preserve natural resources including critical areas and shorelines, and/or protect or improve air or water quality?
8. **Open Space** – Does the project acquire, develop and improve the optimum variety and number of recreation and open space facilities consistent with the changing needs of the community?
9. **Active Living** – Is the project designed to accommodate, facilitate and/or promote active living and physical activity, such as walking, bicycling, taking “safe routes to school”, and other recreational and sports activities?
10. **Economic Development** – Will the project make a significant positive impact on the local economy and/or tax base?
11. **Municipal Art Program** – Does the project qualify for the Municipal Art Program (TMC 1.28)?
12. **Arts and Culture** – Does this project strengthen the City's arts and cultural environment and attract more individuals to downtown Tacoma, mixed-use centers or business districts?
13. **Historic Preservation** – will the project enhance and protect a historic building, historic site or archaeological site?
14. **Citizen Participation** – Did community members, neighborhood and business district organizations, the general public, and pertinent governmental entities participate in the planning, development and approval of this project?



# Projects Removed for 2015-2020 CFP

WBS	Project Name	Comments
CIP-00016-02-22	Youth Marine Foundation Facility - Port	Project Completed
CIP-00020	Sauro Property environmental Cleanup	Project Completed
CIP-00022-03	Fire Station 5 Repair & Renovation	Project Completed
CIP-00022-07	Foss Waterway Seaport	Project Completed
CIP-00022-07-01	Seaport Museum North Wall	Project Completed
CIP-00023	Sauro Site Improvements	Project Completed
CIP-00025	Old Town Dock	Project Completed
CIP-00027	2009-2010 Business District Allocation	Project Completed
CIP-00027-1	2011-2012 Business District Allocation	Project Completed
CIP-00030-01-01-04	South Tacoma Way S. 74th St. to 80th St.	Project Completed
CIP-00030-05-04	Public Safety Radio Comm Projects	Project Completed - Not required to report thru CFP.
CIP-NEW-1053	Fire Station #11	Project Completed
CIP-NEW-1054	Fire Station #13	Project Completed
CIP-NEW-1058	Fire Station #10	Project Completed
CIP-NEW-1073	Fire Station #3	Project Completed
CIP-NEW-1074	Fire Training Campus	Project Completed
CIP-NEW-1075	Storage Warehouse	Project Completed
CIP-NEW-755	COMMENCEMENT BOATHOUSE	Project Completed
CIP-NEW-894	New SW Tacoma Fire Station	Project Completed
ENV-00403	LID 3964 - Sanitary Sewers	Project Completed
ENV-NEW-1081	Sprague Entryway	Project Completed
ENV-NEW-1086	Transmission and Maintenance	The was a proposed category which was never implemented
ENV-NEW-978	Transmission System Projects	Project Combined with Asset Mgt
FAC-NEW-1037	Facilities: Public Works, Sign Shop (Cavanaugh Bui	Site leased to Environmental Services.
FAC-NEW-1039	Facilities: Senior Centers, Demographic and Facili	Plans for study terminated.
FAC-NEW-1043	Parking System: Public Electric Vehicle Charging S	Project Completed
FAC-NEW-1174	Facilities: Municipal Complex - Upgrades	Duplicate entry.
FAC-NEW20	Parking System: Parking System	Project Completed
FAC-NEW-843	Park Plaza South Art Project	Project Completed
FAC-NEW-893	Facilities: Hilltop Properties, Deferred Maint	Properties sold.
FAC-NEW-895	Facilities: Energy Savings Performance Contract (E	Municipal Complex project completed summer 2014.
FAC-NEW-968	Parking System: Elks on Broadway - Public Garage	Project canceled
FAC-NEW-987	Facilities: Senior Center, Proposed New Facility	No longer planning for project.
GNF-NEW-676	Swan Creek Branch Refurbishment	Library Branch closed
GNF-NEW-680	King Library Refurbishment	Library Closed and Sold
GNF-NEW-685	Mottet Branch Refurbishment	Project Completed
GNF-NEW-688	Libraries Exterior Signage Replacement Master Plan	Project Completed
ISY-00006	Purchased Assets - IT Telecom 2011-2012	Project Completed - Not required to report thru CFP.
ISY-00013	Network Operations Center - Master Control	Project Completed
ISY-00014	CityNet Infrastructure	Project Completed
ISY-00015	IT TV Tacoma Capital	Project not required through the CFP
ISY-00016	IT Web Strategy	Project Completed
ISY-00017	TV Tacoma Network	Project Completed
ISY-00111	IT Non-Assessed Capital	Project Completed - Not required to report thru CFP.
ISY-00114	IT Security Projects	Project Completed - Not required to report thru CFP.
ISY-00115	IT SharePoint Infrastructure	Project Completed - Not required to report thru CFP.
ISY-00116	IT Enterprise Web Capital	Project Completed - Not required to report thru CFP.
ISY-00117	IT Database Infrastructure Capital	Project Completed - Not required to report thru CFP.
ISY-00118	IT Enterprise Systems Capital	Project Completed - Not required to report thru CFP.
ISY-00119	IT Enterprise Capital	Project Completed - Not required to report thru CFP.
ISY-00120	IT Network Infrastructure	Project Completed - Not required to report thru CFP.
ISY-00121	IT SAP Capital	Project Completed - Not required to report thru CFP.
ISY-00122	IT AppDev Capital	Project Completed - Not required to report thru CFP.
ISY-00123	IT AppDev/GIS Capital	Project Completed - Not required to report thru CFP.
LESA-0001	LESA Headquarters	Project Completed
LID-3967W	LID 3967 Point Ruston Sanitary Sewer	Project Completed
LID-6980R	LID 6980 - Streetlighting	Project Completed
LID-7727R	LID 7727 - Point Ruston New Underground Electrical	Project Completed

# Projects Removed for 2015-2020 CFP

WBS	Project Name	Comments
LID-8656R	LID 8656 - Point Ruston	Project Completed
LID-NEW-1040	LID - Pt. Ruston Waterwalk	Project consolidated with LID 8656
LID-NEW-691	Edison CBS	Consolidated with Future Alley and Street Paving LID's - Full Cost
LID-NEW-693	Tacoma Mall West - Streetscape	Consolidated with Future Streetscape LID's
LID-NEW-917	East Thea Foss Waterway Transportation Corridor	Consolidated with Comprehensive LIDs
LID-NEW-920	LID 8658 - Elizabeth Court	Project cancelled.
PAC-NEW-884	Cheney Stadium Upgrade Phase III	Project Completed
PAF-00001	Tacoma Dome: Dome Renovations	Project not specific.
PAF-NEW04	Broadway Center: Jones Bldg, Deferred Maint.	Project not managed by City - contracted to BCPA
PAF-NEW05	Broadway Center: Pantages Theater, Deferred Maint	Project not managed by City - contracted to BCPA
PAF-NEW07	Broadway Center: Rialto Theater, Deferred Maint	Project not managed by City - contracted to BCPA
PAF-NEW08	Broadway Center: TOTS, Deferred Maint	Project not managed by City - contracted to BCPA
PAF-NEW-1012	GTCTC Exterior Lamp Replacement	Project on hold indefinitely
PAF-NEW-1013	GTCTC Prefunction Lamp Replacement	Project on hold indefinitely
PAF-NEW-1096	PAF Event Management Software	Does not meet CFP Criteria
PAF-NEW-1097	GTCTC Audio Visual System Control Repair	Does not meet CFP Criteria
PAF-NEW-1102	Tacoma Dome Equipment Replacement	Project broken down into more specific projects
PWK-00061	34th St E Bridge	Project Completed
PWK-00201-10	North Waterview Street Roadway Repair	Project Completed
PWK-00208	Tyler St - S 38th St to S 56th St	Project Completed
PWK-00216	Historic Water Ditch Trail--Phase I, TAC-40	Project Completed
PWK-00224	Lincoln Ave Grade Separation Management	Project Completed
PWK-00246-02	E. 34th Street Stair Climb	Phase I of preliminary design was completed in 2010
PWK-00247	25th St. S. Corridor Signal Improvements	Project Completed
PWK-00250	Center St - Wilkerson to 'J' St	Project consolidated with Signal Program
PWK-00251	N Tacoma Upgrade	Project consolidated with Signal Program
PWK-00252	LINK Light Rail Pedestrian Improvements	Project Completed
PWK-00257-07	South Tacoma Way Multimodal Improvement 43rd to 47	Project consolidated with South Tacoma Way Multimodal Improvement 56th to 66th
PWK-00259	Portland Ave - E 38th St. to E. 56th St.	Project Completed
PWK-00261	CBD Lighting System Upgrade	Consolidated into another Signal Streetlight Project
PWK-00267	30th St N & Orchard St	Project consolidated with Signal Program
PWK-00268	30th St N & Alder St	Project consolidated with Signal Program
PWK-00272	Lincoln Ave & Port of Tacoma Road	Project to be consolidated with Port of Tacoma Rd project PWK-G0003
PWK-00278	Traffic Signal Vaults, Vehicle Detection, and Inte	Consolidated into another Signal Streetlight Project
PWK-00297	Hylebos Bridge	Project Completed
PWK-00401	Signal Equipment Upgrades	Consolidated into another Signal Streetlight Project
PWK-00505	Pavement Management System Improvement & Integrat	Project Completed
PWK-00506	Alaska St - S 56th to S 72nd St	Project Completed
PWK-00511	Pacific Ave. Safety & Mobility Improvement Project	Project Completed
PWK-00515	South Tacoma Sound Transit Station Connection	Project Cancelled
PWK-00518	2008 Sidewalk Reconstruction Project	Project Completed
PWK-00528	Pacific Avenue Pedestrian Improvement	Project Completed
PWK-00533	Pedestrian and Bicycle Safety Crossing Signals	Project Completed
PWK-00535	Puget Sound Local Haul Truck Diesel Retrofit Proje	Project Completed
PWK-00536	Murray Morgan Bridge Rehabilitation	Project Completed
PWK-00539	Foss Harbor Esplanade Site 11- Phase 2	duplicate project
PWK-00548	Lemay Access Road	Project Completed
PWK-00551	South 13th St & Court A Retaining Wall	Project Completed
PWK-00557	Business District Program and Projects	1060 removed in 2013-2014 and projects moved to other potential funding sources. Some items cannot be funded due to reduction
PWK-00557-02	Business District Beautification	Project consolidated with other Business District Programs
PWK-00557-02-09	Business District Streetscape Design	Project consolidated with other Business District Programs
PWK-NEW-1003	Link Light Rail Stop @ South 11th	Project Completed
PWK-NEW-1215	Ped Improvements in Hilltop and South Downtown	Duplicate entry

# Projects Removed for 2015-2020 CFP

WBS	Project Name	Comments
PWK-NEW-695	Union Av Sidewalk - Center to SR16, east side	Project consolidated with Missing Link Sidewalk Program
PWK-NEW-696	Cedar St Sidewalk - Center to SR 16, east side	Project consolidated with another project
PWK-NEW-846	SR 509 Slip Ramps at D	Preliminary Planning Completed
PWK-NEW-912	South Tacoma Way - 38th to Pine	Project Completed
PWK-NEW-927	Stadium Way Streetcar Line	Project Being Undertaken by Sound Transit
PWK-NEW-971	CBS Neighborhood Infrastructure Enhancements	No longer seeking this approach to fund infrastructure improvements
PWK-NEW-979	11th Street East Corridor Improvements	Project will no longer be pursued at this time
PWK-NEW-997	21st St N - N Proctor St to N Pearl St	Project consolidated with PWK-00425
PWK-NEW-998	Point Defiance Gateway Phase I	Project consolidated with Pt Defiance Gateway Phase II
PWR-00145	LID 7723 - Conversion of Overhead Utilities to Und	Project Completed
PWR-00258	LID 7724 - Conversion of Overhead Utilities to Und	Project Completed
PWR-00606	LID 7729 - Power, LeMay	Project Completed
PWR-00607	LID 7726 - Point Ruston New Underground Electrica	Project Completed
RAL-00019	Railroad data inclusion into GIS base maps	No plans to embark on this project
RAL-00024	Tacoma Rail Administration Building	No plans to upgrade or replace the Rail Admin Building
RAL-00026	Modernization of Locomotive Fleet	Project consolidated with other project
RAL-00027	Tacoma Rail Yard Track Upgrades	Project broken down into smaller projects
RAL-00028	SR509 Railroad Track upgrade	Replaced with RAL-00067
RAL-00032	Locomotive Servicing Facility Upgrades	Project Completed
RAL-00040	Lincoln Avenue Railroad Track Upgrade	Project Completed
RAL-NEW-944	Railyard Retaining Wall Replacement	Port of Tacoma project
RAL-NEW-945	Sound Refining 3rd Spur Track	Project Completed
TED-00002	52nd & Mullen Open Space SE Addition	Project Completed
TED-00002-01	52nd & Mullen Open Space NW Addition	Project Completed
TED-NEW-1051	Open Space Acquisitions	Function transitioned to Env Services Dept
TED-NEW-1076	Shoreline Trails - West Slope	Project not expected to occur in the next few years
TED-NEW-1106	South Tacoma Wetlands Conservation Area Expansion	Grant application was not awarded
TED-NEW-1108	2013-2014 Business District Allocation	set-up error
TFD-00006	FCC/EOC Remodel	Project Completed
TFD-00024	PERMANENT FIRE STATION 15	Project Completed
TFD-NEW-1030	Facilities: Fire Emergency Operations Center (EOC)	Consolidated deferred maintenance projects.
TFD-NEW-1031	Facilities: Fire Station #18, Pier & Moorage Repai	Project scheduled to be completed 4th Qtr 2014.
TFD-NEW-1032	Facilities: Fire Station #12 (Old), Deferred Maint	Consolidated deferred maintenance projects.
TFD-NEW-1033	Facilities: Fire, Deferred Maint (Phase II)	Consolidated deferred maintenance projects.
TFD-NEW-1034	Facilities: Fire, Deferred Maint (Phase III)	Consolidated deferred maintenance projects.
TFD-NEW-1035	Facilities: Fire, Deferred Maint (Phase IV)	Consolidated deferred maintenance projects.
THE-00028	FWDA Renovations & Repairs	Project Completed
THE-00033	Foss Waterway North Moorage Float Phase II	Project Completed
THE-NEW-1022	Waterway Park Phase II	Project Completed
THE-NEW-1023	Site 6 Esplanade Phase II	Project Completed
THE-NEW-1027	Site 10 Esplanade Phase II	Project Completed
THE-NEW-1028	Seaplane Float	Project Completed
THE-NEW-1132	Thea Foss Groundwater Monitoring	Project Completed
THE-NEW-931	Thea Foss - Public Parking - 15th & Hood	Project not anticipated in next 5 years
THE-NEW-994	Thea Foss Waterway Site 9 Public Esplanade	Project Completed
THE-NEW-995	Central Park	Property acquired by FWDA
TPD-00001	Harrison Range Master Plan	Project Completed
TPD-00003	Harrison Range Drain Upgrade	Project Completed
TRM-00025	Blakeslee Junction	Project Completed
TRM-00026	Train to Mountain/Cascade Corridor	A study completed on the Train to Mountain concept concluded that even if the vision was to manifest the City would have to continue to provide ongoing investments that were unattainable.
TRM-NEW-944	January 2009 Rail Damage	Project Completed
WTR-00392-01	LID 5729 - Water, LeMay	Project Completed
WTR-00392-02	LID 5728 Point Ruston Water Main	Project Completed





City of Tacoma  
Planning and Development Services

Agenda Item  
D-2

**To:** Planning Commission  
**From:** Lihuang Wung, Planning Services Division  
**Subject:** **2015 Annual Amendment – Assessment Report**  
**Date of Meeting:** September 17, 2014  
**Date of Memo:** September 11, 2014

At the next meeting on September 17, 2014, the Planning Commission will conduct an assessment of all applications for amending the Comprehensive Plan and/or the Land Use Regulatory Code for 2015 (“2015 Annual Amendment”), pursuant to the Tacoma Municipal Code, Section 13.02.045.

As of August 1, 2014, the deadline for submittal of applications, one private application was received and nine were assembled by the Planning and Development Services Department based on state and regional mandates and requirements, City Council’s requests and directives, Planning Commission’s suggestions, community’s input, and customers’ feedback. In addition, an application for the designation of a conservation district currently under the review of the Landmarks Preservation Commission (LPC) is expected to be forwarded to the Planning Commission in March 2015 for consideration for area-wide rezone; the application is also included in the 2015 Annual Amendment package.

The eleven applications are as follows:

1. 2015 GMA Update
2. Mixed-Use Centers Review
3. McKinley Mixed-Use Center Boundary Expansion (private application)
4. Land Use Designations – Phase 2
5. Critical Areas Preservation Code Update
6. Transportation Master Plan
7. Open Space Habitat and Recreation Element
8. Affordable Housing Planning Work Program – Phase 3
9. Electric Vehicle Infrastructure – Phase 2
10. Code Cleanup
11. West Slope Neighborhood Conservation District (currently reviewed by the LPC)

Attached is a draft Assessment Report summarizing the scope of the work for each application and the corresponding assessment comments. The report includes the schedule for the 2015 Annual Amendment process, a copy of the private application, and a copy of the assessment report in 2008 associated with the private application. Staff will facilitate the Commission’s review and approval of the Assessment Report as well as decision-making as to whether these applications should be forwarded for technical analysis.

If you have any questions, please contact me at (253) 591-5682 or [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org).

Attachment

c: Peter Huffman, Director





# 2015 ANNUAL AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

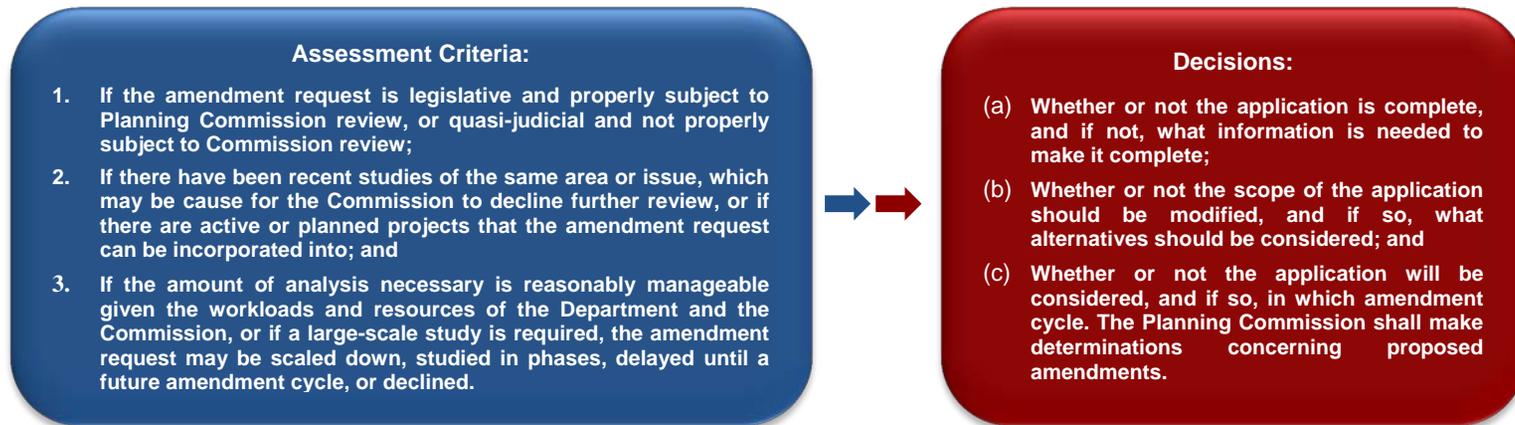
## ASSESSMENT REPORT

*(Draft for the Planning Commission's Review, September 17, 2014)*

The review cycle for the 2015 Annual Amendment to the Comprehensive Plan and the Land Use Regulatory Code runs from August 2014 to October 2015 (See Attachment A – “2015 Annual Amendment Schedule”).

By the application deadline of August 1, 2014, one private application was received and nine proposals were assembled by the Planning and Development Services Department based on state and regional mandates and requirements, City Council's requests and directives, Planning Commission's suggestions, community's input, and customers' feedback. In addition, the Planning Commission expects to receive a recommendation from the Landmarks Preservation Commission in January 2015 concerning an application for the designation of a conservation district and area-wide rezone; the application is also included in the 2015 Annual Amendment package.

Pursuant to the Tacoma Municipal Code (TMC), Section 13.02.045 – Adoption and Amendment Procedures, the Planning Commission is required to review the applications against the assessment criteria, and make a decision within 120 days (i.e., by November 29, 2014) whether these applications should be forwarded for technical analysis.



To facilitate the Planning Commission's review and decision-making, staff has compiled a description of each of the applications/proposals and the corresponding assessment comments, as shown in the table below.

