



AGENDA

MEETING: Regular Meeting

TIME: Wednesday, January 4, 2017, 4:00 p.m.

LOCATION: Room 16, Tacoma Municipal Building North, 1st Floor
733 Market Street, Tacoma, WA 98402

A. Call to Order and Quorum Call

B. Approval of Agenda and Minutes of December 7, 2016

C. Public Comments (up to three minutes per speaker; must be pertaining to items on the agenda)

D. Discussion Items

1. Capital Facilities Program 2017-2022 Update

Review the Capital Facilities Program (CFP) adopted by the City Council on November 22, 2016 (based on the Commission's recommendation on July 6) and the outlook for the next CFP.

(Link to the adopted CFP document: <http://cms.cityoftacoma.org/finance/budget/2017-2018/2017CFPAdopted.pdf>)

(Staff Contact: Christina Watts, Office of Management and Budget, 591-5861, cwatts@cityoftacoma.org)

2. Tacoma Mall Neighborhood Subarea Plan

Discuss the preliminary draft of the Subarea Plan and supporting information such as regulatory revisions and streetscape design concepts.

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

E. Communication Items & Other Business

- (1) Planning Manager's Letter to the Community, December 19, 2016, concerning the Planning Work Program for 2017-2018 (See "Agenda Item E-1").
- (2) **Applications for Amendments** – The Planning Commission is accepting applications for proposed amendments to the Comprehensive Plan and Land Use regulatory Code for 2017-2018 through March 31, 2017. For more information, please visit: www.cityoftacoma.org/planning, and click on "2017-2018 Amendment."
- (3) The next Planning Commission meeting is scheduled for January 18, 2017, at 4:00 p.m., in Room 16; tentative agenda includes: Unified Development Code, JLUS, Downtown Plan Integration; and Tacoma Mall Neighborhood Subarea Plan.
- (4) The next Infrastructure, Planning and Sustainability Committee meeting is scheduled for January 11, 2017, at 4:30 p.m., in Room 16; tentative agenda includes: Sustainable Tacoma Commission Interviews; Curran Road Water System Acquisition, and Planning Service Community Engagement Plan.

F. Adjournment





MINUTES (Draft)

TIME: Wednesday, December 7, 2016, 4:00 p.m.
PLACE: Room 16, Tacoma Municipal Building North
733 Market Street, Tacoma, WA 98402
PRESENT: Chris Beale (Chair), Stephen Wamback (Vice-Chair), Jeff McInnis, Meredith Neal, Anna Petersen, Brett Santhuff, Dorian Waller, Scott Winship, Jeremy Woolley

A. CALL TO ORDER AND QUORUM CALL

Chair Beale called the meeting to order at 4:05 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES OF NOVEMBER 16, 2016

The agenda was approved. The minutes of the regular meeting on November 16, 2016 were reviewed and approved as submitted.

C. PUBLIC COMMENTS

Chair Beale opened the floor for public comments. The following citizens provided comments:

- 1) Troy Goodman:
Mr. Goodman commented that he wanted to introduce himself and his company, Targa Sound Terminal, which was coming up on its 50 year anniversary. He reported that they provide petroleum fuels including gasoline and diesel, as well as renewable fuels including ethanol and biodiesel. He noted that they were a responsible operator with some of the best emissions control equipment in the state. He commented that they were proud of their environmental accomplishments including acquiring and cleaning up contaminated property.
- 2) Mel Berglund:
Mr. Berglund commented that he was there to represent people from the northeast Tacoma area who felt disenfranchised by some of the decisions made over the past several years. He commented that they wanted to be much more involved in the discussion and decision process up front. He expressed concern that there was already a plan for the waterfront that did not align with the vision and goals of the community.
- 3) Matt Keough, Metro Parks:
Mr. Keough reported that he was a new employee with Metro Parks and that he was looking forward to working with them. He noted that he would be working on the planning for Ruston Way and that he would welcome any input on people or organizations that he should be in touch with.
- 4) Andy Jessberger, First Western Properties:
Mr. Jessberger commented that he had worked in retail real estate in the Tacoma Mall area since 1989 and that he represented a number of clients that were impacted by the proposed plan. He commented that they needed to work together and get some more input. He noted that he worked in a \$4.5 million building that was proposed to be replaced with a park.
- 5) John Brekke:
Mr. Brekke reviewed that many commercial property owners had expressed concern about the plan, specifically the connectivity requirements. He commented that there was a lack of transparency in the plan with no maps showing the impact of expanded roads and pedestrian pathways, which had been an ongoing request. He noted that property owner concerns, including that the future roads would take portions of their parcels, had not been incorporated into the plan.

He added that divided parcels would limit development options and diminish property values. Mr. Brekke provided a number of requests to the Commission including that they honor the investment of current property owners; uphold their rights; apply the principles of Nexus and Proportionality; distribute connectivity impacts equitably; and identify funding for connectivity.

6) JJ McCament:

Ms. McCament reported that she was a consultant that had been working with property owners that would be impacted by the subarea plan. She requested that when Commissioners review the draft subarea plan they also review the materials that she had provided to them. She noted that the materials would show what their objectives, issues, concerns, and recommendations were.