APPLICATION / PROPOSAL	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT
1. 2015 GMA Update	PDS	Plan & Code Amendment	Review and update the Comprehensive Plan in accordance with the Periodic Update requirements (RCW 36.70A.130) of the State Growth Management Act (GMA). The objectives are to (a) ensure that the Comprehensive Plan continues to be consistent with applicable state and regional mandates and requirements; (b) update population and employment allocations, and other relevant technical and supporting data; (c) renew the vision and growth strategies based on the community's needs and desires; (d) amend, rescind and add various elements of the Comprehensive Plan as appropriate; (e) enhance the format, style and organization of the Comprehensive Plan; (f) revise existing development regulations to be consistent with the Comprehensive Plan amendments as necessary; and (g) identify additional amendments needed to the Comprehensive Plan and development regulations to be accomplished in subsequent years.	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• Need to be coordinated with Proposals #2, #3, #4, #5, #6, #7, #8 and #10.</li> </ul>
2. Mixed-Use Centers Review	PDS	Plan & Code Amendment & Area-wide Rezone	This project, in response to the City Council's request, expands upon the review of the Neighborhood Mixed-Use Centers (MUCs) during the 2014 Annual Amendment process and involves a comprehensive review of all MUCs, to determine their effectiveness in achieving the City's intent and vision. The project may result in modifications or revisions to the number, location and types of designated MUCs, as well as to the vision, growth strategies and development concept as portrayed in the Comprehensive Plan, as appropriate. The Mixed-Use Center review will be a central component in updating the City's Growth Strategy and Development Concept Element and Generalized Land Use Elements in the Comprehensive Plan as part of the 2015 GMA Periodic Update.	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• A continuation of recent reviews of the Neighborhood Mixed-Use Centers in 2014.</li> <li>• Needs to be coordinated with Proposals #1, #3, #4 and #6.</li> </ul>

APPLICATION / PROPOSAL	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT
<p>3. McKinley Mixed-Use Center Boundary Expansion</p>	<p>MC Real Estate Consultants, LLC</p>	<p>Plan &amp; Code Amendment &amp; Area-wide Rezone</p>	<p>The applicant requests an expansion of the boundary and zoning of the McKinley Mixed-Use Center to include an area abutting the northwest sector of the existing center. The expansion area, located in the southeast quadrant of the I-5/I-705 Interchange, is a residential area anchored by the Hawthorne Hills Condominiums and the Harbor View Apartments. The intent of the proposal is to promote infill development and redevelopment of vacant and underutilized property in the area, and to benefit local business in the center. (See Attachment B – “McKinley MUC Boundary Expansion Application”)</p>	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• The applicant contacted the City in 2007 wishing to become a part of the McKinley Mixed-Use Center that was then being established. At that time, staff advised the applicant to wait and see if the center designation would induce redevelopment in the core of the McKinley neighborhood.</li> <li>• The applicant followed up by submitting an application for the 2008 Annual Amendment, which was denied by the Planning Commission on February 6, 2008. (See Attachment C – “Assessment Report for Application #2008-01 McKinley MUC Boundary Change”)</li> <li>• If forwarded for technical analysis, this project needs to be coordinated with Proposals #1, #2 and #10, or could be incorporated into Proposal #2.</li> </ul>

APPLICATION / PROPOSAL	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT
4. Land Use Designations (Phase 2)	Planning & Development Services Department (PDS)	Plan Amendment	This is the second phase of the multi-year effort that began in the 2013 Annual Amendment cycle to revise and update the Comprehensive Plan's land use designation approach, from the current Land Use Intensities to a more simplified and easily understood classification system. The first phase, adopted by the City Council in June 2013, resulted in the removal of the Intensity designations from all Mixed-Use Centers and Shoreline Districts and the approval of a new Land Use Designation Framework. This second phase involves the complete incorporation of the new framework into the Comprehensive Plan, a review of existing and proposed land use patterns and zoning against the new designation framework, rectification of inconsistencies between the intensities and the zoning, and substantial re-designation of properties in the City based on the new framework. The scope of this phase will address Plan amendments primarily, while later phases may be required to accomplish rezones in TMC 13.06 necessary for consistency with the final land use designation map.	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• A continuation of previous work in 2013.</li> <li>• Needs to be coordinated with Proposals #1, #2 and #10.</li> </ul>
5. Critical Areas Preservation Code Update	PDS	Plan & Code Amendment	Conduct an update of the Best Available Science pertaining to designated critical areas, in accordance with the GMA Periodic Update requirements (RCW 36.70A.130), and amend various sections of TMC 13.11 Critical Areas Preservation Code accordingly. Also, relevant policies in certain elements of the Comprehensive Plan may be revised.	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• Needs to be coordinated with Proposals #1 and #10.</li> </ul>

APPLICATION / PROPOSAL	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT
6. Transportation Master Plan	Public Works Department and PDS	Plan Amendment	The Transportation Master Plan that is being developed through the Transportation Commission's review and analysis process will set forth the City's vision and long-term goals for a cohesive, efficient, and effective multimodal transportation system. It will be a primary tool for forecasting transportation demand and identifying services and improvements needed to achieve those goals and accommodate future demands. The Transportation Master Plan is scheduled for completion by the end of 2014 and will replace or inform the update of the Transportation Element of the Comprehensive Plan.	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• Needs to be coordinated with Proposals #1 and #2.</li> </ul>
7. Open Space Habitat and Recreation Element	PDS	Plan Amendment	This project continues the effort initiated during the 2014 Annual Amendments to update the element and obtain certification from the State Recreation and Conservation Office (RCO) to maintain the City's eligibility for certain funding programs. The 2014 amendment to the element, adopted in July 2014, reaffirmed the vision and goals, updated the inventory of capital projects and assets, and strengthened the implementation strategies. The 2015 amendment will address any remaining RCO planning requirements, including in particular public outreach and open space/recreation needs assessments.	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• A continuation of previous work in 2014.</li> <li>• Needs to be coordinated with Proposal #1.</li> </ul>
8. Affordable Housing Planning Work Program (Phase 3)	PDS	Code Amendment	This is the third phase of a multi-year effort to implement planning policy tools based on the recommendations of the Affordable Housing Policy Advisory Group (AHPAG). Phase 1, adopted by the City Council in June 2012, incorporated the Affordable Housing Policy Principles into the Housing Element; and, Phase 2, adopted in July 2014, updated Housing Element policies and the Zoning Code to promote infill. Through Phase 3, the Planning Commission will consider proposals including new residential infill/affordable building types options (e.g., detached Accessory Dwelling Units, cottage housing), affordable housing incentive and inclusionary approaches, and regulatory refinements intended to streamline and reduce cost of development permit review.	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• A continuation of previous reviews in 2012 and 2014.</li> <li>• Needs to be coordinated with Proposals #1, #2 and #10.</li> </ul>

APPLICATION / PROPOSAL	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT
<b>9.</b> <b>Electric Vehicle Infrastructure (Phase 2)</b>	PDS	Code Amendment	<p>This project continues the effort during the 2014 Annual Amendment to amend the Land Use Regulatory Code to incorporate and address sustainability related issues identified through recent projects and analyses, including LEED-ND (LEED for Neighborhood Development), STAR (Sustainability Tracking and Assessment Rating System), and NPDES LID (National Pollutant Discharge Elimination System – Low Impact Development) Review, and other relevant code issues reviewed by the Regional Code Coordinating Committee. The main focus of the 2015 code amendment will be on electric vehicle infrastructure as requested by the City Council. The Sustainable Tacoma Commission will act as the lead in developing recommendations for potential incentives and regulatory measures needed to continue expanding the electric vehicle market in the City of Tacoma and to reduce barriers to entry.</p>	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• A continuation of previous work in 2014.</li> <li>• Needs to be coordinated with Proposal #10.</li> </ul>
<b>10.</b> <b>Code Cleanup</b>	PDS	Code Amendment	<p>Amend various sections of the Land Use Regulatory Code to update information, address inconsistencies, correct minor errors, provide additional clarity, and improve administrative efficiency. An example is the proposed refinements to the newly adopted Landscaping Code identified through the first 6 months of code implementation, to ensure the code is working smoothly and meeting its intent. Some other examples include: creating consistent language for sign code regulations, reviewing/updating internal non-motorized connectivity standards, refining the definitions of the different types of Special Needs Housing, and resolving inconsistencies between zoning and designations/intensities.</p>	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• Needs to be coordinated with Proposals #1, #3, #4, #5, #8, #9 and #11.</li> </ul>

APPLICATION / PROPOSAL	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT
11. West Slope Neighborhood Conservation District	West Slope Neighborhood Coalition (WSNC)	Code Amendment & Area-wide Rezone	The WSNC submitted a proposal and application for area-wide rezone in December 2013 to establish a conservation district overlay in the area bounded by Terrace Dr. to the north, S. Jackson St. to the east, S. 19 <sup>th</sup> St. to the south, and the general alignment along S. Mountain View Av. to the west. The purpose of the proposal is to preserve and protect the distinctive character of the area and to protect the neighborhood from unnecessary demolition, inappropriate new construction, and inappropriate additions. The Landmarks Preservation Commission (LPC) is currently in the process of considering the merits of the proposal in terms of designation criteria as set forth in TMC 13.07 and developing design guidelines for applicable design review within the district if so designated. The LPC is scheduled to make its recommendation in March 2015 which shall be considered by the Planning Commission pursuant to the procedures for area-wide zoning as set forth in TMC 13.02.053.	<ul style="list-style-type: none"> <li>• Legislative and properly subject to Planning Commission review.</li> <li>• A consultant study in 2007-2009 funded by the City at the request of the WSNC did not recommend designating a historic district in the area due to lack of historic integrity and neighborhood consensus, but recommended Plan and Code amendments to allow for stand-alone conservation districts. Said amendments were effectuated in 2011.</li> <li>• Needs to be coordinated with Proposal #10.</li> </ul>

**Attachments:**

- A. 2015 Annual Amendment Schedule
- B. "McKinley Mixed-Use Center Boundary Expansion" Application
- C. Assessment Report for "Application #2008-01 McKinley MUC Boundary Change"





## 2015 ANNUAL AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

### SCHEDULE

(As of September 9, 2014)

Keys:

City Council
Council Standing Committees
Planning Commission
Staff

Date	Actions
August 1, 2014	Applications due
September 17	Planning Commission review and approval of the Assessment Report
September 24	Infrastructure, Planning and Sustainability Committee review of the 2015 Annual Amendment proposals as part of the Planning Work Program for 2014-2016
September 2014 – May 2015	Technical analyses of the proposals, and Planning Commission’s reviews and directions (approx. 15 meetings)
September 2014 – June 2015	Public Outreach (including community workshops, meetings with Neighborhood Councils and stakeholders, and correspondence and online communications)
October 2014 – May 2015	Reviews of individual proposals by the Infrastructure, Planning and Sustainability Committee, the Neighborhood and Housing Committee, and other Council standing committees as appropriate
June 3, 2015	Planning Commission authorizes proposed amendments for public review
June 10	Infrastructure, Planning and Sustainability Committee review of Planning Commission’s public hearing proposals
June 24	Community Information Session (pre-hearing)
July 1	Planning Commission Public Hearing
July 8	Planning Commission Public Hearing record closes
July 15, August 5	Planning Commission review of public testimony and considering modifications to the proposals
August 19	Planning Commission recommendations to the City Council
August 26	Infrastructure, Planning and Sustainability Committee review of Planning Commission’s recommendations
September 1	City Council resolution setting a public hearing date
September 15	City Council Study Session
September 15	City Council Public Hearing
September 23	Infrastructure, Planning and Sustainability Committee review of public testimony, considering modifications to the proposals, and issuing “Recommendation for Adoption”
September 29	City Council first reading of ordinances
October 6	City Council final reading of ordinances
October 31, 2015	Effective date of adopted amendments





# Application

## To Amend

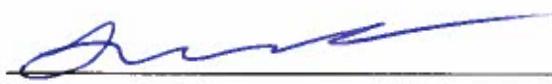
### The Comprehensive Plan or Land Use Regulatory Code

Application No.:

#2015 - \_\_\_\_\_

Date Received:

*SW 7/31/14*

Year of Amendment	2015	
Application Deadline	Friday, August 1, 2014, 5:00 p.m.	
Application Fee	\$1,400	
Type of Amendment (Check all that apply)	<input checked="" type="checkbox"/> Comprehensive Plan Text Change <input checked="" type="checkbox"/> Regulatory Code Text Change <input type="checkbox"/> Land Use Designation Change <input checked="" type="checkbox"/> Area-wide Rezone <input type="checkbox"/> Interim Zoning or Moratorium	
Summary of Proposed Amendment (Limit to 100 words)	Extend the boundary and zoning of the McKinley Mixed Use Center to include an expansion area bounded by 1) East F on the east to SR7 on the west and East D Street / McKinley Avenue on the north to Wright Street on the south, and 2) East D Street on the east to SR7 on the west and Wright Avenue on the north to E. 34 <sup>th</sup> Street on the south	
Applicant	Name	MC Real Estate Consultants, LLC
	Affiliation / Title	Consultant / Owner
	Address City, State & Zip Code	5219 No. Shirley, Suite 100 Ruston, WA 98407
	E-mail	loren@mcconstruction.com
	Phone / Fax	Phone 253-752-2185 x 236      Fax 253-752-7083
Contact (if not Applicant)	Name	Loren Cohen
	Affiliation / Title	Manager of Legal Affairs
	Address City, State & Zip Code	5219 No. Shirley, Suite 100 Ruston, WA 98407
	E-mail	loren@mcconstruction.com
	Phone / Fax	Phone 253-752-2185 x 236      Fax 253-752-7083
	Relationship to Applicant	Manager of Legal Affairs
<p>I hereby state that I am the applicant listed above and the foregoing statements and answers made, and all the information and evidence submitted are, in all respects and to the best of my knowledge and belief, true and complete. I understand that submitting this application does not result in automatic acceptance of this application or guarantee its final approval.</p>		
Signature:		Date: <u>7-31-2014</u>

## REQUIRED QUESTIONNAIRE

**1. Describe the proposed amendment. If submitting text changes to the Comprehensive Plan or Regulatory Code, provide the existing and the proposed language. If submitting changes to the Comprehensive Plan land use designation(s) or the zoning classification(s), provide the current and the proposed land use designations and/or zoning classifications for the affected/proposed area.**

- *Extend the boundary and zoning of the McKinley Mixed Use Center to include an expansion area described as follows:*
  - *East F on the east to SR7 on the west and East D Street / McKinley Avenue on the north to Wright Street on the south, and*
  - *East D Street on the east to SR7 on the west and Wright Avenue on the north to E. 34<sup>th</sup> Street on the south*
  
- *Revise Tacoma Municipal Code (TMC) Chapter 13.06.300 Mixed Use Center Districts, TMC Chapter 13.17.020 Residential Target Area Designation and Standards, and other related sections accordingly to include the proposed boundary extension of the McKinley Mixed Use Center.*

**2. Why is the amendment needed and being proposed?**

Background

*In 2002, the applicant built the Hawthorne Hills Condominium located at 320 E. 32<sup>nd</sup> Street in the McKinley neighborhood, a 44-unit condo building representing a private investment of \$15 million. This high-density urban development added to the diversity of the McKinley neighborhood and provided new residents and shoppers for local merchants. The applicant was impressed with the virtues of the neighborhood, and purchased several infill parcels adjacent to the Hawthorne Hills Condo with an eye to future high-density urban development. In 2007, the applicant contacted the City of Tacoma wishing to become a part of the McKinley Mixed Use Center that was just then being formed. Representatives of the applicant attended the Eastside Neighborhood Council (ENACT) meetings to discuss being a part of the McKinley MUC, and submitted a letter on behalf of themselves and several adjacent property owners to the Council Member then representing this area of the City. The City's response at that time was that time was needed to see if the MUC designation would induce redevelopment in the core of the McKinley neighborhood (see attached correspondence). Since Hawthorne Hills Condominiums was built, twelve years have passed without any additional high-density residential investment made in the McKinley neighborhood.*

*Benefits of expanding the McKinley MUC boundaries:*

- *The extended McKinley MUC boundaries would allow higher residential densities consistent with the Growth Management Act, the City's Comp Plan, and the Eastside Neighborhood Area Vision that promotes infill development and redevelopment in limited, designated areas*
- *The proposed MUC designation will promote infill development and redevelopment of vacant and underutilized property.*
- *Local businesses would benefit from additional residential development and an expanded customer base in the neighborhood.*

- *Development of vacant parcels and redevelopment of underutilized properties would bring significant private investment to the McKinley neighborhood.*

**3. Please demonstrate how the proposal is consistent with the applicable policies of the Comprehensive Plan, and consistent with the criteria for amending the Comprehensive Plan or development regulations.**

*The proposed expansion of the McKinley MUC boundaries and area-wide rezone for affected properties is consistent with the Comp Plan in the following areas:*

*Eastside Neighborhood Area Vision*

- *Densification will occur in a limited and designated area that already includes the presence of urban density housing;*
- *New development would enhance economic development and private investment in the McKinley MUC;*
- *Infill development would occur within the framework of existing infrastructure and streets / block pattern;*
- *Future improvements and amenities would bring enhanced sidewalk and street lighting improvements, and beautification to the existing neighborhood.*

*Land Use Element*

- *Tier 1 -Primary Growth Area, page LU9*  
*The proposed MUC expansion area meets the criteria of a Tier 1 Primary Growth Area with streets and utilities already in place.*
- *LU-GGD-3: Concentrated Development, page LU-7*  
*The proposed MUC expansion area meets the criteria for concentrated development in that existing streets and infrastructure support infill or redevelopment of vacant or underutilized parcels, and East 32<sup>nd</sup> Street is a direct transportation, bicycle, and pedestrian link to McKinley Avenue and the East D Street Bridge over I-5 that connects the McKinley Neighborhood with the Dome District and Downtown Tacoma and available transit services.*

*Housing Element*

- *Land Capacity Analysis, page H-8*  
*An updated analysis of housing unit capacity will be part of the 2015 periodic review of the City's Comp Plan, and the applicant requests that the proposed expanded boundaries of the McKinley MUC be included in the City's housing unit capacity analysis.*
- *H-NQ-1 Neighborhood Investment, page H-10*  
*New residential development / redevelopment could bring significant investment to the neighborhood by developers of private and public housing.*
- *H-NQ-2 Neighborhood Infill, page H-10*  
*This policy encourages infill housing compatible with abutting housing styles and the character of the existing residential neighborhood.*

- *H-NQ-5 Neighborhood Design Concepts, page H-11*  
Likely parcels for urban residential development and redevelopment in the McKinley MUC expansion area would buffer the edge of the existing single-family residential areas from the noise, light, and glare associated with Interstate 5 to the north of the McKinley Neighborhood.
- *Housing Choice (HC), Intent: page H-11*  
The policy intent of the Housing Element of the Comp Plan is to promote a range of housing types that meet the diverse needs of all households in the City. In addition, the City will encourage a mixture of housing types including higher density apartments and condominiums located near major employment centers and mixed-use centers. The proposed MUC expansion boundaries include properties in close proximity to employment opportunities along McKinley and Pacific Avenues, the Tacoma Dome District, downtown Tacoma, and the Port of Tacoma.
- *H-HC-6 "Green" Housing Construction, page H-12*  
The Hawthorne Hills Condominium located at 320 East D Street, and built by the applicant in 2002, meets the BuiltGreen standards of the Master Builder Association (MBA), includes installation of EnergySaver appliances and light fixture, and incorporates a combination of structured and surface parking. This first development could serve as an example for new development/redevelopment efforts in the proposed McKinley MUC expansion area.

Transportation Element

East D Street Bridge, located on the northern boundary of the proposed McKinley MUC expansion area, is shown as an existing component of the city's bicycle network and is included on the "Bicycle Network Recommendations" for Short-Term, Mid-Term, and Long-Term bicycle improvements.

4. If the proposed amendment is associated with a geographic area, please provide a more detailed description, along with maps, if applicable, of the affected area and the surrounding areas, showing all parcels (with parcel numbers), ownership of each parcel, current land uses, site characteristics, and natural features.

The proposed expansion area slopes to the north with territorial views of downtown Tacoma, the Tacoma Dome, and the Port of Tacoma (see map); it is proposed to include the following parcels:

Parcel No.	Address	Owner
2081220010	3101 E. D Street	Harborview East LLC
2082190020	3118 E. D Street	MC Real Estate Consultants LLC
2082190030	3118 E. D Street	MC Real Estate Consultants LLC
2082200031 - Parent Parcel	320 E. 32nd Street	Hawthorne Hills Condominium
2082210011	3113 E. D Street	Jensen Roberts LLC
2082210022	3101 E. D Street	Jensen James W Etal
2082220011	3201 E. D Street	Carney Michael & Lou Anne C
2082220021	3205 E. D Street	Zhong Lily
2082220022	XXX E. 32nd Street	Workman Ronald T
2082220030	414 E. 32nd Street	Workman Ronald T

<b>Parcel No.</b>	<b>Address</b>	<b>Owner</b>
2082220040	420 E. 32nd Street	Lee Karen C
2082220050	424 E. 32nd Street	Alnutt Julia & Leonard Anita L TTEE
2082230010	XXX E. 32nd Street	City of Tacoma Public Works Dept
2082240010	502 E. 32nd Street	Bowman Joyce M
2082240020	510 E. 32nd Street	Vandenkolk Robert
2082240030	514 E. 32nd Street	Vandenkolk Associates LLC
2082240041	518 E. 32nd Street	Waseen Clayton D & Aileen A
2082240042	522 E. 32nd Street	Howell Lee TTEE
2083190030	3222 E. D Street	McBride Julie L & Michael Cohen
2083200030	318 to 318 1/2 Wright Street	Connor William M II & SHWU
2083200040	322 E. Wright	Scarpelli Northwest LP
2083210010	401 E. Wright Street	Rainmaker Consulting & Development LLC
2083210020	403 E. Wright	Tatman John
2083210030	411 E. Wright	Luu Tho
2083210040	407 E. Wright Avenue	Harding Robert F & Theadora S
2083210050	415 E. Wright Avenue	Reding Tim
2083210060	417 E. Wright	Riley Thomas E
2083210070	419 E. Wright Avenue	Jendrick Steven A
2083210080	423 E. Wright	TLCP LLC
2083230010	503 E. Wright Avenue	Frates Antoinette I & Thomas David G
2083230020	505 E. Wright	TMS Properties LLC
2083230030	511 E. Wright Avenue	Burke Bradley R & Oxford Leyla
2083230040	515 E. Wright	Bishop Deborah
2083230050	519 E. Wright	Peterson Vernon A & Jane E
2083230060	523 E. Wright Avenue	Peterson Vernon A & Jane E
2084190020	319 E. 34th Street	Powers Paul J
2084190030	323 E. 34th Street	Powers Paul J
9004460010	320 E. 32nd Street #101	Cohen Loren M & Smith Holland N
9004460020	320 E. 32nd Street #102	Tonnu Thuy
9004460030	320 E. 32nd Street #103	Wickre Michael I
9004460040	320 E. 32nd Street #104	Garcia Drew A & A Michelle
9004460050	320 E. 32nd Street #105	Hunt Nona G TTEE
9004460060	320 E. 32nd Street #108	Cummings John
9004460070	320 E. 32nd Street #109	Interstate Distributor Co.
9004460080	320 E. 32nd Street #110	Hecker Gordon
9004460090	320 E. 32nd Street #201	Dixon Thomas
9004460100	320 E. 32nd Street #202	Deshaies Tamara
9004460110	320 E. 32nd Street #203	Pullar Jana L
9004460120	320 E. 32nd Street #205	Song Inkap & Chusuk

<b>Parcel No.</b>	<b>Address</b>	<b>Owner</b>
9004460130	320 E. 32nd Street #206	Zenker Edward
9004460140	320 E. 32nd Street #207	Mosley Willie W
9004460150	320 E. 32nd Street #208	Lee Younghee & Muller Myung-Hee L
9004460160	320 E. 32nd Street #209	Gazdik Thomas M & Mary I
9004460170	320 E. 32nd Street #210	Immig Helmut & Melanie
9004460180	320 E. 32nd Street #301	Wilkins Binder LLC
9004460190	320 E. 32nd Street #302	Johnson Jere L & Bernadine
9004460200	320 E. 32nd Street #303	Bushey Frank J & Bready Chun C
9004460210	320 E. 32nd Street #305	Kelly Robert W & Kaye C
9004460220	320 E. 32nd Street #306	Madsen Ken
9004460230	320 E. 32nd Street #307	Min Susan L & Min Kay K
9004460240	320 E. 32nd Street #308	Delaney Joseph & Genovia
9004460250	320 E. 32nd Street #309	Lee Chevelle F
9004460260	320 E. 32nd Street #310	Medcalf-Flaker Kathi L & Flaker Scott A
9004460270	320 E. 32nd Street #401	Haas Frederick R & Sandra J
9004460280	320 E. 32nd Street #402	Pokrifchak Fred A & Carol A
9004460290	320 E. 32nd Street #403	Binder Stephen L & Lorinda K
9004460300	320 E. 32nd Street #404	Meskin Family Trust
9004460310	320 E. 32nd Street #405	Kim Sechin
9004460321	320 E. 32nd Street #406	Hanson Linda M
9004460330	320 E. 32nd Street #407	Jones Albert TTEE
9004460341	320 E. 32nd Street #408 and #508	Zenker Edward W & Penny
9004460350	320 E. 32nd Street #409	Hogan Lynda & Hogan Walter N
9004460360	320 E. 32nd Street #410	Groothuis Maurits & Hoogeveen C E TTEE
9004460370	320 E. 32nd Street #501	Lindquist Charles A
9004460380	320 E. 32nd Street #502	Bittner Fred G & Spiller Thomas R
9004460390	320 E. 32nd Street #503	Victor Nita M
9004460400	320 E. 32nd Street #504	Shelton Alan E
9004460410	320 E. 32nd Street #505	Johnson Delisha M
9004460430	320 E. 32nd Street #507	Nair Vidya
9004460450	320 E. 32nd Street #509	Snodgrass Douglas D
9004460460	320 E. 32nd Street #510	Chon Yong S & Jeong Hee

5. If the proposed amendment is associated with a geographic area, please describe how it is compatible with the existing and planned land uses and development patterns of the adjacent neighborhood and explain how it may further enhance the adjacent neighborhood.

*The proposed McKinley MUC expansion area already contains a mix of single-family homes, and multi-family apartments, condominiums and duplexes. Potential redevelopment would continue the existing pattern already in place, with the possibility of additional density and diversification of residents living within the MUC.*

6. If the proposed amendment is associated with a geographic area, please describe the applicant’s interest in the affected property. Describe any plans for future activity related to or connected with this site. If you are not the owners, submit proof that the property owners have been notified and are aware of the application.

*The applicant owns several parcels within the proposed McKinley Hill MUC expansion area:*

Parcel No.	Address	Owner
2082190020	319 E. 32 <sup>nd</sup> Street	MC Real Estate Consultants LLC
2082190030	3118 E. D Street	MC Real Estate Consultants LLC
2083190030	3222 E. D Street	Julie L. and Michael Cohen

*These parcels are proposed to be redeveloped at higher residential density than currently exists on these parcels, upon expansion of the MUC.*

7. Describe any community outreach you have conducted (i.e., when and how you contacted affected and abutting property owners and neighbors), and any community response received to the proposed amendment. Attach any letter(s) of support or written community response, if applicable.

*We have remained in contact with McKinley neighborhood property owner, Marlyn Jensen, the owner of a large apartment project in the neighborhood since 2007, attended the ENACT meeting on July 12, and have spoken to Council Member Marty Campbell regarding our intention to submit an application to expand the boundaries of the McKinley MUC. As the amendment process goes forward, we will be contacting each property owner in the proposed expansion area, as well as merchants in the McKinley MUC and other interested parties.*

8. Please provide any supplemental information, which may include, but is not limited to, completion of an environmental checklist, wetland delineation study, visual analysis, or other studies.

*None.*

# PROPOSED MCKINLEY MIXED USE CENTER EXPANSION



**Tacoma Mixed-Use Center Review Project**  
**Eastside Neighborhood Council (ENACT)**  
**Community Meeting Notes**  
**Monday, April 2, 2007, 6:30-8:30 p.m.**  
**Stewart Heights Pool Meeting Room**

*The following is a summary of comments from the community meeting concerning existing mixed-use centers in the Eastside and two proposed new centers: McKinley Ave. area and along Pacific Ave. between S. 32<sup>nd</sup> and 40<sup>th</sup> streets.*

- Dome Top Neighborhood has improved area through clean-up and other activities. Proposed center at McKinley is needed – area could use a "nudge" to spur redevelopment
- Make sure there is adequate infrastructure to support new growth
- The use of LID's impact the existing neighborhood
- Want protections to ensure new multifamily housing is of quality design
- Need some measures to keep new multifamily housing from becoming a "problem" in future from lack of maintenance or poor management
- Need to have design requirements to protect character
- Use traffic calming or barriers to prevent traffic from using adjacent neighborhood streets
- What makes a center successful? Do the two proposed centers have the right ingredients?
- Will a change in zoning start new development? What can we expect?
- Need bus pads, benches, shelters and trash cans at all stops to attract people to use transit
- Lower Pacific center – don't build on wetlands in the area
- Ground floor in mixed use projects should be for shopping and restaurants
- Make housing attractive for seniors and singles, with 1 bedroom and easy access
- Small lot townhouses similar to what is being built near Tacoma Mall are not acceptable – (zero lot line development)
- Need to provide greenspace
- Provide assistance to small businesses to succeed
- Incentives are needed for historic restoration
- Require commercial uses on 1<sup>st</sup> floor (esp. when using the multifamily tax incentive)
- Pay attention to the walking distance to transit stops from nearby residential
- Need to make sure there are public spaces
- McKinley area is built up – where are the opportunities for new development?
- How will the City abate noise? This is a problem on 6<sup>th</sup> Ave. from restaurants and nightclubs.
- Need to make sure that character of the business area and residential areas are preserved if height is increased
- How will property assessments change if new centers are designated?
- Eastside needs private investment; the proposed centers are needed to attract development. Other centers in the city have a competitive advantage.
- How will the city ensure that the neighborhood has a "voice" in future neighborhood changes? To what extent can community control what new development will look like?
- Move boundary for proposed McKinley center south to include at least 38<sup>th</sup> – 40<sup>th</sup>. Take western boundary to SR-7 to take advantage of views from top of the bluff
- Lower Portland center – expand boundaries to the west for area south of 35<sup>th</sup> Street
- The City and Tribe should cooperatively work together on redevelopment in Lower Portland center



# Tacoma Mixed Use Centers Project

## Eastside Neighborhood Council (ENACT) Community Meeting Notes

June 11, 2007

*The following is a summary of comments from the community meeting concerning existing mixed use centers in the Eastside and two proposed new centers: McKinley Avenue area and along Pacific Avenue between South 32nd and 40th streets*

- How does new zoning affect existing businesses/uses along McKinley Avenue?
- What is the difference between the existing C-2 General Commercial zoning and the proposed NCX Neighborhood Commercial zoning?
- 75 feet is too high for proposed McKinley Ave center– buildings this tall will change the character of the district
- Why are the gulches/open spaces included within the proposed boundary of the 34<sup>th</sup> and Pacific mixed use center and the revised boundary to the Lower Portland Avenue mixed use center? These areas should be protected from development.
- How will the proposed zoning affect
  - Property values?
  - Views?
- What types of development can we expect and when?
- The proposed zoning will allow development that has negative effects on the privacy, on-street parking, and residential street traffic in adjacent single-family areas
- View potential in the north part of the proposed McKinley Avenue mixed use center will attract the development of large condos
- Condos and parking - need more than one parking space per unit. Most households own more than one car and will end up parking on the street. On street parking needs to be addressed especially if condos are going to be built.
- Blighted buildings attract crime. The proposed mixed use center in the McKinley area could encourage the re-use of the vacant buildings.
- The City needs to encourage existing businesses to improve their property. Poorly maintained buildings deter investment from others.
- Density - “more people” - will bring needed amenities to the McKinley neighborhood
- Prevent “big box” retail uses in the McKinley center e.g. Wal Mart and similar retailers. Need smaller scale retail uses to fit in with the neighborhood.
- Need design standards so that new development is attractive

- Need to be able to review landscaping/design standards
  - What are they?
  - What is proposed to change?
- Need tools to prevent the development each lot as a separate project--piecemeal development
- How much low income housing will be allowed and where?
- Who pays for infrastructure improvements when new buildings are built? Will adjacent homeowners be impacted?
- Pre-plan the infrastructure for the centers
  - Use L.I.D. process to spread costs/make affordable to all property owners
  - Allocating all costs to the developer makes the project infeasible
  - Provide incentives or ways to share costs
- Exclude the northwest corner of Division & I Street from the proposed McKinley mixed use center boundary
- Extend McKinley Ave center boundaries to include all four corners of South 38<sup>th</sup> and McKinley - this is an important intersection to community
- Does the City have any agreements with the Puyallup Tribe for proposed developments in the Lowe Portland area? What is being planned?
- Truck traffic in Lower Portland mixed use center is a concern and discourages pedestrians.

October 27, 2007

Councilman Rick Talbert  
c/o City of Tacoma  
521 Market Street  
Tacoma, WA 98402

RE: McKinley Mixed Use Center

Dear Councilman Talbert:

We are writing to you as our stakeholder representative for the Eastside District 4. As local developers and owners of multi-family projects in this area we are in full-support of the proposed creation of the McKinley Mixed Use Center (MUC), and sense that this MUC could add to the momentum first created by the development of the Hawthorne Hill Condominium in 2003. One of the biggest benefits that the MUC will have on this area is that it would create the potential for future development to apply for the Multi-Family Tax Exemption. We feel that enticing future development with the option of the MFTE could fast-track much of the development that has been proposed for this area.

A proposed Phase II of Hawthorne Hills (320 E. 32<sup>nd</sup> St.) is in its early design stages, as well as redevelopment of the Bay View Apartments (3101 D St.) has been imagined. However, the option for the MFTE to apply in this area we are certain that these projects become exponentially more viable for the developers.

Unfortunately, the proposed McKinley MUC does not encompass an area that as some of the most likely potential for redevelopment/new development for this area of the City, including the McKinley St. down slope to the edge of I-5 to encompass the Harbor View Apartments, nor the property along edge of the SR-7 where the planned phase 2 of Hawthorne Hills is slated to be built. To accommodate the future development and create incentive for the redevelopment of this area, we propose that the McKinley MUC have its westerly boundary moved from F Street to the eastern edge of SR-7, a more natural boundary for this MUC.

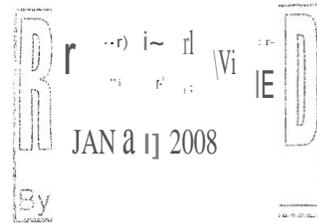
We look forward to hearing from you on this matter, and stand ready to provide you with any information or assistance as would be necessary to move this through the public process.

Sincerely yours,

Loren Cohen  
(253) 752-2185  
Hawthorne Hills Condominiums N, LLC  
5219 N. Shirley St. #100  
Ruston, WA 98407

Marlyn Jensen  
Harbor View Apartments  
3101 E. D St.  
Tacoma, WA 8404

John Norman  
322 E. Wright St. (owner of apartment complex)  
Tacoma, WA 98404



## City of Tacoma

January 28, 2008

Council Member Rick Talbert

Mr. Loren Cohen  
Hawthorne Hills Condos  
5219 North Shirley Street, #100  
Ruston, WA 98407

Ms. Marlyn Jensen  
Harbor View Apartments  
3101 East D Street  
Tacoma, WA 98404

Mr. John E. Norman  
Managing General Partner  
Scarpelli-Norman LP  
322 East Wright Street  
Tacoma, WA 98404

Messrs. Cohen and Norman and Ms. Jensen:

Thank you for your letter of December 19, 2007 concerning the potential expansion of the recently designated McKinley Mixed Use Center. I understand that Mr. Cohen also has submitted an application for the Planning Commission's consideration this year to amend the Comprehensive Plan for this purpose.

As you are aware, last year the Commission undertook a comprehensive study of the City's mixed-use centers. At my request the McKinley area was studied for its potential as a center. The review included extensive public outreach with the community including residents, businesses and property owners. One aspect of the outreach was determining which properties to include within the center designation. A variety of opinions were expressed including setting the western edge at SR-7 as you have suggested in your letter. Ultimately, the boundaries of the center as adopted came about through this public dialog and are intended to balance the interests of the desire to encourage redevelopment and the desire to preserve the existing single-family neighborhood. Moving the western edge would likely meet great resistance from affected homeowners even though their current zoning allows multifamily development.

Although I am empathetic to your request, I feel that it is premature to expand the boundaries before we have seen if the center designation will induce redevelopment. The mixed use centers are intended to be walkable areas with a variety of housing and services. It makes sense to first redevelop the core business area along McKinley Avenue where businesses and services already exist. Once this is accomplished a case could be made for expansion.

Sincerely yours,

Rick Talbert  
City Council

C: Planning Commission

## Assessment Report

### Application #2008-01: McKinley Mixed-use Center Boundary Change

#### A. Summary of Application

<b>Type of Amendment:</b>	<input type="checkbox"/> Comprehensive Plan Text Change <input type="checkbox"/> Land Use Intensity Change <input checked="" type="checkbox"/> Regulatory Code Text Change <input checked="" type="checkbox"/> Area-wide Rezone <input checked="" type="checkbox"/> Mixed Use Center Boundary Change
<b>Applicant and/or Affiliation:</b>	Loren Cohen – Hawthorne Hills 2, LLC
<b>Contact:</b>	Loren Cohen, Manager-Legal Affairs
<b>Location:</b>	McKinley Mixed-Use Center area
<b>Current Land Use Intensity:</b>	Medium
<b>Current Zoning:</b>	R-4L and R-4 Multifamily
<b>Size (parcels and/or acres):</b>	Approximately 25 acres and 74 parcels
<b>Description of Amendment Request:</b>	Expand the McKinley Neighborhood Mixed-Use Center, reclassify to mixed-use zoning and designate the expanded area as a residential target area for the purpose of eligibility for the multifamily tax incentive.

#### A. General Description of the Proposed Amendment:

The proposed amendment would expand the McKinley Mixed-Use Center northwesterly to the bluff abutting SR-7 and I-5 north of East 34<sup>th</sup> Street. The area affected is approximately 25 acres and includes 74 parcels. The expanded area includes some existing multifamily uses, including the Hawthorne Hills condominiums, the Harborview Apartments and apartments located at 322 East Wright as well as some scattered duplexes and fourplexes. Although the area is zoned for multifamily uses (R-4 and R-4L), the predominate development pattern is single-family housing. Approximately 70% of the area is developed with single-family homes. Many of the parcels are small with frontages ranging from 25 to 40 feet. A large number of the properties are rentals and only a few individuals own more than parcel.

In addition to modifying the boundary of the existing center, the amendment proposes that the area be designated as a residential target area per Chapter 13.17 of the Land Use Regulatory Code. Property owners within residential target areas are eligible to apply for the City's multifamily tax exemption program. Although not requested by the applicant, the amendment would also necessitate area-wide rezones of the affected properties to one or more of the mixed-use zoning classifications.

The applicant indicates that the proposed amendment is needed to encourage redevelopment of the area with high density housing. Larger scale housing projects involve some economic risk which can be partially offset by the multifamily tax incentive. The applicant notes that he is the owner of Hawthorne Hills and could expand his development and that other properties located along the bluff would also benefit from the availability of the City's multifamily tax exemption

program. With their view potential, these properties are the most likely to redevelop. The provision of the multifamily tax incentive would likely accelerate that redevelopment. The lack of the incentive places multifamily development projects located outside of the mixed-use center boundaries at a disadvantage as compared to projects receiving the incentive within the center boundaries. The redevelopment of the expansion area with higher density housing would provide future residents the opportunity to walk to nearby services located within the commercial core area of the McKinley center.

### **Additional Information:**

Last year, the Planning Commission studied the City's mixed-use centers, including the designation of the McKinley area as a neighborhood mixed-use center. As part of the public outreach, three presentations were made to the Eastside Neighborhood Council (ENACT), as well as presentations to the East Side Connects group and the Dome Top Neighborhood Alliance. The boundaries of the proposed center were discussed at these meetings and included consideration of the SR-7 bluff as a possible western boundary. However, considerable opposition was expressed by those in attendance at these meetings. The boundary was subsequently changed to generally follow the commercial zoning in the northern portion of the center plus approximately one-half block westward.

The Commission is continuing its work effort this year concerning the mixed-use centers. Although the center boundaries were established last year and the McKinley center was designated as a residential target area, properties within the boundary have not yet been zoned for mixed-use consistent with their plan designation. The Commission is also currently considering changes to the regulations for mixed-use zoning districts, including height limits, minimum densities, and other design and development standards.

As part of the changes adopted last year, policies pertaining to mixed-use centers were added and/or revised. The following policy, which was changed slightly, specifically addresses the expansion of existing centers:

#### **LU-MUCD-2 Limited Expansion**

Strictly limit the expansion of the core area boundaries except where it can be shown that the core has maximized its development potential, has achieved a full range of uses, and the proposed area of expansion will be developed to the fullest extent possible. Support boundary expansion only when a center demonstrates a sustained level of growth consistent with the centers strategy and planned densities, where the demand for additional growth exists, and where the capacity for additional growth is limited.

In addition, the intent statement preceding the above policy states that "Adjustments to the designated center boundaries are intended to be very limited. Defined boundaries are needed to assure certainty for those property owners located within and adjacent to a designated center. It is intended that the designated mixed-use center boundaries and implementing zoning be reviewed and amended or affirmed as part of neighborhood planning efforts."

## **B. Assessment Criteria (TMC 13.02.045.F)**

### **1. Determining if the application is complete or what information is needed to make the application complete.**

The application is incomplete. As noted above, the adopted Comprehensive Plan intent and policy on boundary expansion requires a demonstration that property within the existing center has redeveloped as intended and that there is a demand for additional growth and therefore additional area is needed within the center. The application provides no information supporting the need for expansion. Since the center is newly designated and the rezoning of property has not yet occurred, the effect of the center designation on development potential has yet to be determined. The applicant will not be able to demonstrate that redevelopment has occurred as intended since the mixed-use center designation is incomplete and not enough time has elapsed since the Plan was amended to initiate a development project.

In addition, the Commission is slated to develop recommendations to change the zoning in designated mixed-use centers to mixed-use zoning classifications. This work should be completed by this summer. If the mixed-use center were to be expanded, the properties within the expanded area would need to be reclassified to a mixed-use zoning district. The applicant has not indicated which zoning district is desired and the Commission would need to make a determination about the appropriate zoning for the affected area.

### **2. Determining if the request is site specific (i.e., a land use intensity or a zoning change for a specific parcel(s) likely to be under one ownership).**

The application is not site specific but is an area-wide amendment affecting numerous parcels and property owners.

### **3. Receipt prior to the December 31<sup>st</sup> deadline (a large volume of requests before the deadline may necessitate that some requests be reviewed in a subsequent year).**

The application was received on December 20, 2007.

### **4. Study of the same area or issue within the last year (this may be cause for the Commission to decline further review).**

The Commission conducted a comprehensive review of the City's designated mixed-use centers last year. The review included consideration of designating three new centers; one of which was the McKinley Neighborhood Mixed-Use Center. The Planning Commission recommended and the City Council approved the designation of the McKinley Center on December 11, 2007. (see attached map) The designation went into effect on December 31, 2007. The area also was declared a residential target area by amending Chapter 13.17 of the Land Use Regulatory Code. Residential target areas are eligible to apply for the City's multifamily tax incentive program. The Commission is in the process of refining the implementation of the mixed-use centers through updating the mixed-use zoning regulations and recommending area-wide zoning reclassifications within the centers. Because the Commission has not completed its work concerning mixed-use centers, it is unknown at this

time if the mixed-use center designation will spur redevelopment in the McKinley center. Considering that this center was just created within the past couple of months, it would also be unlikely that a conclusion could be made that the area has maximized its development potential and achieved a full range of uses consistent with the goals of the mixed-use centers. The expansion of the center is premature and inconsistent with adopted Plan policy for center expansions.