7) Nanette Reetz:

Ms. Reetz reported that she was a Brown's Point resident. She commented that northeast Tacoma was underrepresented on the Commission, suggesting that they come to some of the meetings to meet some of the residents. She noted that they had very few services in the area with only one grocery store and a small medical center. She felt that there was not adequate infrastructure to support the multifamily zoning and that it would create transportation problems for the community. She suggested having someone from the Puyallup Tribe on the Commission as their input was important. She commented that many residents were concerned about the lack of a buffer zone between the industrial area and the residential area. She commented that the notification process was incredibly flawed and did not cover a large enough area.

D. DISCUSSION ITEMS

1. Dialogue with the Neighborhood Councils – Northeast Tacoma

John Thurlow, Northeast Tacoma Neighborhood Council Co-Chair, reviewed the boundaries of the Northeast Tacoma Neighborhood Council and noted that several years earlier they had petitioned to extend their area to the Blair-Hylebos Peninsula to gain more input on permitting and development proposals. Focal points in the area included the golf course which was now owned by the Puyallup Tribe; the Center at Norpoint; small parks in adjacent jurisdictions; and the privately held open space on the bluffs which was subject to development. Mr. Thurlow discussed the results of a 2013 survey where people reported that the things they liked about the area included the suburban qualities, access to services, recreational amenities, and the schools. In the same survey people reported disliking the lack of services and recreational opportunities. He commented that the lack of shopping availability was resulting in sales tax going to King County and Federal Way instead.

Carolyn Edmonds, Northeast Tacoma Neighborhood Council Co-Chair, commented that she understood the challenge in balancing community expectations and the future development of the City from having served on the Planning Commission for the City of Shoreline. She commented that managing the community perceptions of the Commission, including that their needs are underserved, is one of the more challenging things for their neighborhood council. She reported that being part of the port is a concern to many of their residents who are very passionate about issues that will impact their quality of life. Ms. Edmonds noted that one of the advantages of the area is that they can go anywhere without having to get on I-5. She commented that the long range desires of the community were for better access to public transportation, job growth, and economic development so that they can stay in Pierce County.

Mr. Thurlow commented that there was disconnect between the future land use in the Comprehensive Plan and the current zoning, which was important as undeveloped property was subject to neighborhood commercial and multifamily use in the plan. He expressed concern that the land use designations may not be supported by the existing transportation networks. Mr. Thurlow commented that they did not see a clear process in the plan for identifying the effects of future land use and what changes in the street network would be necessary to support it. Ms. Edmonds commented that when they allowed development like an apartment on a dead end road, it suggested that land use and transportation were not communicating with each other.

The Tideflats were discussed. Mr. Thurlow commented that with the current notification range, residents would not be informed of any proposed development of the Tideflats. He noted that for the proposed methanol plant, the City had reached out to people on the bluffs above the Tideflats, which had been

effective. He suggested that they consider how to make that kind of outreach normal. Mr. Thurlow reported that many people felt the Tideflats should not be zoned for heavy industrial use, adding that they are zoned for industrial use right up to the edge of the residential areas. Ms. Edmonds commented that some of the housing developments never should have been allowed due to the proximity, but they now had a responsibility to those residents. Mr. Thurlow commented that they were concerned about how a possible subarea plan for the Tideflats would be handled equitably for the parties involved. Ms. Edmonds commented that it was important to the residents of the area to be involved in the development of a subarea plan on an active basis.

A citizen requested to address the commission. She commented that where she lives at Harbor Ridge Estates they can hear the noises at the port and that the pollution affects their community. She expressed concern about the Puget Sound Energy LNG facility, commenting that in 2014 they weren't given the full scope of the project. She commented that they need to look at how they do this in the future to support industry but also keep the residential community safe.

Commissioners provided the following questions and comments:

- Chair Beale noted that they were going through the Comprehensive Plan map to consider whether to implement or reconsider the zoning in certain areas. He commented that once they determine what zoning makes sense they start looking more at the transportation issues.
- Vice-Chair Wamback asked whether the problems with traffic at the 29th St NE and Norpoint Way NE intersection were local or related to traffic avoiding the Fife Curve. Mr. Thurlow responded that it is mostly due to people avoiding the Fife curve and the traffic through Fife.
- Chair Beale asked if, given the topography, there were any residences at eye level with the port. Mr. Thurlow responded that all of the residences were above the bluff.
- Commissioner Woolley, noting that they had mentioned a lack of recreational services, reported that Metro Parks was working with neighborhoods to see if there were gaps in levels of service. Ms. Edmonds responded that Metro Parks does a good job and had attended meetings.
- Commissioner Neal asked if sidewalks were an issue. Mr. Thurlow responded that they had been working on sidewalks for years, having worked to get a sidewalk on Slayden Road in the past. They were currently trying to get sidewalks completed on parts of Brown's Point Boulevard.
- Commissioner Neal asked if the Puyallup Tribe had attended meetings or communicated with them. Ms. Edmonds responded that developing communication links had been challenging and that they would love for the Tribe to talk to them especially now that they owned the North Shore Golf Course.