**5. Amount of analysis necessary for the Commission to reach an initial determination (if a large-scale study is required, a request may have to be delayed until the following year due to work loads, staffing levels, etc.).**

The amount of analysis would be moderate. The proposed area of expansion is limited; however, public outreach efforts would be necessary. As mentioned before, the area is zoned for multifamily uses but the predominate development pattern is single-family housing. An education effort would be needed to explain to property owners the changes in land use that are possible under existing zoning as well as what could occur if the area were to be included in the center and declared a residential target area which would provide a tax incentive to develop multifamily uses. To meet the requirements of adopted policy concerning center expansion, some analysis of growth and development demand would need to be conducted to demonstrate if the expansion is needed and warranted.

**6. Available incorporation into planned or active projects (if a request can be incorporated into a planned or active project, it may receive immediate consideration).**

The amendment can be partially incorporated into the mixed-use center regulatory review. This second phase of the mixed use center review project is evaluating the mixed-use zoning regulations as well as reclassification of properties within the centers to mixed-use zoning classifications. The geography of area-wide zoning district boundaries for the proposed expansion area could be considered in the zoning review project but the review does not include the analysis necessary to determine if the area should be included within the center boundary.

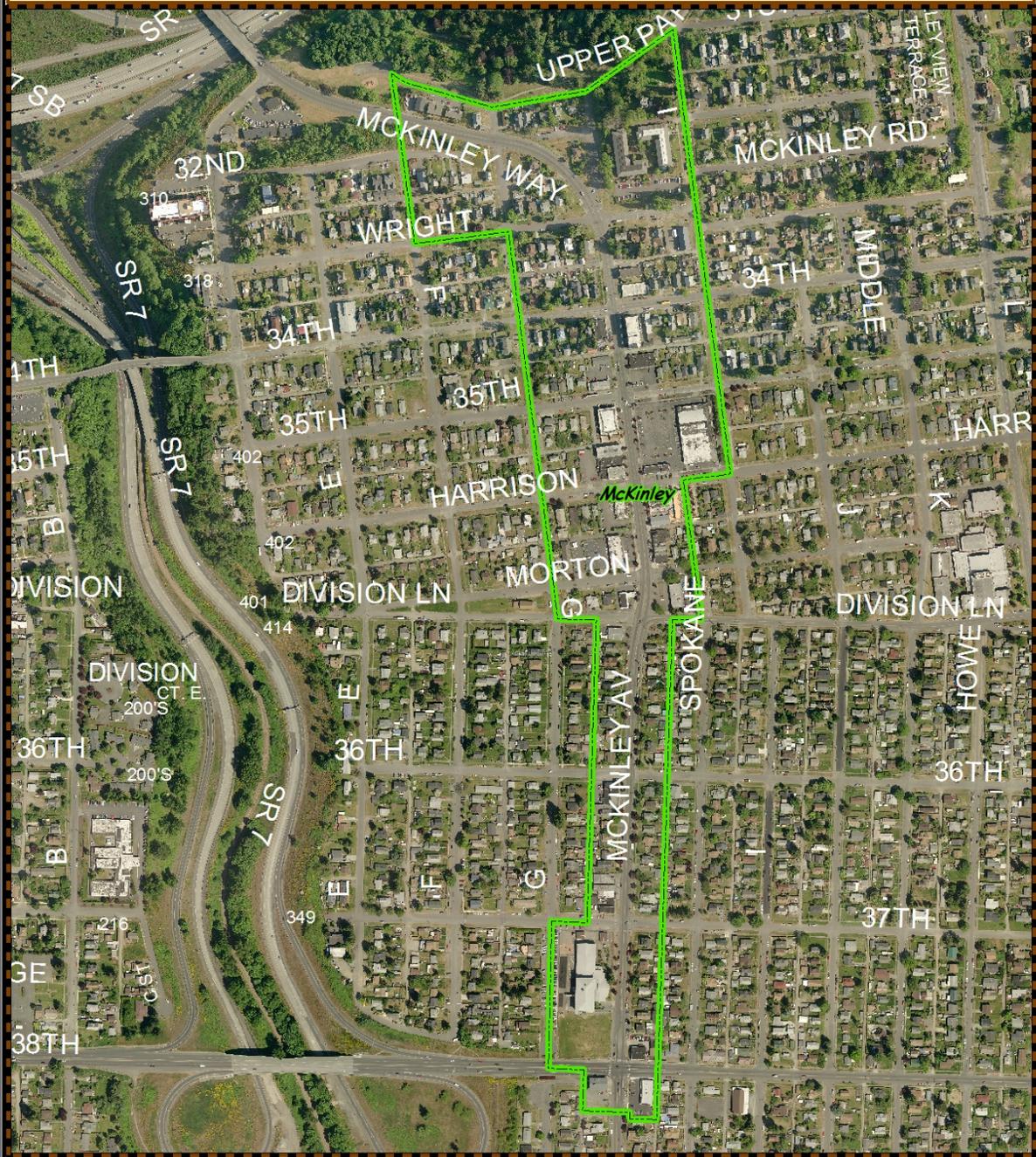
**C. Recommendation**

Staff recommends that the application be denied. The expansion area was evaluated during 2007 as a part of establishing the boundary for the McKinley mixed-use center and was not included in the proposed center, partly in response to concerns expressed by residents during public outreach. Conditions have not changed to warrant a reconsideration of this decision.

In fact, the City has not yet completed the mixed-use center designation for the McKinley area and completion will not occur until the properties within the designated center are rezoned appropriately and new regulations are put into place. The center designation and zoning should be in place for a period of time to see if redevelopment occurs before expansion of the center's boundaries is considered. The core areas of the center are intended to be developed first and expansion of the center westward could dilute this intention.

# McKinley Mixed-Use Center

Effective December 31, 2007



**Legend**  
Mixed Use Centers



City of Tacoma  
Community & Economic Development Department  
GIS Analysis & Data Services

150 0 150 300 450  
FEET

This drawing is neither a legally recorded map nor a survey and is not intended to be used as one. It is to be used for reference purposes only.





City of Tacoma  
Planning and Development Services

Agenda Item  
E-1

**To:** Planning Commission  
**From:** Lihuang Wung, Planning Services Division  
**Subject:** **Joint Meeting with the Transportation Commission**  
**Date of Meeting:** September 17, 2014  
**Date of Memo:** September 11, 2014

As part of the Planning Commission's meeting on September 17, 2014, there will be a joint session with the Transportation Commission to discuss the working relationship between the two commissions and review draft materials from the Transportation Master Plan (TMP).

The Transportation Commission was established by the City Council on May 7, 2013 per Resolution No. 38669 for the purpose of advising the City Council on transportation-related matters. In cooperation with Public Works staff and consultants, the Transportation Commission has been leading the development of the TMP at the request of the City Council. The TMP will also fulfill the requirements of the Washington State Growth Management Act (GMA) and the Puget Sound Regional Council's (PSRC) VISION 2040 multicounty planning policies.

While the Transportation Commission is leading the development of the TMP, the Planning Commission's responsibilities, pursuant to the Tacoma Municipal Code Chapter 13.02, include the integration of applicable elements of the TMP into the Comprehensive Plan, ensuring internal consistency with other elements of the Comprehensive Plan, and ensuring consistency with multicounty and countywide planning policies. It is also imperative for the Planning Commission to help ensure that the City's Comprehensive Plan and transportation related provisions receive proper certification by the PSRC in order to maintain eligibility for transportation funding.

Attached is the "Reporting Tool for Local Comprehensive Plans", excerpted from the PSRC's *Policy and Plan Review Manual*, which serves as a checklist and a communication tool between the PSRC and local jurisdictions for plan certification purposes. This plan review toolkit summarizes the required transportation elements of the Comprehensive Plan and should be a helpful reference for the Transportation Commission, the Planning Commission and staff in developing and reviewing the TMP.

At the joint session, staff will report on the status of the TMP, focusing on the following two components:

- **Goals and Policies** – Staff will present the draft Goals and Policies of the TMP. The Transportation Commission has been reviewing existing goals and policies in the Transportation Element of the Comprehensive Plan and identifying new goals consistent with City Council priorities.

- 20-Minute Neighborhoods – Staff will provide an overview of the 20-minute neighborhoods concept and the work done by the Transportation Commission’s Bicycle and Pedestrian Technical Advisory Group to address multimodal access. The 20-minute neighborhood is the preferred approach using the “3 Ds” – density, distance, and destinations.

Attached are draft document and presentation materials associated with the above topics provided by Justin Resnick of Fehr and Peers, consultants assisting on the development of the TMP.

The goal of the joint meeting is to establish closer working cooperation between the commissions and to ensure the TMP’s review and adoption process is carried out in a practical, effective and efficient manner. The Draft TMP is expected to be completed in December 2014, followed by its integration into the Comprehensive Plan and the public review process in early 2015. In order to ensure an efficient meeting and a timely review of the TMP, the Commissioners are suggested to come prepared with questions. If we are unable to get to all of the questions at the meeting, there will be opportunity for follow-ups with the Transportation Commission and consultants. If you have any questions, please contact me at (253) 591-5682 or [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org).

#### Attachments

c: Peter Huffman, Director

## part 3: reporting tools

A set of *reporting tools* have been developed to assist countywide planning groups, local jurisdictions, and transit agencies as they work on updates and amendments to their policies and plans. These resources should be used in concert with the VISION 2040 document itself, which provides the broader context, as well as goals and explanations for the specifics and issues outlined here.

The reporting tools are also designed as an agency-to-agency communication piece as part of the Regional Council review of countywide planning policies, local plans, and transit agency plans. They provide the primary information used in assessing the consistency of policies and plan with VISION 2040 and relevant planning provisions in the Growth Management Act. Reporting tools for jurisdictions and agencies submitting policies or plans for review can be downloaded from the Regional Council's website at:

<http://www.psrc.org/growth/planreview/reporting-tools/>

Each of the reporting tools has two parts: a checklist and a set of related questions.

***Checklist portion.*** The *checklist* part of each reporting tool is designed to serve as an aid to highlight key provisions that should be addressed as policy and plan updates and amendments are being prepared. Plans can demonstrate consistency without necessarily checking off each and every item listed on the checklists. In other words, other approaches and provisions may be appropriate and acceptable. (Note: Appendix E is designed to provide more detailed and in-depth information on issues and topics to be addressed in policies and plans.)

***Set of Related Questions.*** The second part of the reporting tool includes a set of related *questions*. The questions are structured to focus broadly on the key themes in VISION 2040 and, where appropriate, planning requirements in the Growth Management Act. Countywide planning groups, local jurisdictions, and transit agencies are asked either to provide brief responses to each of the questions or to follow the outline of the questions and develop their own narrative to explain how their policies or plans address the major elements of VISION 2040.

When submitting a *reporting tool*, short responses are requested that summarize how the policies or plans address specific issues. In addition, citations or references to the policies or plans are useful. Any issue on the checklist that is not addressed should be explained.

### Submitting a Completed Reporting Tool

*The reporting tool includes two parts: a checklist and a set of related questions. The checklist part has been designed to assist staff in developing plan amendments and updates. The checklist is just that – a list of issues that simply could be “checked-off.” The set of related questions should be used to explain why an item is not checked-off or maybe only partially addressed.*

*The plan document or amendment must also be submitted to the Regional Council as part of the review process.*

*Reporting tools and plan documents can be submitted to PSRC for review at: <http://psrc.org/growth/planreview/reporting-tools/>*

***What About Amendments?*** If a set of policies or plan is only being amended in part, then it is appropriate for only that portion of the *reporting tool* that relates specifically to the topics addressed in the amendment to be completed.

***When Should the Reporting Tool Be Submitted?*** You are encouraged to begin working with the reporting tool at the very beginning of your update or amendment process. In particular, the checklist portion of the tool can be of value as you scope issues and topics to address.

An initial draft of a completed reporting tool can be submitted at any time while policies and plan provisions are being drafted – particularly to solicit review and comment from Regional Council staff. If not submitted earlier in the process, the reporting tool in draft form should be provided to the Regional Council no later than during the final 60-day review period before the update or amended is scheduled for adoption. If there are changes to any policies or plan provisions at the time of adoption, then associated revisions to the reporting tool should be provided to the Regional Council – along with the final version of the adopted policies or plans.

## REPORTING TOOL FOR LOCAL COMPREHENSIVE PLANS

Local comprehensive plans are at the heart of planning under Washington’s Growth Management Act. And they are the primary vehicle for implementing VISION 2040. At a minimum, local comprehensive plans should address the specific VISION 2040 implementation actions identified for counties and cities. They should also address each of the main policy topic areas and subtopics in VISION 2040 – since the multicounty planning policies serve as the established regional guidelines and principles required in state law to guide both regional and local planning.

For certification purposes, along with addressing the multicounty planning policies, the transportation-related provisions in local comprehensive plans need to demonstrate that they are consistent with *Transportation 2040*, the region’s transportation plan, which also serves as the functional transportation element of VISION 2040. Finally, the local transportation provisions must also show that they have addressed the transportation planning requirements in the Growth Management Act.

Note: In addressing VISION 2040 and its related implementation actions, local jurisdictions determine what level of detail is appropriate in the comprehensive plan versus other planning documents or tools, such as development regulations, design standards, and other programs.

### Overview of the Reporting Tool for Local Comprehensive Plans

The reporting tool has two parts: a checklist and set of related questions. The *checklist* portion is designed to provide local jurisdiction staff and other interested persons with an overview of the primary topics and issues to be addressed in local plans. The second part of the reporting tool includes a set of related *questions*. When answering the questions, please explain any provisions you are not able to check-off on the checklist.

The reporting tool is arranged according to the topic areas for the multicounty planning policies, with an expanded set of criteria for transportation – based on *Transportation 2040* and Growth Management Act requirements for transportation planning. It also addresses other issues related to VISION 2040, such as the *Regional Growth Strategy*, implementation actions, and monitoring. More in-depth guidance on specific issues is available in *Appendix E-2*.

#### Certification Requirements

*To be certified, consistency must be demonstrated with: (1) the entire set of multicounty planning policies in VISION 2040, which serve as regional guidelines and principles, (2) Transportation 2040, the regional transportation plan, and (3) the transportation planning provisions in the Growth Management Act.*

Reporting on VISION 2040 Implementation Actions. The review process also provides the opportunity to report on work taking place related to implementation of VISION 2040 actions. The reporting tool includes a question designed to gather information on implementation actions directed to local jurisdictions.

### Regarding Amendments

For submitting amendments to comprehensive plans, please only use the portions of the reporting tool that specifically deal with the topics or issues addressed in the amendments. It is not necessary to complete the entire reporting tool.

## reporting tool B: local comprehensive plans

### part one: checklist

#### General Multicounty Planning Policies

- ✓ Describe planning coordination with other jurisdictions and agencies (including, where appropriate tribes) (*MPP-G-1*)
- ✓ Describe efforts to identify existing and new funding for infrastructure and services (*MPP-G-3*)

#### The Environment

##### Stewardship

- ✓ Address the natural environment in all aspects of local planning, basing decision-making on the environmental best-information available; incorporate regionwide planning initiatives, such as the Department of Ecology's water resource inventory areas (WRIA) process – or actions based on guidance from the International Council for Local Environmental Initiatives (ICLEI) (*MPP-En-1 through 7; En-Action-11*)

##### Earth & Habitat

- ✓ Identify open space areas and develop programs for protecting and/or acquiring these areas (*MPP-En-8 and 9*)
- ✓ Coordinate planning for critical areas and habitat with adjacent jurisdictions (*MPP-En-9 through 11*)
- ✓ Include provisions for protecting and restoring native vegetation (*MPP-En-12*)

##### Water Quality

- ✓ Take actions to maintain hydrological functions within ecosystems and watersheds, including restoration of shorelines and estuaries, as well as reducing pollution in water (*MPP-En-13 through 16*)

##### Air Quality

- ✓ Include policies and implementation actions to address federal and state clean air laws and the reduction of pollutants including greenhouse gases (*MPP-En-17 through 19*)
- ✓ Incorporate the Puget Sound Clean Air Agency's adopted growth management policies into the comprehensive plan (see Appendix-E-1) (*MPP-En-17 through 19*)

##### Climate Change

- ✓ Include specific provisions to reduce greenhouse gas emissions; include provisions addressing adaptation to the effects of climate change (*MPP-En-16, 20 through 25. MPP-DP-45, MPP-T-5 through 7; MPP-PS-1, 12, 13; RCW 80.80.020*)

## reporting tool B: local comprehensive plans

### part one: checklist

#### Development Patterns

##### Urban

- ✓ Document growth targets<sup>6</sup> for population (expressed in housing units) and for employment (*MPP-DP-3*)
- ✓ Include provisions to develop compact urban communities and central places with densities that support transit and walking. (*MPP-DP-14*)
- ✓ Identify underused land and have provisions for redevelopment in a manner that supports the *Regional Growth Strategy*(*MPP-DP-15*)

##### Centers

- ✓ Identify one or more central places as locations for more compact, mixed-use development (*MPP-DP-11*)
- ✓ Demonstrate how funding has been prioritized to advance development in centers and central places (*MPP-DP-7, 10, 13; MPP-T-12; MPP-H-6*)

##### Unincorporated Urban Areas

###### ***for counties:***

- ✓ Establish urban development standards for urban unincorporated areas that are compatible with adjacent municipalities (*MPP-DP-19*)

###### ***for cities:***

- ✓ Include policies and programs to address annexation and the orderly transition of unincorporated areas to city governance (*MPP-DP-18*)

##### Rural for counties

- ✓ Include policies and programs to ensure that development in rural areas is rural in character, and employs environmentally sensitive and sustainable land use practices. (*MPP-DP-21 through 28*)
- ✓ Develop actions and measures to address vested development that conflicts with regional and local growth management objectives (*MPP-DP-25*)
- ✓ Include provisions to encourage development to occur in existing activity areas. (*MPP-DP-36*)
- ✓ Include provisions to avoid new and expanded roadways in rural areas, as well as facilities that would primarily serve urban populations. (*MPP-DP-27; MPP-T-28*)

##### Resource Lands

- ✓ Identify steps to limit development in resource areas. (*MPP-DP-29 through 32*)

<sup>6</sup> **Regional Growth Strategy and Planning Targets** - The Regional Growth Strategy in VISION 2040 provides guidance for local growth targets. Jurisdictions are asked to explain steps being taken to align with the regional guidance. It is recognized that the allocations in the Regional Growth Strategy are for 2040 and that the planning process between now and then may not be linear.

## Development Patterns – Orderly Development

### Regional Design



- ✓ Incorporate design provisions in local plans and regulations that apply the *Transportation 2040 Physical Design Guidelines (Transportation 2040 Physical Design Guidelines)*
- ✓ Include guidelines for environmentally friendly and energy-efficient building (*MPP-DP-33 through 42*)
- ✓ Preserve historic, visual, and cultural resources (*MPP-DP-34*)
- ✓ Ensure that the design of public buildings contributes to a sense of community (*MPP-DP-38*)

### Health and Active Living



- ✓ Include health provisions that address (a) healthy environment, (b) physical activity and well-being, and (c) safety (*MPP-DP-43 through 47; MPP-En-3, 19. MPP-T-4, 7, 11, 15, 16*)

## Housing

- ✓ Include provisions to increase housing<sup>7</sup> production opportunities, including diverse types and styles for all income levels and demographic groups (*MPP-H-1 through 9*)
- ✓ Include provisions to address affordable housing needs (*MPP-H-1 through 9*)
- ✓ State how regional housing objectives in VISION 2040 are being addressed – including housing diversity and affordability, jobs-housing balance, housing in centers, and flexible standards and innovative techniques (*H-Action-1 and 2*)

## Economic Development

- ✓ Include an economic development element that addresses: *business, people, and places* (*Ec-Action-6; see MPP-Ec-1 through 22*)
- ✓ Include provisions that address industry clusters (*MPP-Ec-3*)
- ✓ Focus retention and recruitment efforts on business that provide family wage jobs, industry clusters that export goods and services, and small/start up companies that are locally owned (*MPP-Ec-1, 3, 4, 5*)
- ✓ Include provisions and programs for distressed areas or areas with disadvantaged populations (*MPP-Ec-11, 12*)
- ✓ Ensure adequate housing growth in centers working collaboratively with the private sector – through the provision of infrastructure (*MPP-Ec-6, 18, 20*)

<sup>7</sup> **Housing** – Jurisdictions should describe provisions and actions for meeting regional and local housing goals and targets – including affordable housing. Information should also address implementation strategies and actions, as well as monitoring programs for addressing housing goals and targets.

## reporting tool B: local comprehensive plans

### part one: checklist

#### Public Services

- ✓ Include provisions to promote more efficient use of existing services, such as waste management, energy, and water supply, through conservation – including demand management programs and strategies (*MPP-PS-3, 7, 8, 11, 12, 13, 19*)
- ✓ Include provisions to promote renewable energy and alternative energy sources (*MPP-PS-12, 13; MPP-En-21 through 23; MPP-T-6*)
- ✓ Include provisions to meet long-term water needs, including conservation, reclamation and reuse (*MPP-PS-17 through 20; MPP-En-25*)

#### Transportation – VISION 2040 and Transportation 2040

##### Maintenance, Management and Safety

- ✓ Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation (*MPP-T-5 through 7*)
- ✓ Incorporate environmental factors into transportation decision-making, including attention to human health and safety (*MPP-DP-44; MPP-T-7*)
- ✓ Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services (*MPP-G-4, 5; MPP-T-33*)
- ✓ Include transportation system management and demand management programs and strategies (*MPP-T-2, 3, 11, 23, 24*)
- ✓ Identify transportation programs and strategies for security and emergency responses (*MPP-T-8*)

##### Supporting the Growth Strategy

- ✓ Focus system improvements to support existing and planned development as allocated by the *Regional Growth Strategy* (*MPP-T-9 through 22*)
- ✓ Prioritize investments in centers (*MPP-T-12; MPP-DP-7, 10, 13; MPP-H-6*)
- ✓ Invest in and promote joint- and mixed-use development (*MPP-T-10*)
- ✓ Include complete street provisions and improve local street patterns for walking and biking (*MPP-T-14 through 16*)
- ✓ Design transportation facilities to fit the community in which they are located (“context-sensitive design”); use urban design principles when developing and operating transportation facilities in cities and urban areas (*MPP-T-20, 21*)

##### Greater Options and Mobility

- ✓ Invest in alternatives to driving alone (*MPP-T-23, 24*)
- ✓ Ensure mobility of people with special needs (*MPP-T-25*)
- ✓ Avoid new or expanded facilities in rural areas (*MPP-T-28; MPP-DP-27*)
- ✓ Include transportation financing methods that sustain maintenance, preservation, and operations of facilities. (*MPP-T-33*)

## reporting tool B: local comprehensive plans

### part one: checklist

#### Linking Land Use and Transportation

- ✓ Integrate the ten *Transportation 2040* physical design guidelines in planning for centers and high-capacity transit station areas (*MPP-T-21; Transportation 2040 Physical Design Guidelines*)
- ✓ Use land use development tools and practices that support alternatives to driving alone – including walking, biking and transit use (*MPP-T-33; Transportation 2040 Chapter 1*)

#### Investments

*See Financing below*

### Transportation – Growth Management Act Requirements

#### Land Use Assumptions and Forecast of Travel Demand

- ✓ Demonstrate that travel demand forecasts and transportation need assessments are always based on land use assumptions<sup>8</sup> that correspond with the most recently adopted growth targets; ensure that population and employment assumptions are consistent throughout the comprehensive plan (i.e., land use element, transportation element, and housing element) *RCW 36.70A.070(6)(a)(i)*

#### Service & Facility Needs – *including Level-of-Service Standards & Concurrency*

- ✓ Include inventories for each transportation system, including roadways, transit, cycling, walking, freight, airports, and ferries *RCW 36.70A.070(6)(a)(iii)(A)*
- ✓ Establish level-of-service standards that promote optimal movement of people across multiple transportation modes *RCW 36.70A.070(6)(a)(iii)(B); MPP-DP-54*
- ✓ Include state facilities and reflect related level-of-service standards *RCW 36.70A.070(6)(a)(iii)(C)*
- ✓ Address multiple transportation modes in concurrency programs (*RCW 36.70A.070(b) and 36.70A.108; MPP-DP-54 through 56*)
- ✓ Tailor concurrency programs, especially for centers, to encourage development that can be supported by transit (*MPP-DP-56*)

#### Financing and Investments – *including Reassessment Strategy*

- ✓ Include a multiyear financing plan, as well as an analysis of funding capability *RCW 36.70A.070(6)(a)(iv)(A) and (B)*
- ✓ Include a reassessment strategy to address the event of a funding shortfall *RCW 36.70A.070(6)(a)(iv)(C)*

#### Intergovernmental Coordination

- ✓ Coordinate with neighboring cities, the county, regional agencies, and the state *RCW 36.70A.070(6)(a)(v); MPP-G-1; MPP-T-9*

<sup>8</sup> **The Transportation Element Must Be Based on the Land Use Assumptions in the Comprehensive Plan** - A problem sometimes encountered in the certification of transportation-related provisions in local comprehensive plans is the use of different planning assumptions in the transportation element from the land use element. Comprehensive plans are to be internally consistent, which means that the same land use assumptions must be used for planning for housing, transportation, and other provisions in the plan.

## reporting tool B: local comprehensive plans

### part one: checklist

#### Demand Management

*see also Maintenance, Management, and Safety above*

- ✓ Identify demand management strategies and actions, including but not limited to programs to implement the Commute Trip Reduction Act. *RCW 36.70A.070(6)(a)(vi); MPP-T-3; MPP-T-23; MPP-T-24*

#### Pedestrian and Bicycle Component

*see also Supporting the Growth Strategy and Greater Options & Mobility above*

- ✓ Include strategies, programs, and projects that address nonmotorized travel as a safe and efficient transportation option – including pedestrian and bicycle planning, project funding and capital investments, education and safety. *RCW 36.70A.070(6)(a)(vii); MPP-T-14 through 16*

#### Land Uses Adjacent to Airports

- ✓ Identify and address any airports within or adjacent to the jurisdiction *RCW 36.70.547 and 36.70A.070(6)(a)(iii)(A); MPP-T-31*
- ✓ Describe existing and planned uses near the airport, as well as policies and regulations that discourage incompatible uses *RCW 36.70.547*

*In the spaces provided below, please describe provisions in the comprehensive plan with brief summaries – you may supplement your summary descriptions with citations or references to specific policies. If there are certain VISION 2040 issues that are not addressed in the plan, please explain why.*

## reporting tool B: local comprehensive plans

### part two: questions

#### The Environment

*(MPP-En-1 through 25; MPP-DP-29 through 32, 43 through 47; MPP-PS-1, 3, 7, 8, 12, 13, 19, 20, 24)*

*Explain how the plan addresses the environment and sustainable development. At a minimum please discuss the following:*

- Using system approaches to planning for and restoring the environment
- Air quality and climate change (including clean transportation and reduced greenhouse gas emissions)
- Water quality
- Wise use of services and resources (including conserving water and energy, reducing waste, protecting resource lands)
- Human health and well-being

## reporting tool B: local comprehensive plans

### part two: questions

***EXPLAIN HERE:***

#### **Population and Employment Growth**

*(MPP-G-4, 5; MPP-DP-1 through 28, 33 through 42, 48 through 56; MPP-H-1 through 9, MPP-Ec-1 through 22; MPP-PS-2, 4, 5, 21 through 24)*

*Explain how the plan guides residential and job growth. At a minimum, please discuss the following:*

- Planning targets (housing and employment) that align with VISION 2040
- Planning for and achieving housing production (to meet the needs of all income levels and demographic groups)
- Adequate infrastructure and financing to serve existing communities and future development (including amenities)
- Promoting centers and compact urban development (including density, redevelopment and infill, design)
- Planning for unincorporated urban growth areas (joint planning) and annexation
- ***for counties:*** Rural development and rural character
- Economic development

***EXPLAIN HERE:***

#### **Transportation Provisions**

*(MPP-G-4, 5; MPP-EN-7, 19, 23; MPP-DP-7, 10, 13, 17, 27, 40, 42, 43, 54 through 56; MPP-H-6, MPP-Ec-6; MPP-T-1 through 33; RCW 36.70A.070(6))*

*Explain how the plan addresses the following provisions from VISION 2040 and Transportation 2040 – the region’s long-range transportation plan:*

- Clean transportation
- Maintenance and safety
- Demand management
- Serving centers and compact communities
- Transportation facilities that fit the community in which they are located (“Context-sensitive design”)
- Greater options and mobility

## reporting tool B: local comprehensive plans

### part two: questions

*Explain how the plan complies with the following Growth Management Act requirements, including:*

- Demonstrate that transportation provisions are based on the same assumptions for land use, as well as housing
- Facility and service needs – including level-of-service standards (and concurrency)
- Financing – including a reassessment strategy in case of funding shortfalls
- Interjurisdictional coordination
- Demand management
- Pedestrian and bicycle component

***EXPLAIN HERE:***

### **Consistency Assessment of Capital Facilities Programming Processes**

*(PS-Action-8)*

*Describe how capital improvement programs and other service and facility plans are consistent with and implement VISION 2040 and the growth management objectives in the comprehensive plan (PS-Action-8).*

***EXPLAIN HERE:***

### **VISION 2040 Actions**

*Describe work underway or proposed to address the following VISION 2040 implementation actions:*

- Expanded efforts to conduct environmental planning *(En-Action-11)*
- Identification of underutilized lands *(En-Action-16)*
- Collaboration with special districts on facilities siting and design *(PS-Action-6)*
- Collaboration with special districts on facilities location *(PS-Action-7 and 8)*
- ***for counties*** – review of special district plans *(PS-Action-5)*

## reporting tool B: local comprehensive plans

### part two: questions

***EXPLAIN HERE:***

#### **Monitoring**

*(MPP-G-3)*

*Describe monitoring programs for*

- 1) plan implementation and performance
- 2) tracking where residential and employment growth is occurring
- 3) achieving housing production
- 4) assessing the health and function of natural environmental systems – including protection and restoration
- 5) reducing pollution and greenhouse gas emissions

***EXPLAIN HERE:***

#### **Other Topics**

*Explain any other provisions in the comprehensive plan of regional interest or significance, as well as any unique topics or issues.*

***EXPLAIN HERE:***

## MEMORANDUM

Date: September 10, 2014  
 To: City of Tacoma Planning Commission and Transportation Commission  
 From: Justin Resnick, Fehr & Peers  
**Subject: Transportation Master Plan Goals and Policies**

SE13-0317

The Transportation Commission (TC) has been working with City staff and the consultant team to establish goals and policies for the Transportation Master Plan and Transportation Element of the Comprehensive Plan that will steer decision making throughout the planning process. The TC has drafted a Land Use and Transportation goal and supporting policies and would like input from the Planning Commission due to the overlap in subject matter. These policies fall under Goal 6, and the land use portion of policy 5.1 on Transportation Demand Management is also of interest to both groups. The full draft goals and policies document as well as notes on the Transportation Commissioners' feedback are attached to this memo.

The TC would also like to discuss the overall approach to level of service, as the intention is to move to a multimodal policy that includes standards for all road users instead of only for motor vehicles. The "TMP Intro" Powerpoint slides accompanying this memo lay out the basic philosophy behind the Layered Network Approach, which the TC has been following thus far. The Commission has not yet reviewed draft level of service standards for every transportation mode, but the draft pedestrian walkway standards below serve as an example of what the standards might look like.

LOS	Within Pedestrian Priority Areas	Other Areas
GREEN	Complete sidewalks with buffers on both sides of arterials and collectors	Complete sidewalks on both sides of arterials and collectors
YELLOW	Complete sidewalks without buffers both sides of arterials and collectors	Complete sidewalk on one side of arterials and collectors
RED	Incomplete or no sidewalk	Incomplete or no sidewalk



## Section I – General Goal and Policies

Tacoma is a **sustainable** community with many diverse residents, businesses, and visitors who have various transportation priorities. The City is **strategic** in how it plans its transportation system with an emphasis on carrying the people and goods that foster Tacoma's culture, character, and competitiveness. The transportation system offers **multimodal** travel options that provide safe **access** for all users and neighborhoods and reinforce **healthy living**.

The following policies provide guidelines and direction to achieve the goals and for the continued development and improvement of citywide transportation facilities and services.

### Key

## (policy number)

A-AAA-# (original policy number from Comp Plan or other source, to be removed in final draft)

TC Note calls out notes to the Commissioners for review.

## 1. Intergovernmental Coordination and Citizen Participation

### ***Policy Intent***

Proactively develop partnerships to best serve all users of the regional transportation system.

### ***Policies***

#### **1.1 Intergovernmental Coordination (T-ICCP-1)**

Actively coordinate with federal, state, regional, local, and tribal agencies to assure a well-planned regional transportation system that uses resources efficiently to serve all users.

#### **1.2 Citizen Participation (T-ICCP-4)**

Ensure citizen participation in all transportation planning efforts through workshops, volunteer commissions, social media, and other outlets to accommodate their needs and desires. Carry work done for subarea plans forward into more broad-reaching efforts.

#### **1.3 Active Transportation Regional Coordination (T-ICCP-2)**

Coordinate the planning, construction, and operation of pedestrian and bicycle facilities and shared-use paths with other agencies where key corridors extend outside of the City into neighboring jurisdictions. Including, but not limited to: extension of the Water Ditch Trail, Pipeline Trail, Tacoma Dome to Sumner Trail, and the Trail to Mountain Corridor.

#### **1.4 Partner with Transit (T-LUT-8)**

Partner with Pierce Transit, Sound Transit, local and regional government, and other regional agencies to combine resources to coordinate land use and transportation planning, promote transit-oriented development, and ultimately improve the reliability, availability, and convenience of transit options.

#### **1.5 Climate Change and TDM (T-TDM-4)**



Integrate the Transportation Demand Management program efforts into the work program of the Office of Sustainability and the Sustainable Tacoma Commission on Climate Change<sup>1</sup> to effectively reduce carbon emissions and improve air quality.

#### **1.6 Enforcement (T-MMP-10)**

Work with local law enforcement to enhance safety for all road users through increased traffic enforcement on city streets, walkways, and bikeways.

#### **1.7 Health and Safety (T-MMP-8)**

Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) and other agencies to provide education programs and safe and accessible routes for pedestrians and bicyclists of all ages and abilities.

## **2. Community / Environment**

### ***Policy Intent***

Protect natural, as well as neighborhood, assets to create and connect places where people can live, work, and play in a safe and healthy environment.

### ***Policies***

#### **2.1 Traffic Calming Measures (T-TSM-3)**

Use sanctioned engineering approaches, such as medians, streetscapes, bulb-outs, traffic circles, traffic controls, and bike lanes to protect neighborhood streets from cut-through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts when warranted and integrated with emergency response vehicle access.

#### **2.2 Urban Design (T-ES-5)**

Give maximum consideration to aesthetics, beautification, and safety in designing and locating transportation facilities to ensure a positive contribution to the appearance and form of the city.

#### **2.3 Community Coordination**

Consult with schools, community centers, Neighborhood Councils, and other community bodies on potential projects affecting them.

#### **2.4 Implementation**

Improve the health of Tacoma's people and local ecology by implementing a transportation network that reduces auto mode share, increases the number of pedestrians, bicyclists, and transit riders of all ages and abilities, and improves safety.

TC Note: We may choose to roll in the Mobility Master Plan here.

## **3. Multimodal System**

### ***Policy Intent***

Prioritize movement of people and goods via modes that have the least environmental impact and greatest contribution to livability in order to build a balanced transportation network that provides mobility options, accessibility, and economic vitality for all.

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<sup>1</sup> Established pursuant to City Council Resolution No. 37631, adopted on October 21, 2008.



## **Policies**

### **3.1 Complete Streets / Layered Network (T-MS-12)**

Develop and maintain a transportation network that accommodates all users, whether moving by foot, assistive device, bicycle, transit, truck, or car, while recognizing that not all streets provide the same quality of travel experience. Apply the Layered Network adopted as a part of the Transportation Master Plan in the planning and design for new construction, reconstruction, and major transportation improvement projects on all streets. The Layered Network principle shall also be used to evaluate potential transportation projects and to amend and revise design manuals, regulations, standards and programs as appropriate to create over time a system of streets that meets user needs while recognizing the function and context of each street.

### **3.2 Street Classifications (T-TSM-1)**

Under the Layered Network classification system of streets, classify streets as State Highways, Boulevards, Urban Avenues, Neighborhood Connections, and Local Streets to guide development of transportation facilities according to the travel purposes they serve.

TC Note: This policy is a placeholder since we have not reached this portion of the Layered Network discussion yet.

### **3.3 Street System Design (T-TSM-2)**

Encourage street system design in a grid pattern, which has frequent interconnections to facilitate transit, bicycle, and pedestrian connections; strongly discourage cul-de-sacs.

### **3.4 Green Hierarchy**

Use the Green Transportation Hierarchy to elevate pedestrians, bicyclists, and public transit riders in the planning and design of streets since they have the least environmental impact and greatest contribution to livability.

### **3.5 Level of Service Standards (T-TSM-6)**

Establish level of service standards that are consistent with regional and state standards for roadways that reflect the Layered Network and the differing development patterns, growth objectives, and accessibility for pedestrians, bicyclists, transit riders, and drivers.

TC Note: We will insert level of service standards here once finalized.

### **3.6 Concurrency (T-LUT-6)**

Perform periodic review and monitoring (every 2-4 years) of the transportation network to ensure it adequately serves existing and projected land use developments. If adequate service levels are not maintained, pursue improvements to the transportation systems, mitigations of impacts, or modifications to the land use assumptions, where appropriate.

TC Note: This may be edited when we get to drafting concurrency.

### **3.7 Connectivity**

Build on the existing trail network to reach underserved areas and neighboring jurisdictions, connect to and fill gaps in both the trail network and the bicycle and pedestrian networks, and provide easy access to trails for both transportation and recreational purposes for users from all parts of the City.

### **3.8 Special Transportation Needs (T-MS-7)**

Recognize and accommodate the special transportation needs of the elderly, children, the disabled and the socio-economically disadvantaged in all aspects of transportation planning,



programming and implementation. Use local, state or federal design standards that satisfy the community's desire for a high level of accommodation for the disabled.

### **3.9 Skateboards (T-ES-9)**

Recognize skateboards as an environmentally friendly means of transportation and valid mode of travel. Skateboards are allowed on sidewalks but not roadways except crossing at intersections per Washington State Law. Explore revising State law to allow individual jurisdictions to manage skateboard use on local roadways.

### **3.10 Transit Operational Efficiency (T-MS-5)**

Employ innovative street and transit stop designs on transit priority streets to support efficient operations and improve the safety of all roadway users. Dimensions should be in compliance with established standards for roadway and traffic engineering and transit facilities.

### **3.11 Encourage Transit Ridership to Employment Centers (T-MS-10)**

Encourage transit ridership to and from major employment centers by implementing pedestrian improvements near transit stops, conducting outreach to employers, and working with Pierce Transit and Sound Transit to improve the frequency and location of transit service between high density residential areas and employment centers.

### **3.12 Inter-Modal Conflict (T-MS-3)**

Support programs, regulations, and design standards that address infrastructure gaps, inadequate design, and at-grade crossing conflicts to increase safety, capacity, and timeliness of both over-land and rail freight, especially on identified heavy haul corridors. Design non-motorized facilities in manufacturing/industrial centers in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people.

### **3.13 Moving Freight (T-MS-6)**

Maintain Tacoma as a primary hub for regional, Alaskan, and military goods movement and as a gateway to national and international markets. Support the integrated development and operation of air, trucking, rail, and water terminal facilities to enhance the freight transportation system and strengthen the City's economic base. Consider the needs for delivery and collection of goods at local businesses by truck.

### **3.14 Roadway Capacity (T-MS-2)**

Assess roadway capacity on the basis of a facility's total people-carrying capacity in addition to its vehicle-carrying capacity.

## **4. Environmental and Fiscal Stewardship**

### ***Policy Intent***

Design an environmentally and fiscally sustainable transportation system that serves its users through strategic planning efforts, funding, and projects.

### ***Policies***

#### **4.1 Minimum Environmental Disruption (T-ES-1)**

Ensure environmentally sensitive design and management of the transportation system to minimize the disruption of natural and desirable community amenities of our environment.



#### **4.2 Noise and Air Pollution (T-ES-2)**

Encourage the reduction of noise and air pollution from various modes of transportation; promote the use of alternative fuels for vehicles; and ensure the City of Tacoma meets ambient air quality standards.

#### **4.3 Stormwater Management (T-ES-4)**

Employ Best Management Practices (BMPs) for stormwater management, Low Impact Development (LID) measures, and effective street cleaning to alleviate groundwater pollution due to roadway uses.

#### **4.4 Congestion Management (T-ES-3)**

Encourage the use of alternative modes, and thereby slow the increase in the use of single-occupant vehicles and the increase of environmental degradation associated with their use.

#### **4.5 Greenroads**

Consider the Greenroads rating system for planning, designing, and building new transportation infrastructure.

#### **4.6 Electric Vehicles (T-ES-7)**

Encourage and promote the use of electric vehicles as they are developed in all automobile, truck and commercial vehicle classes. Neighborhood Electric Vehicles and Medium Speed Electric Vehicles may travel Tacoma's street network where appropriate and consistent with State law. Encourage the use of such vehicles in a way that conditions are safe and don't impede traffic flow. Provide for a broad range of charging opportunities at public and private parking venues.

#### **4.7 Emission-free Vehicles and Devices (T-ES-8)**

Where appropriate and applicable, encourage the use of transportation devices that have a minimal impact to the environment and do not emit greenhouse gases such as skateboards and bicycles, electric personal assistive mobility devices, Low Speed Electric Vehicles and other innovations.

#### **4.8 Mode Split Target**

Increase the active transportation mode split to 15% by 2022 and 25% by 2035. Continue gains thereafter in order to achieve the Climate Action Plan goal of reducing greenhouse gas emissions from transportation sources.

#### **4.9 Street Maintenance and Rehabilitation**

The City will take steps to enhance its ability to secure roadway funding, from a variety of sources, for the replacement and/or re-design of roadways that are damaged or fail prematurely as a result of overweight vehicles use. The City shall work with its business and transit partners to establish overweight thresholds and roadway designs for improving the longevity of roadway pavement.

#### **4.10 Fix It First**

To the extent feasible, the City will prioritize roadway preservation projects ahead of building new capacity and consider the long term maintenance costs of new capacity as part of the up-front cost of development.

#### **4.11 Transportation Facilities Maintenance (T-TSM-4)**



Revise transportation criteria, when warranted, to keep the City's transportation projects competitive for grant funding and to prioritize transportation facilities in need of maintenance and rehabilitation.

#### **4.12 Reliable Funding (T-FFS-1)**

Ensure adequate procedures are in place for the purposes of jointly funding and financing, from public and private sources, transportation system improvements necessitated in whole or in part by developments and growth within the City.

## **5. Transportation Demand Management**

### ***Policy Intent***

Develop and implement transportation demand management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system.

### ***Policies***

#### **5.1 Comprehensive Planning and TDM (T-TDM-1)**

Incorporate Transportation Demand Management in the planning for land use, transportation, housing, capital facilities, environmental protection, open space and recreation facilities, neighborhoods and communities, and other applicable disciplines of comprehensive planning. This will be accomplished by promoting TDM-related and supportive policy aspects, such as those listed below:

##### Employers

- Continue to require eligible employers to participate in the Commute Trip Reduction (CTR) program;
- Encourage employers to allow telecommuting and flexible work weeks for their employees;

##### Land Use

- Extend efforts of participation in the State Growth and Transportation Efficiency Center program and seek out additional opportunities to participate in similar efforts;
- Promote transit-oriented development;
- Evaluate land use changes to the Comprehensive Plan and determine how the developments further the goals of TDM;
- Provide a transportation network that supports job-housing balance and compact, mixed use development;
- Allow developments to adopt TDM strategies in exchange for lower parking requirements.

##### Active Transportation

- Require active transportation connections between retail, living, and work places;
- Require parking and end of trip facilities for bicycles where applicable and encourage them when possible;
- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists, including safety improvements such as lighting and protected facilities;

##### Transit

- Support an integrated, regional high capacity transit system;
- Provide guaranteed ride home and taxi voucher programs for transit users;



- Include park-and-ride lots at appropriate transit locations and allow their use by vanpools and other ridesharing services;
- Consider use of high-occupancy vehicle and business access / transit lanes on major mobility corridors.

#### Driving

- Support the establishment and growth of ridesharing;
- Expand car-sharing options around the City;
- Encourage Pay As You Drive auto insurance.

### **5.2 Funding for TDM (T-TDM-2)**

Assign higher funding priority to and actively pursue funding opportunities for improvement projects and programs that are related to, supportive of, or integrated with Transportation Demand Management.

### **5.3 Collaboration on TDM (T-TDM-3)**

Join forces with Pierce County, WSDOT, Pierce Transit, Sound Transit, transportation management associations, and other jurisdictions and organizations to coordinate the Transportation Demand Management program efforts; to best utilize and multiply resources, success stories, and innovative practices; and to ensure that fair and consistent services are provided to CTR-affected employers across jurisdictions and CTR-affected employers with worksites located in more than one jurisdiction.

### **5.4 Innovation and Expansion of TDM (T-TDM-5)**

Pursue innovative measures of Transportation Demand Management beyond the statutory suggestions and endeavor to expand the scope of TDM beyond the statutory requirements of Commute Trip Reduction in order to maximize effectiveness.

### **5.5 Monitoring and Evaluation of TDM (T-TDM-6)**

Continually monitor and evaluate the effectiveness of employers' Transportation Demand Management programs and the City's TDM policies, and implement changes needed to achieve and exceed the statutory goals.

### **5.6 Leadership in TDM (T-TDM-7)**

The City of Tacoma as an employer should take the leadership role and set a positive example by maintaining a strong Transportation Demand Management program for its employees and educating other employers on its successes.

### **5.7 Car-Sharing (T-MS-9)**

Explore car-sharing programs and public-private partnerships with car-sharing businesses to reduce dependence on private automobiles.

### **5.8 Education and Encouragement (T-ES-6)**

Initiate and support public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that increase the public's awareness and acceptance of the range of travel choices available. Partner with Pierce Transit to organize a marketing campaign that improves the "image" of bus transit and encourages ridership. Consider programs such as Safe Routes to School, the Major Taylor Project, Downtown on the Go, and neighborhood-based efforts.



## 6. Land Use and Transportation

### ***Policy Intent***

Build a transportation network that reinforces the benefits of smart land use planning.

### ***Policies***

#### **6.1 Land Use Considerations (T-LUT-1)**

Development, expansion, or improvement of transportation facilities should be coordinated with existing and future land use patterns and types of development to assure reasonable access for all modes to places of employment and attraction in the City.

#### **6.2 Land Use Patterns (T-LUT-2)**

Encourage land use patterns and developments, especially in mixed-use centers, that support non-single occupancy vehicle travel, community access, jobs-housing balance, intermodal connectivity, and short trips easily made by walking or bicycling for recreation and commuting.

#### **6.3 20-Minute Neighborhoods (T-LUT-3)**

Prioritize infrastructure improvements within and between 20-minute neighborhoods based around Tacoma's centers for growth and along identified corridors that connect residential areas to schools, local retail, business, and community services so residents can safely access more of the services they need close to home by walking, biking, transit, and using assistive devices.

#### **6.4 Support Growth Centers (T-LUT-4)**

Give high priority to those transportation facilities that provide the greatest opportunity to serve and support the existing centers for growth and will aid the City in attracting new investments.

#### **6.5 Street Rights-of-Way (T-LUT-7)**

Establish procedures to implement the City's authority to inventory, evaluate, and preserve right-of-way needs for future transportation or recreational purposes, and wherever possible, make advanced acquisition in order to minimize inconvenience to affected property owners and to safeguard the general public interest.

#### **6.6 Transit Oriented Development (T-LUT-9)**

Encourage and promote transit-oriented development (TOD) and provide incentives for development that includes specific TOD features.

#### **6.7 Mixed Use Centers (MUC Complete Street Design Guide 1.2.1.3)**

Support the livability of Mixed-use Centers by providing transportation choices and integrating amenities that create a safe and inviting pedestrian environment.

#### **6.8 Development Incentives (T-MS-13)**

Provide height bonuses and other incentives to developments that promote transit-oriented development, walkability, and/or bicycle facilities through supportive amenities and on-street infrastructure.

#### **6.9 Parking (LU-MU-1)**

Minimize the amount of land dedicated to parking and encourage alternative transportation by reduced off-street parking requirements, use of compact stalls, shared parking between uses, transportation demand management, multilevel parking structures, and other methods.



**6.10 Downtown Parking System (T-TSM-5)**

Work with City parking advisory groups, businesses, employers, and other downtown parking stakeholders to support a downtown parking system that seeks balance among competing uses, is financially self-supporting, helps attract investment, and meets the needs of both private and public users.

DRAFT



## Transportation Commission Feedback

The Commission members broke up into two groups to review the policies. Group 1 reviewed goals 1, 2, and 5. Group 2 reviewed goals 3 and 4. Both groups reviewed goal 6.

Feedback included the following, listed for each goal:

- 1.2) Businesses = citizens
  - 2.3) Add “businesses”
    - Non-motorized category
    - Motorized category
  - 3.5) LOS standards should be discussed w/ PC
  - 3.7) “Trails” – not “Connectivity”
  - 3.9) Skateboarding called out specifically, but not included in active transportation – either define active transportation with all intended modes or say non-motorized / motorized.
  - 4.4) “Slow the increase” not strong enough, consider using decrease.
  - 4.5) “Consider” – it’s already been approved
  - 4.6) Electric bikes? Define EV
    - Electric vehicle stations
  - 4.8) Mode split targets are specific – be more specific or general
    - Define mode
  - 4.9) Street maintenance & rehabilitation – overweight vehicles are own category
  - 4.10) Delete “to the extent feasible”
  - 5.1) Covers a lot, too large
  - 5.7) Car-sharing sounds in the moment (Uber), avoid language going out of date. Make it more general about reducing car ownership.
  - 6) Language to eliminate agency names – generalize
  - 6.1) Design considerations for land use
  - 6.2) Add “Addressing living close to work”
    - Connectivity is used twice – intermodal & business district/locations (more like 3.7, but not trails...citywide)
  - 6.4) Change from economic bases to employment centers
  - 6.5) What inconveniences affected property owners? Eminent domain
  - 6.10-6.11) Deleted language & reword
    - Parking – higher level
    - Mention Parking Technical Advisory Group specifically
- General Comments
- We should consider the effects of developments on the transportation system and have standards for this.
  - Some of these policies vary in level of specificity, should smoothen them out.
  - Consider categorizing by mode and referencing all modes specifically.
  - Might not want to mention organizations / efforts by name as they may age the document.





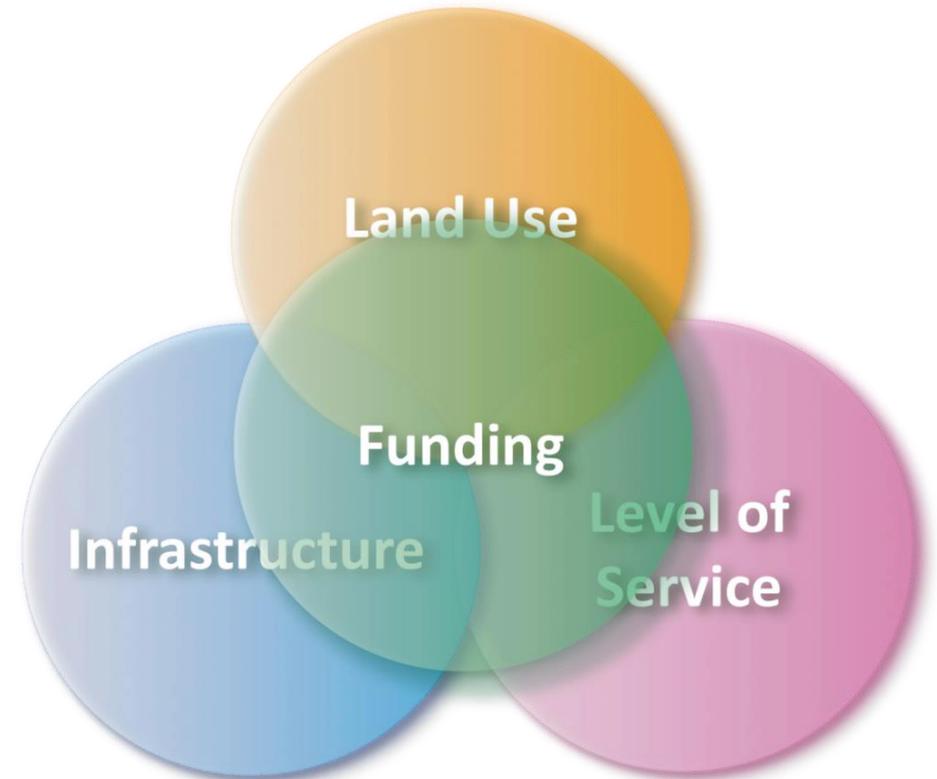
# Planning Commission/ Transportation Commission Joint Meeting

September 17, 2014

# GMA REQUIREMENTS FOR TRANSPORTATION



- Land use assumptions align with travel demand forecasts
- Intergovernmental coordination
- Facility recommendations align with level of service objectives
- Financially constrained



# PLANNING FOR EVERYONE



## Automobile Level of Service

 **A** +No delay at intersections.

**C/D** +Drivers wait no more than 1 red light

 **F** -Longer delays at intersections.

## Transit Quality of Service

+More frequent service, stops, and amenities.  
+Attracts riders who choose transit over other modes.

 **A**

**C/D** +Good bus service  
+Basic stops and amenities

 **F** -Limited or no service.  
-Fewer stops and amenities

## Bicycle Quality of Service

+Complete system for all types of users.  
+Good condition, few stops, and conflicts with autos

 **A**

**C/D** Cyclists of various skill levels are able to bike comfortably to key destinations

 **F** -More gaps in system  
-More stops and auto conflicts  
-Poor pavement

## Pedestrian Quality of Service

+Complete system  
+Easier to cross  
+Improved Comfort

 **A**

**C/D** An adequately complete network of decent sidewalks

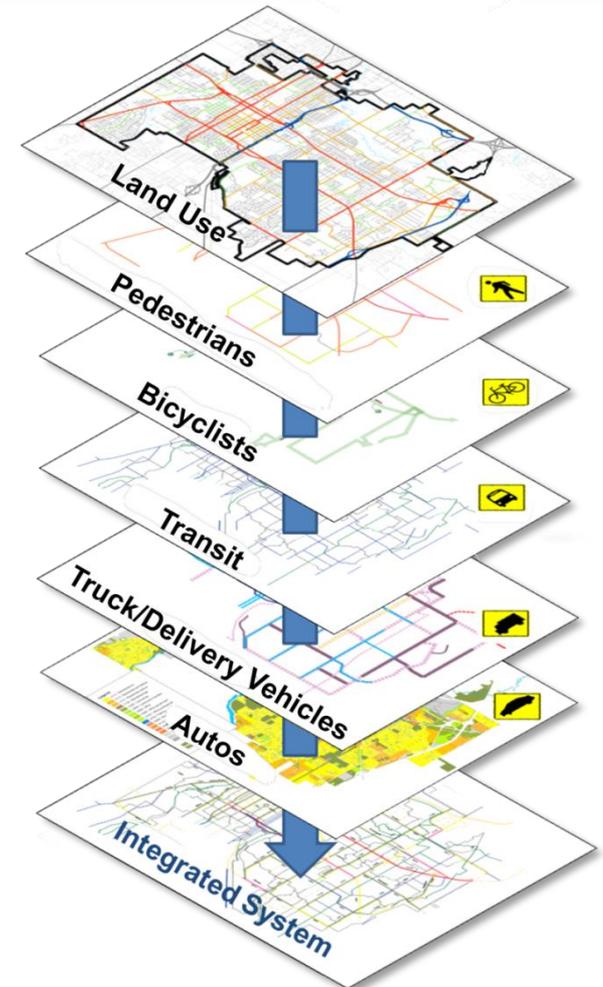
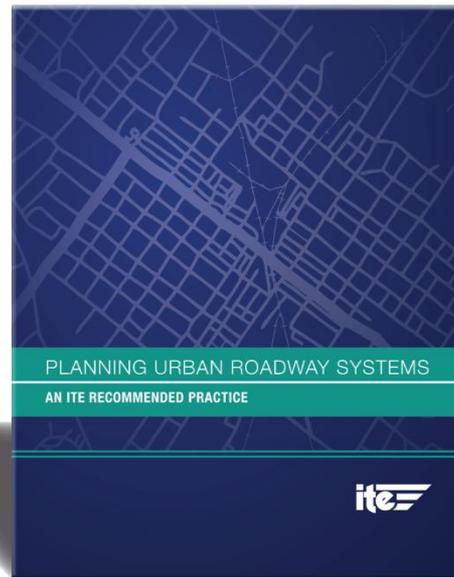
 **F** -Gaps in system.  
-Poor pavement  
-Less inviting.

## Balance and prioritize design to meet street's purpose

# COMPLETE STREETS/NETWORKS



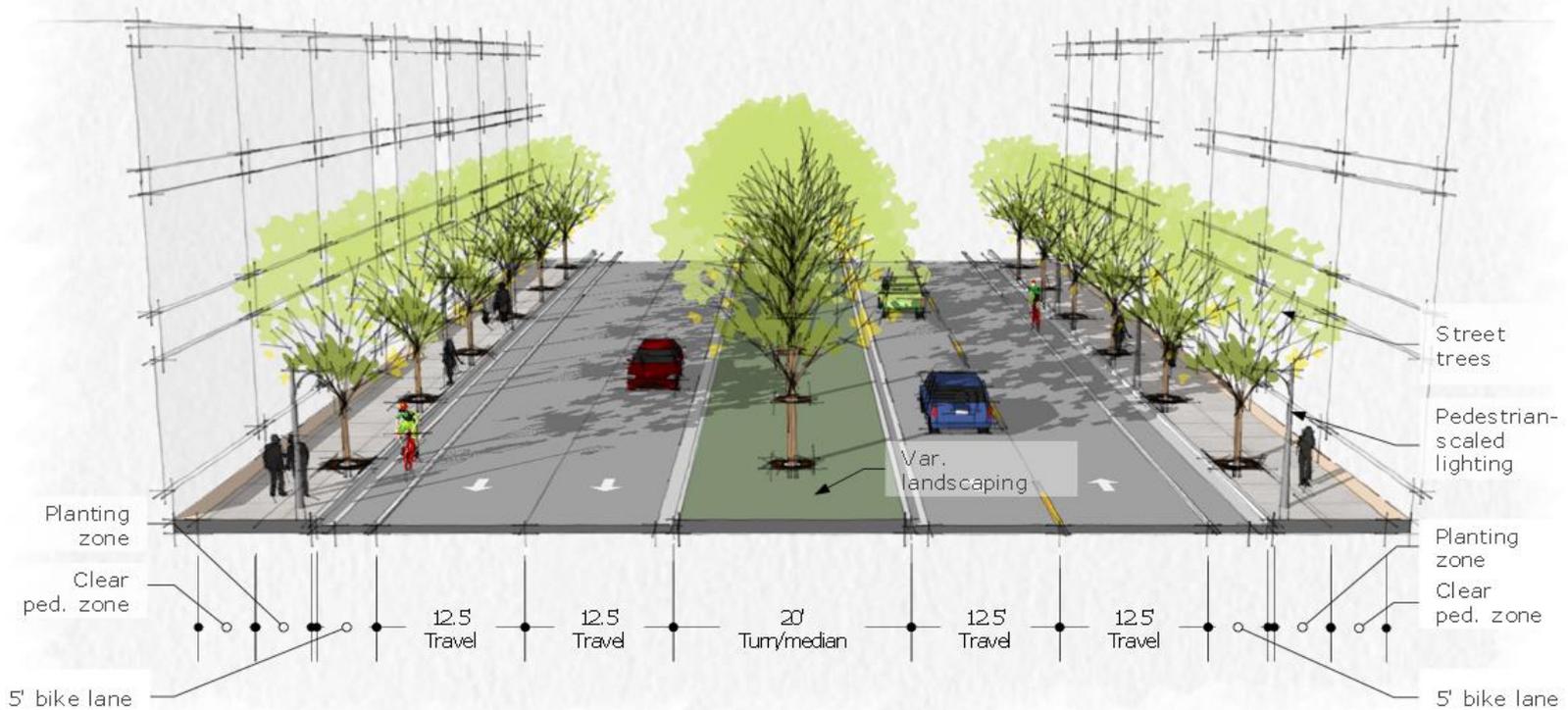
- Modal priority networks establish where modes need to be best accommodated
- Develop LOS policies for following modes:
  - » Pedestrian
  - » Bike
  - » Transit
  - » Auto/Freight



# KEY PRINCIPLE: NOT JUST CURB-TO-CURB



Use *all* of the public right-of-way



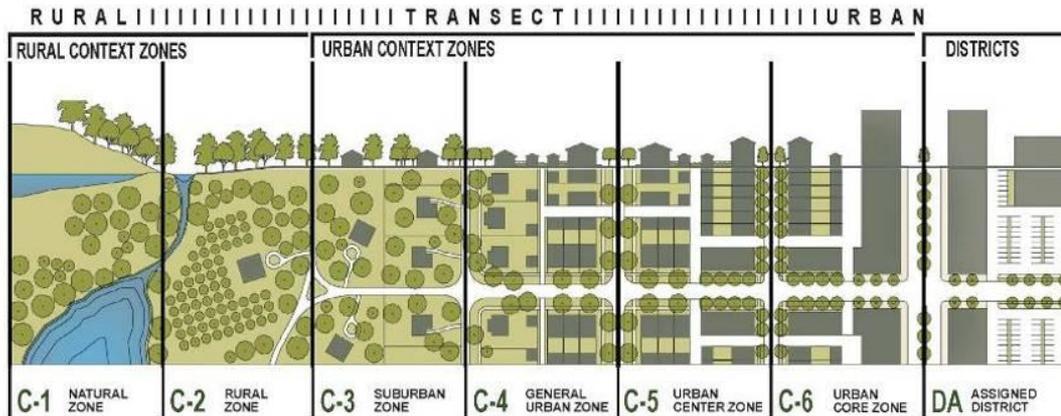
To relate to private development

# KEY PRINCIPLE: CONTEXT SENSITIVE



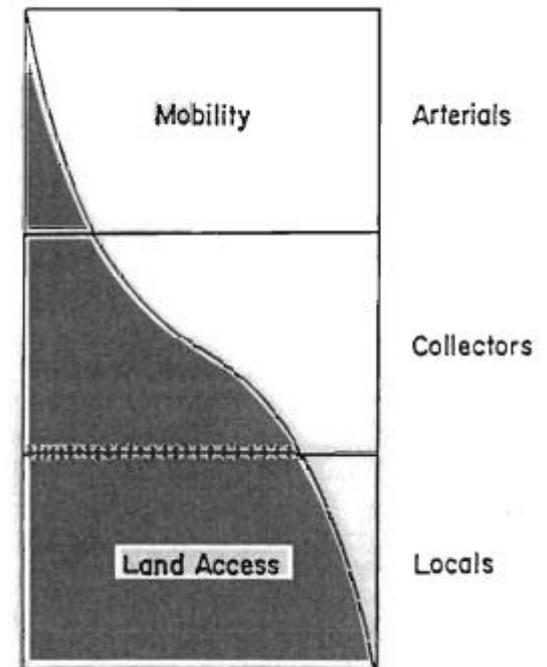
## CONTEXT FACTORS

- » Land Use Type
- » Development Densities
- » Form (e.g. height & setback)
- » Corridor Users

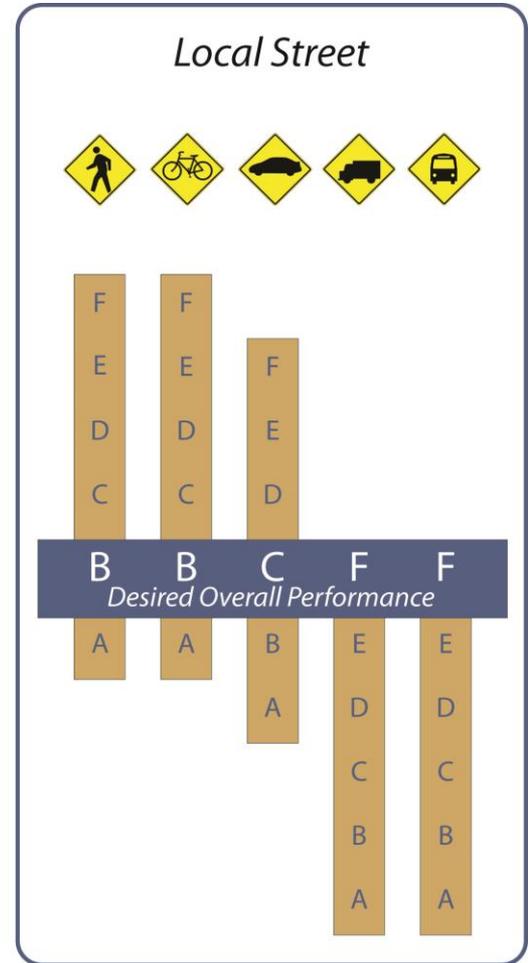
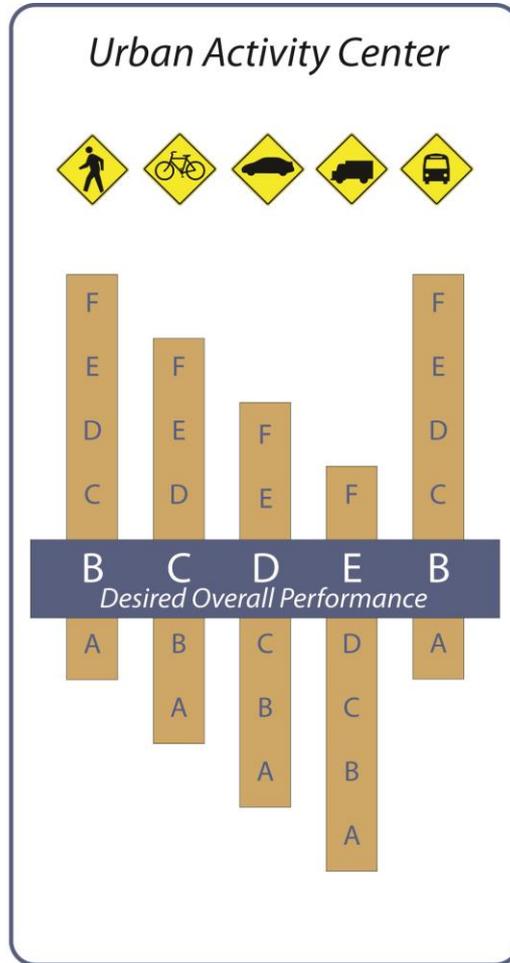
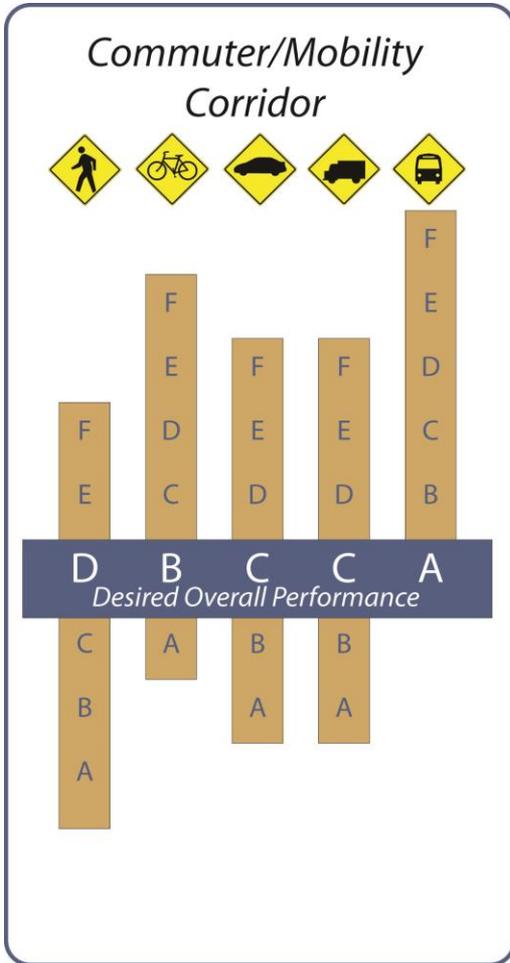


## CONVENTIONAL

PROPORTION OF SERVICE



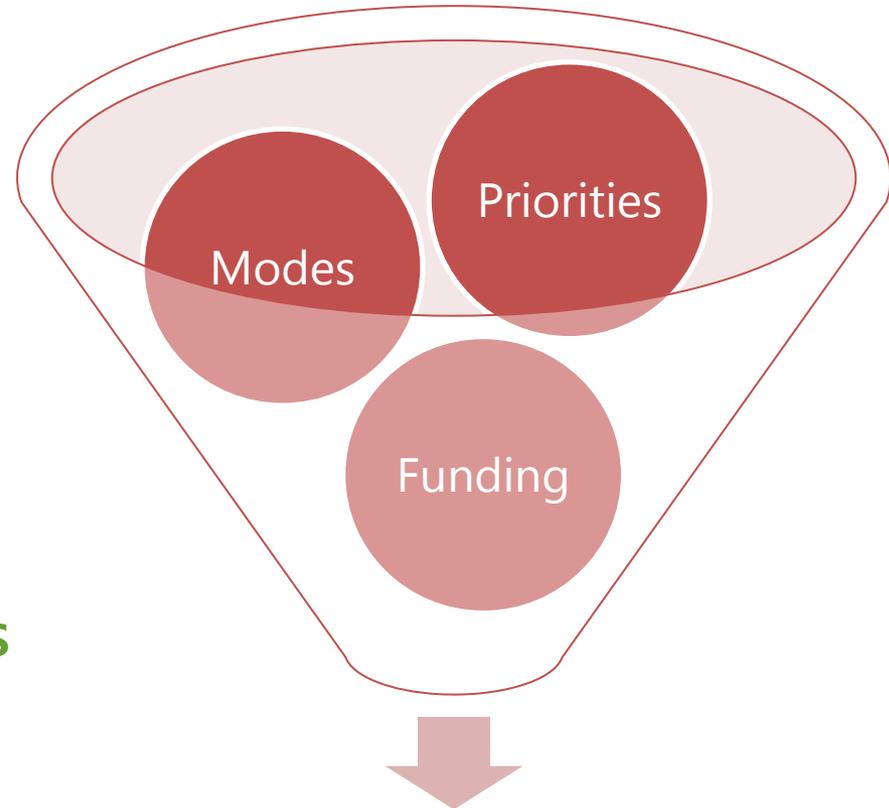
# BUILDING REALISTIC EXPECTATIONS



# TMP SCOPE OF WORK



- Public Engagement
- Existing Conditions
- Goals and Policies
- Focus Areas:
  - » Land Use
  - » Roadways
  - » Transit
  - » Non-Motorized
  - » Port Access
- Performance Measures
- Cost Estimation
- Financial Plan
- GMA/Concurrency
- Plan Development



# ARE WE THERE YET?



## Tacoma TMP Schedule

FEHR PEERS  
March 2014

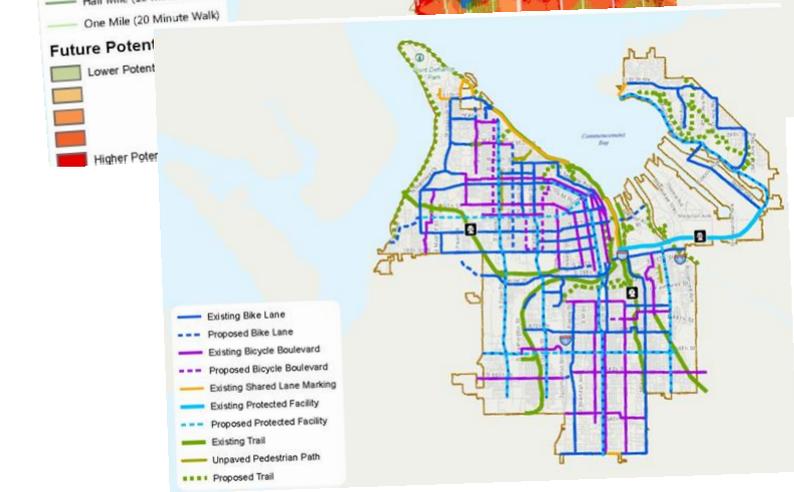
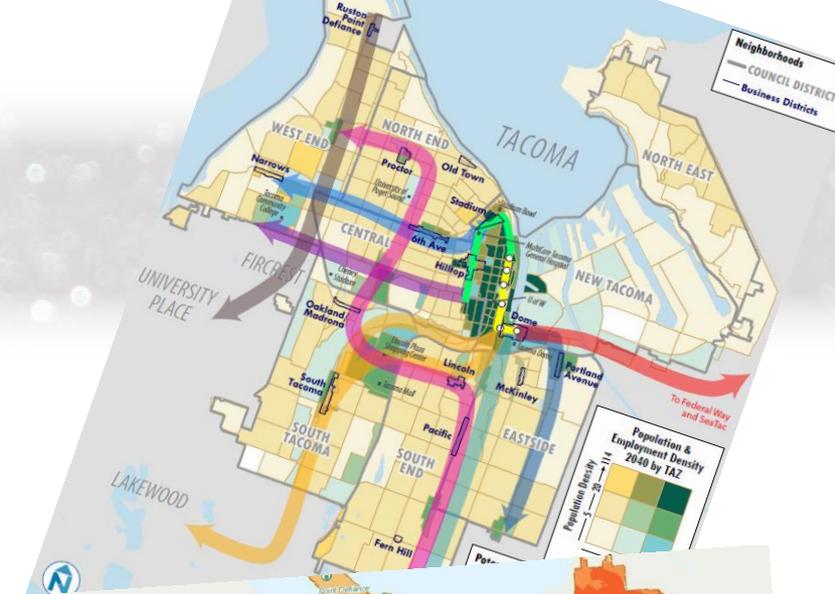
Month	2014										2015				
	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Existing Conditions / Planning Context	█	█	█												
Land Use Forecasts	█	█	█	█											
Goals + Policies / Evaluation Criteria	█	█	█	█	█	█									
Travel Demand Forecasts/Model	█	█	█	█	█	█									
Transit Planning				█	█	█									
Roadway Network				█	█	█									
Bike + Pedestrian Planning				█	█	█									
Port Element				█	█	█									
Define Mode Improvement Options							█	█	█						
Conceptual Engineering And Cost Estimates								█	█						
Financial Plan					█				█	█					
Multi-Modal Concurrency										█	█				
Document Development										█	█	█	█		
Plan Adoption Process											█	█	█	█	
Public & Stakeholder Outreach / Transportation Commission	T	T IPS	T	T PC	T	T P	T PC	T CSS	T	T	T PC				
Project Management															

TASK

- P Public Workshop
- T Transportation Commission Meeting
- CSS Council Study Session
- CC City Council
- PC Planning Commission
- IPS Infrastructure, Planning, and Sustainability

# TWO STAGE PROCESS

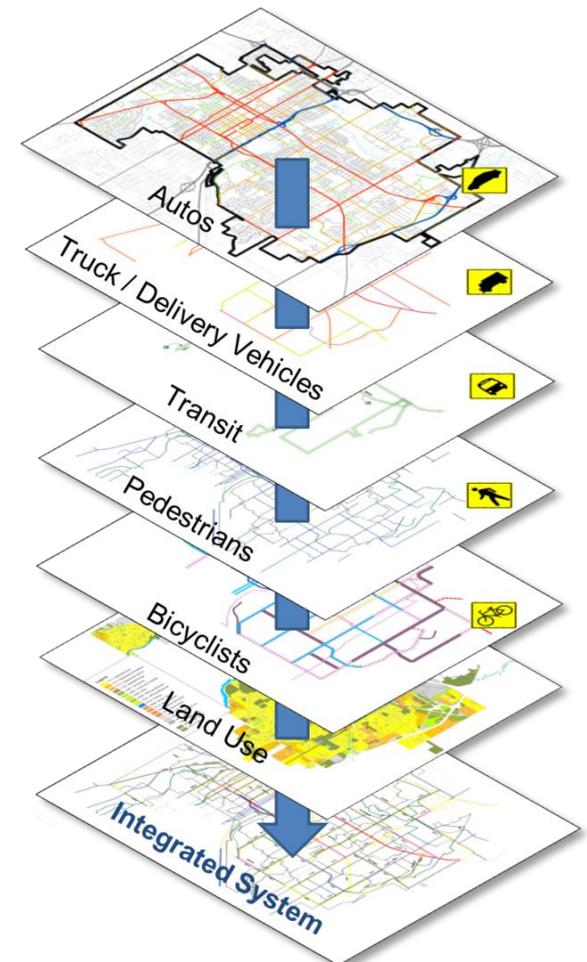
- **Initial Input:**
  - » Land use and policies
  - » Bike/ped modes (BPTAG)
  - » Transit
  - » Auto/freight
- **More Refined Input**
  - » Land use and policies (tonight)
  - » Bike/ped modes (August)
  - » Transit (August)
  - » Auto/freight (tonight)



# BRINGING IT ALL TOGETHER



- Consider modes together
  - » Understand key corridors with priority conflicts
- Understand funding availability
- Understand City's land use vision
- Develop LOS standards and project list that aligns with all of the above



# BRINGING IT ALL TOGETHER



## Transportation Plan

### LAYERED NETWORK

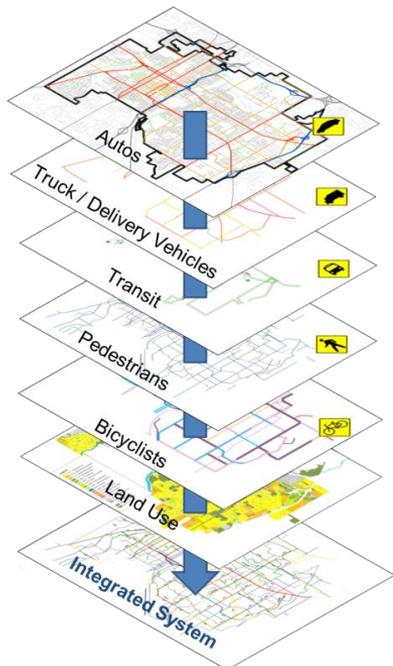
- Identifies priority users on individual streets
- Based on existing travel patterns and input from City staff and community

### LEVEL OF SERVICE

- Auto
- Transit
- Pedestrian
- Bicycle
- Freight

### TRANSPORTATION PROJECT LIST

- 20 Year List
- 6 Year (Capital Improvement Program)
- Concurrency
- Impact Fee Program



#### PEDESTRIAN LOS – SIDEWALK REQUIREMENTS

LOS	Within Pedestrian Priority Network
Green	Pedestrian facility* where indicated in Pedestrian Priority Network, with a buffer
Yellow	Pedestrian facility* provided on one side of the street
Red	No pedestrian facility
Crossing Requirements	
LOS	In Downtown or Within a Half Mile of a School
Green	Enhanced crossing every 300-600** feet
Yellow	Marked crosswalk present every 600** feet
Red	No marked crosswalk present

\* Pedestrian facility includes sidewalks and shoulders protected by a raised curb

\*\* Distance may exceed 600 feet where no pedestrian demands are present





# Questions?

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**Kendra Breiland**

[k.breiland@fehrandpeers.com](mailto:k.breiland@fehrandpeers.com)





20-MINUTE NEIGHBORHOODS  
Planning Commission / Transportation Commission  
Joint Meeting

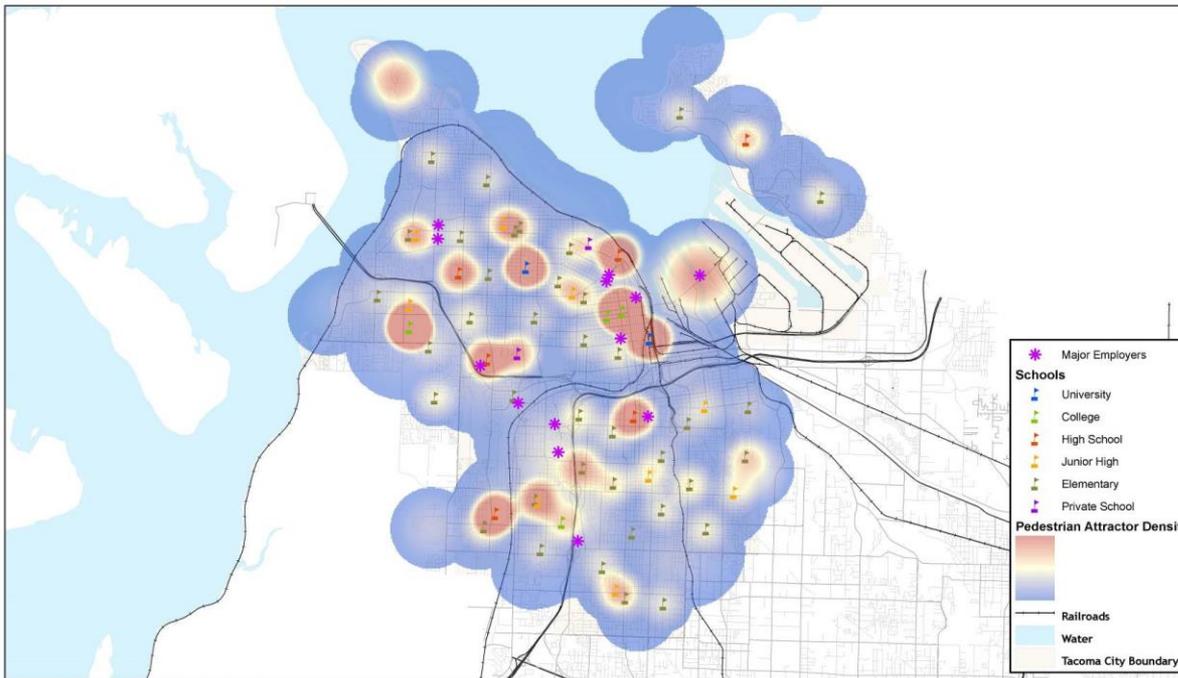
Justin Resnick, Fehr & Peers

SEPTEMBER 17, 2014

# EFFORTS IN MOMAP



Prioritize infrastructure improvements within and between 20-minute neighborhoods based around Tacoma's centers for growth and along identified corridors that connect residential areas to schools, local retail, business, and community services so residents can safely access more of the services they need close to home by walking, biking, transit, and using assistive devices



Composite Pedestrian Attractor Density Map

City of Tacoma  
Strategic Mobility Master Plan  
Source: Data obtained from City of Tacoma and PSPC  
Author: JAC  
Date: November 2009



# 20-MINUTE NEIGHBORHOODS



**FIGURE 12 - THE 20-MINUTE NEIGHBOURHOOD**

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2013



## The Three D's

### Density

- Population density by housing units per acre

### Distance

- Intersection density
- Topography
- Distance to transit

### Destinations

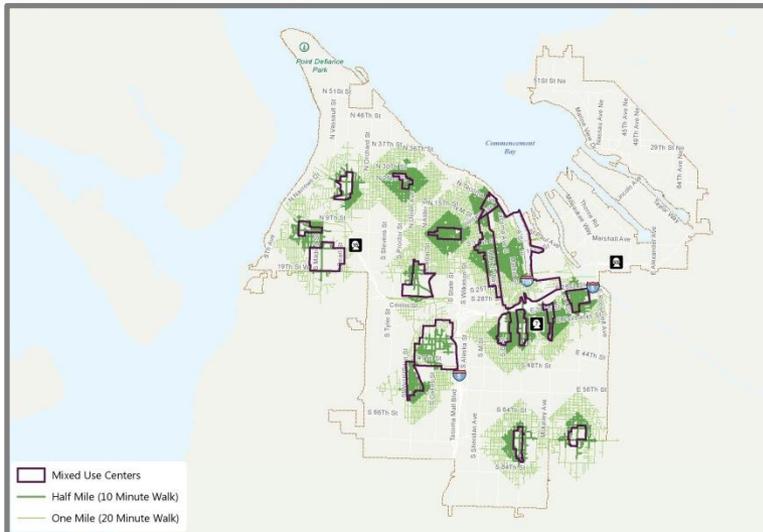
- Major employers, schools, parks, libraries, grocery stores



# 20-MINUTE WALKS AND GROWTH

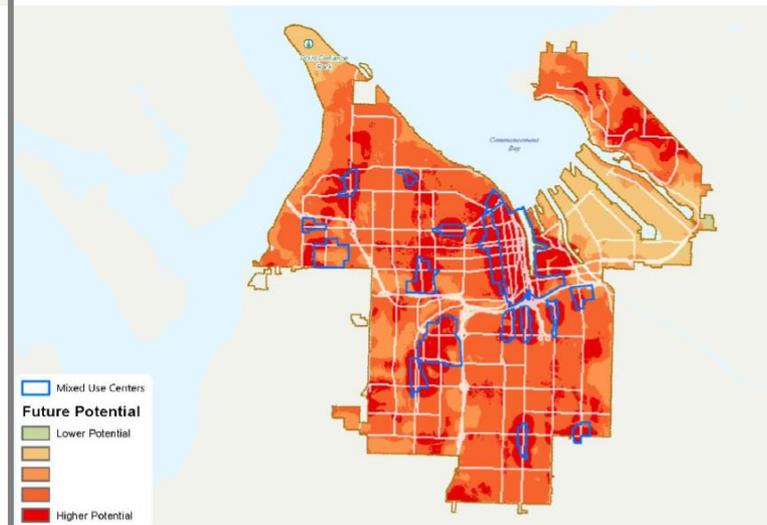
## 3 Ds Analysis Equally Weighted

- Focus on MUCs since they are the targeted growth areas
- Most MUCs are located at or near a potential 20-minute neighborhood
- What about the MUCs that have less walking potential? Lower priority for projects



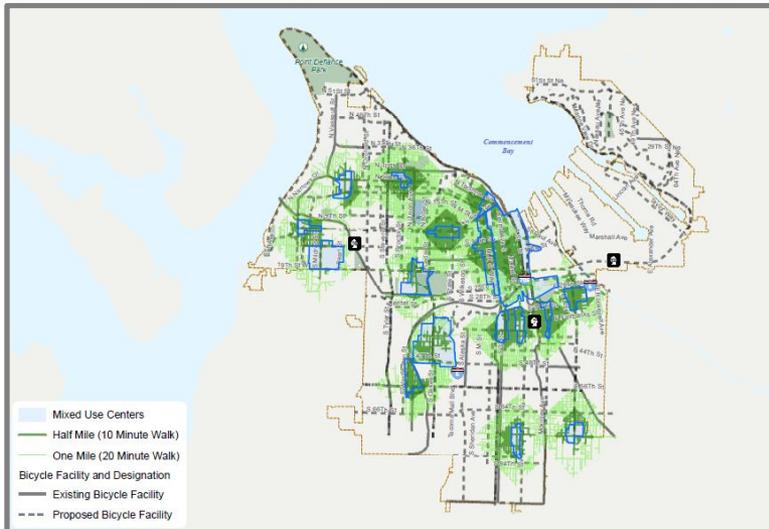
## Walking Around Mixed Use Centers

- Half mile (10 minutes) and one mile (20 minutes) walking from centroids
- Note street network completeness
- Sidewalk data unavailable





# CONNECTING 20-MINUTE NEIGHBORHOODS

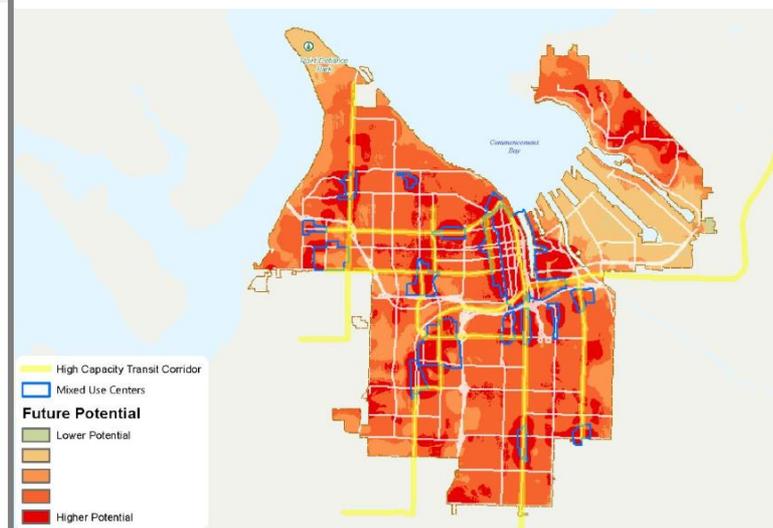


## Connecting Transit Service

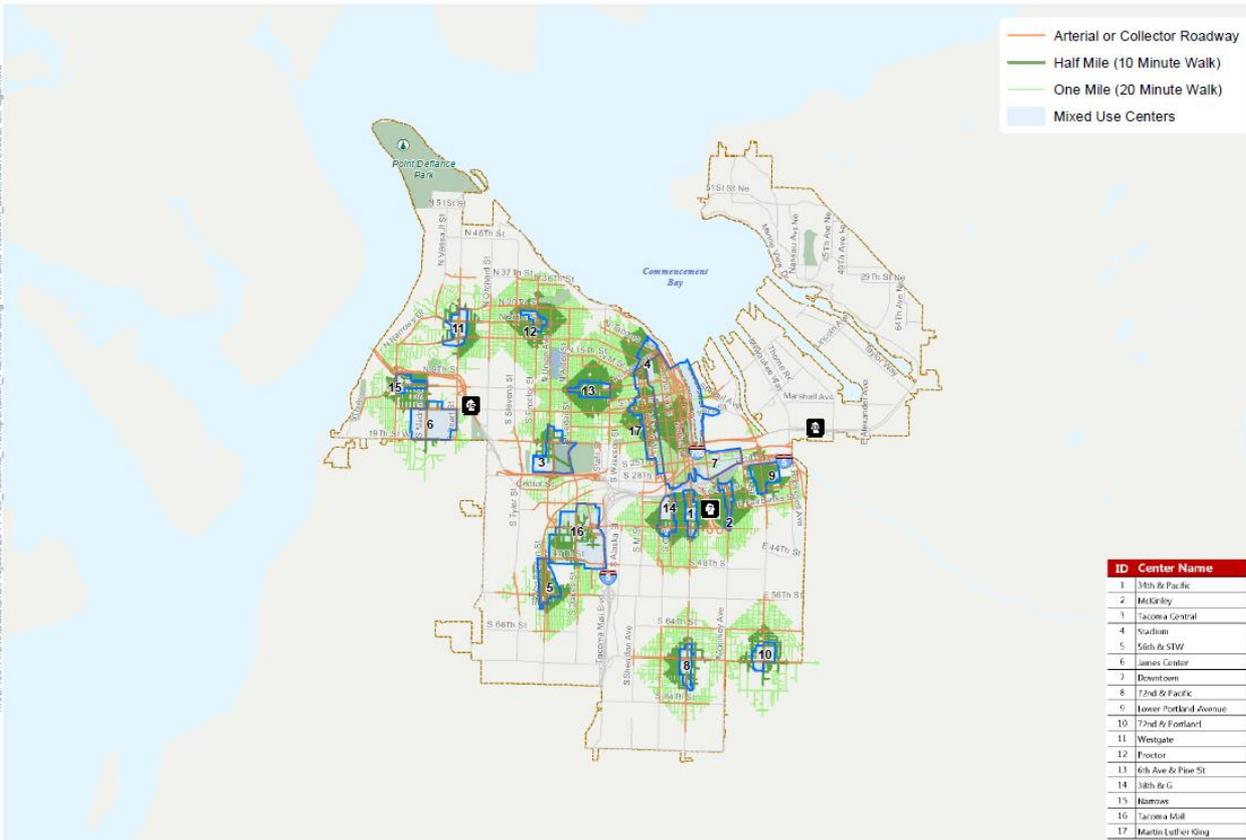
- Nearly all MUCs connected by proposed High Capacity Transit Corridors
- Excludes local service currently
- Think about higher quality of transit service along these corridors

## Connecting Bicycle Facilities

- Some MUCs connected by existing bicycle facilities
- All MUCs connected by fully built out bicycle network
- Consider separated bicycle facilities for important 20-min NBH connections



# ARTERIALS AND COLLECTORS IN 20-MINUTE NEIGHBORHOODS



W:\92\_188\_11\_240\Data\GIS\Projects\2014\135\_Tacoma\_Transportation\_Plan\MXD\Long Term Bike Network\_20MinuteHoodRUFPage.mxd



Figure 1  
20 Minute Neighborhood

# ARTERIALS AND COLLECTORS IN 20-MINUTE NEIGHBORHOODS

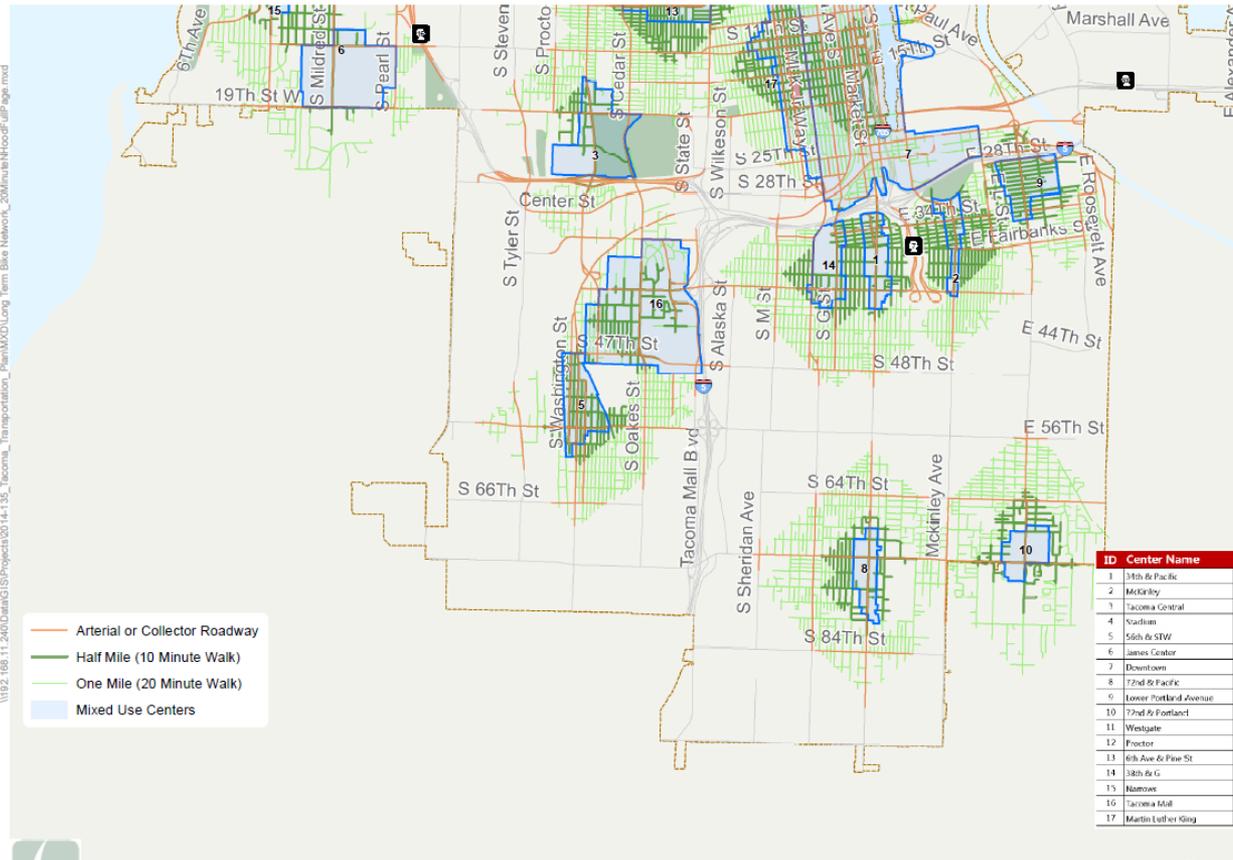
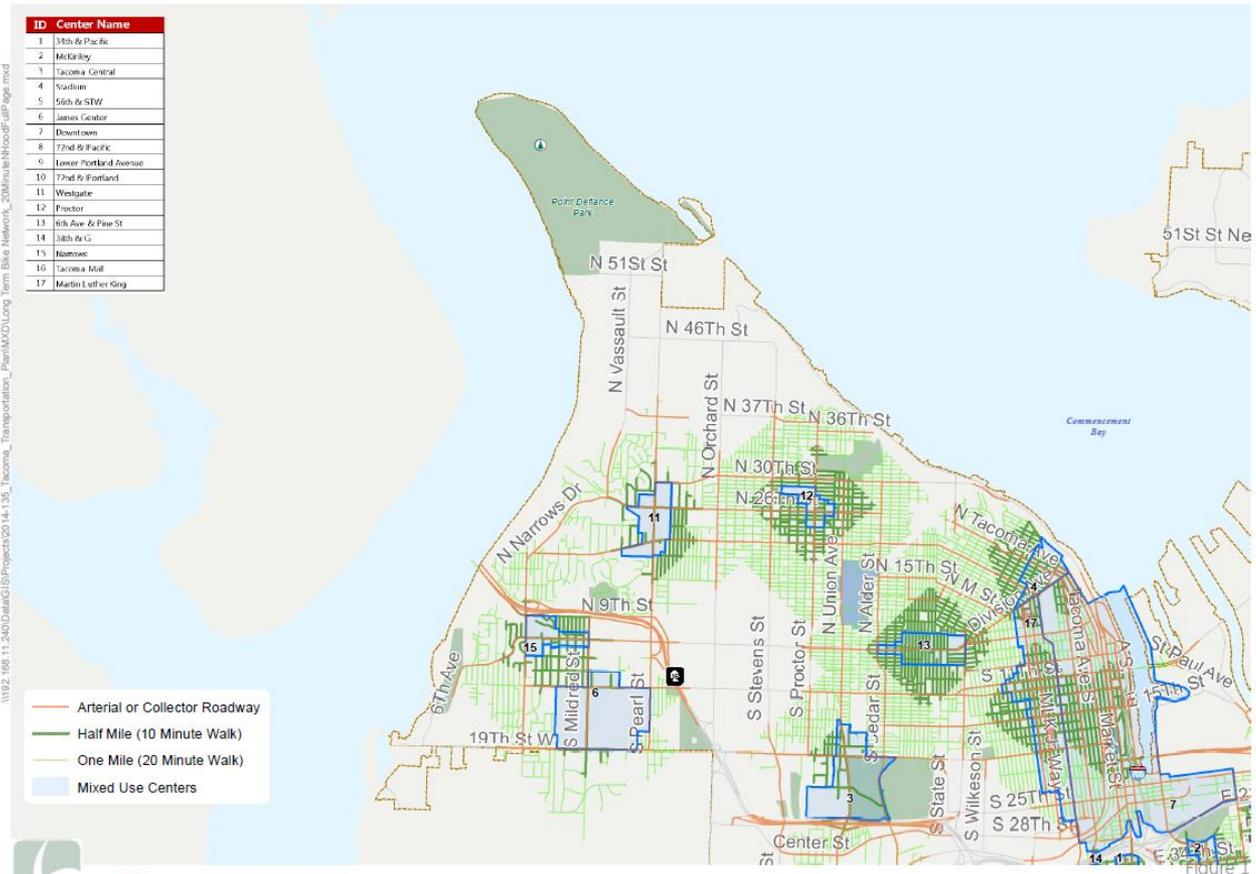


Figure 1  
20 Minute Neighborhood

# ARTERIALS AND COLLECTORS IN 20-MINUTE NEIGHBORHOODS



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20 Minute Neighborhood

# ARTERIALS AND COLLECTORS IN 20-MINUTE NEIGHBORHOODS

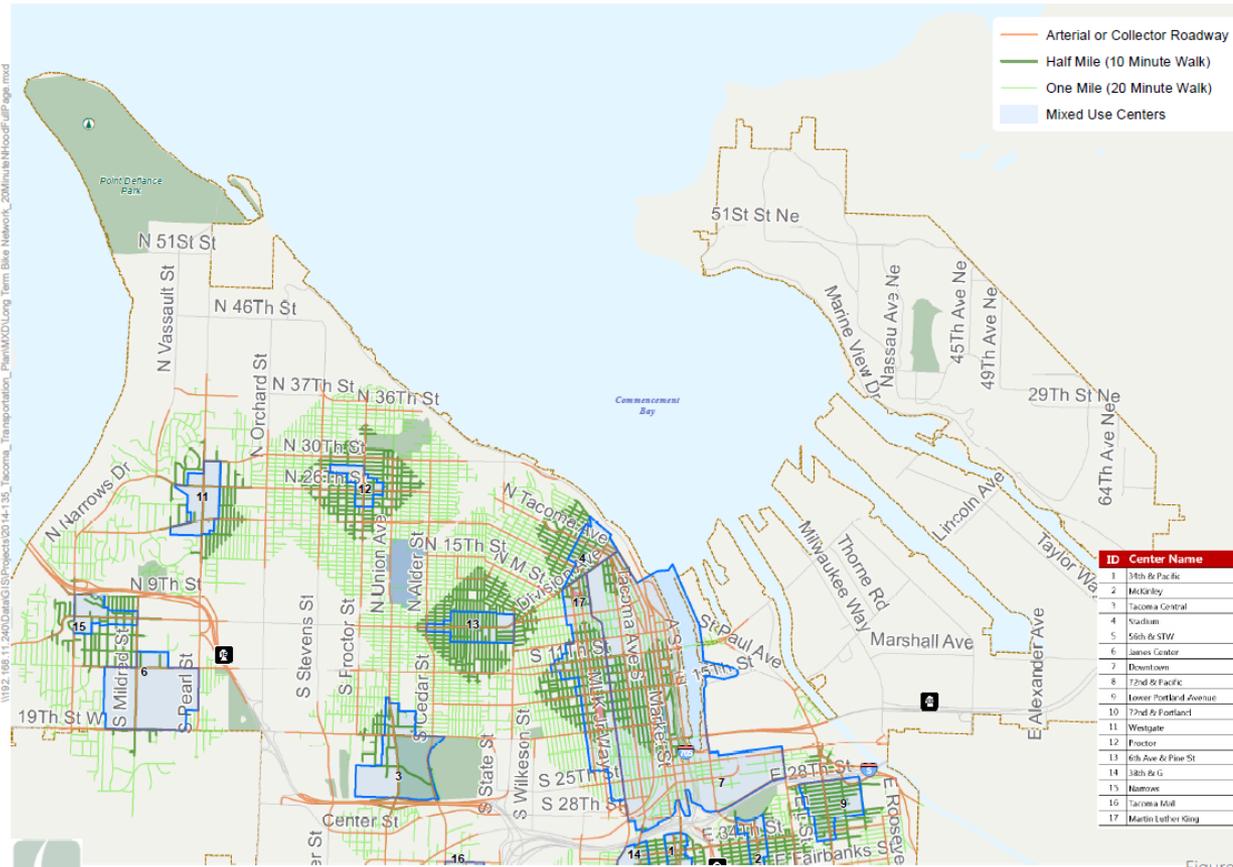


Figure 1

20 Minute Neighborhood





# Questions?

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Mike Tresidder

[miket@altaplanning.com](mailto:miket@altaplanning.com)

**From:** City of Tacoma News  
**Sent:** Wednesday, September 10, 2014 2:27 PM  
**To:** City of Tacoma News  
**Subject:** Tacoma News: First Look at Results of Resident Input on Tacoma's Strategic Plan for Next Decade Available Soon



## News Release

From the City of Tacoma, Washington  
[cityoftacoma.org](http://cityoftacoma.org)

### FOR IMMEDIATE RELEASE

Sept. 10, 2014

### MEDIA CONTACTS

Gwen Schuler, Media and Communications, [gshuler@cityoftacoma.org](mailto:gshuler@cityoftacoma.org), (253) 591-5160  
Maria Lee, Media and Communications, [maria.lee@cityoftacoma.org](mailto:maria.lee@cityoftacoma.org), (253) 591-2054

## First Look at Results of Resident Input on Tacoma's Strategic Plan for Next Decade Available Soon

*-- Tacoma 2025 Community Events on Sept. 22, 24 and 29 --*

Community events on Sept. 22, 24 and 29 will provide a first look at the results of input gathered from more than 2,000 Tacoma residents about how the city could evolve over the next decade. The Tacoma 2025 strategic plan will focus on seven key areas:

- Health and Safety
- Human and Social Services
- Arts and Cultural Vitality
- Built and Natural Environment
- Economic Vibrancy and Employment
- Educational and Learning
- Government Performance

While each of the upcoming community events will have specific primary areas of focus, there will also be opportunities to comment on Government Performance and all other facets of the Tacoma 2025 strategic planning process. The events are free to attend and will take place from 6 – 8 p.m. Doors open at 5:30 p.m. and light refreshments will be served as attendees check in and mingle with one another. The schedule is as follows:

**Sept. 22**

Asia Pacific Cultural Center  
4851 S. Tacoma Way

Primary Event Focus Areas:

- Health and Safety
- Human and Social Services

**Sept. 24**

University of Puget Sound  
1500 N. Warner St.  
Wheelock Student Center, 2<sup>nd</sup> Floor, Upper Marshall Hall

Primary Event Focus Areas:

- Arts and Cultural Vitality
- Built and Natural Environment

**Sept. 29**

Bates Technical College Downtown Campus  
1101 S. Yakima Ave.  
Room A130 A/B

Primary Event Focus Areas:

- Economic Vibrancy and Employment
- Education and Learning

Public input has been pivotal to the Tacoma 2025 strategic planning process, and the information gathered throughout will result in a citywide strategic plan which will outline steps to achieve a shared community vision for Tacoma's future. It will also help inform decision-making regarding the City's resource allocations to ensure that funding is available to actualize community priorities identified in the plan.

"I am excited about this process and hope everyone can come out and participate in the upcoming events on Sept. 22, 24 and 29," said Steering Committee Member Korbett Mosesly, from the Northwest Leadership Foundation.

The City connected with residents at a dozen fairs and festivals, via an online forum and a community survey. A citywide visioning event at the Greater Tacoma Convention and Trade Center on July 30 drew more than 300 residents of all ages, many of who were engaging with their local government for the very first time.

For more information and opportunities to provide feedback go to [tacoma2025.com](https://tacoma2025.com), email [tacoma2025@cityoftacoma.org](mailto:tacoma2025@cityoftacoma.org), dial 311 within Tacoma city limits, visit your local library or go to the TacomaFIRST 311 Customer Support Center in the Tacoma Municipal Building (747 Market St., 2nd Floor).

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