Chair Beale recessed the meeting at 5:07 p.m. The meeting resumed at 5:15 p.m.

2. Tacoma Mall Neighborhood Subarea Plan

Elliott Barnett, Planning Services Division, provided a review of the full preliminary draft of the Subarea Plan including the environmental impacts, regulatory revisions, and streetscape design concepts. Mr. Barnett noted that they would return on January 4, 2017 to provide a summary of the draft Environmental Impact Statement (EIS), specifics on draft code changes, and some additional work on street design and the three additional corridors. They would also be continuing an active effort to engage with stakeholders. He reviewed a preliminary schedule and noted that he would likely ask for authorization for a public review draft in February 2017.

Mr. Barnett discussed the eleven chapters of the draft Subarea Plan. The Introduction chapter would contain the vision statement, summarize the policy background, and discuss what they hoped to achieve. The Context chapter would provide the background information on how the neighborhood developed; the assessment of opportunities and challenges; the conditions and character of each of the four districts within the study area; information on water quality; and discussion on the consistency with other plans and policies.

Julia Walton, 3 Square Blocks, commented that the Urban Form chapter contained the foundational neighborhood elements including 5 minute Walking Neighborhoods, Place-Based Character Districts, Focused Density and Transitions, Loop Road and Parks System, Green Infrastructure, and Neighborhood

Edges and Transitions. Ms. Walton discussed the contemporary transit ready community concept which focused on attracting residents with transit as a main feature and contemporary architectural design.

The Land Use chapter would lay out the vision for future development patterns, discuss modifying the regional growth center boundary, and discuss code changes that would be presented as part of adoption of the subarea plan. Mr. Barnett commented that connectivity was an important part of achieving the visions of the regional growth center and they would continue to work on details like the threshold for connectivity requirements.

The Housing chapter would include discussion of housing choice and housing affordability. Housing Choice would focus on a complete, compact, and connected housing model and would concentrate the highest densities around transit opportunities, the commercial core, and main arterials. For housing affordability, Mr. Barnett noted that they had a goal of keeping 25% of the housing affordable and were also looking at the concept of no net loss for affordable housing.

The Transportation Choices chapter was discussed. Multimodal network priorities would address connections between transportation and land use, complete street standards, a multimodal system, the street network, transit station location, safety, and transportation demand management. There was also a discussion of what they could achieve in terms of mode shift and internal capture. There would also be a list of key transportation projects including the I-5 ramp, loop road, and internal and external connections.

A citizen requested to address the Commission. Patrick Hughes, CEO of Hughes Group LLC, commented that the plan would take a portion of his property in the northwest section of the map. He reported that he employed about 130 people and that he also rents out office space.

The Environment Chapter would seek to improve environmental quality and solve some basic infrastructure challenges including fixing flooding and broken streets. Mr. Barnett noted that the tree canopy goal for 25% coverage by 2040 could be accomplished mostly with street trees. He also noted that it was a Transfer of Development Rights (TDR) receiving area and that they could have regional conservation through that mechanism.

For the Community Vitality chapter, Mr. Barnett reviewed that the plan indicated a significant need for parks and open space. He commented that they had developed a specific parks plan, but were not trying to suggest the exact parks and open space plan that would be created or that it would be tied to development regulations. The chapter would also discuss local culture including identity, arts, services, and neighborhood safety.

Commissioners provided the following questions and comments regarding the Community Vitality chapter:

- Chair Beale noted that there seemed to be more land devoted parks on the map than they had seen in previous iterations. Mr. Barnett responded that they had expanded the park in the Mall District to the south. Vice-Chair Wamback commented that the City had just permitted for apartments to be built in the expanded park area and that they need to be careful about how they map out the vision as those details matter to people.
- Chair Beale questioned whether that much park space was needed for the subarea. He expressed concern about seeing parks on central corridors in areas with major intersections where he felt they should have urban form development instead of new roads dedicated to parks.
- Commissioner Santhuff commented that a useful map would be one that shows the metrics for acreage per 1,000 residents and the population goals.
- Commissioner Santhuff commented that there are parks on the periphery of the regional growth center that they could think of as assets for the area.
- Chair Beale questioned whether the Madison School property should be a park long term since there were opportunities for redevelopment while implementing many of the concepts of the plan.
- Commissioner Petersen suggested that a topographic map of the area would be helpful.
- Commissioner Neal noted that the discussion of local culture goes into distinct identities for the four different districts, but there isn't much about a plan for an overall culture.
- Chair Beale suggested that they call out specific areas where they would do projects for placemaking.

The Shared Prosperity chapter was discussed. Mr. Barnett reported that the chapter would articulate the market opportunities they would be positioning the neighborhood for and explore the concept of shared prosperity. Ms. Walton reported that one of the main ideas of the chapter was to broaden and diversify the types of employment in the area. It would also involve some actions from the City including recruitment of jobs, infrastructure development, and continuing to grow the retail sector.

The Utilities and Services chapter was discussed. Mr. Barnett reported that they had asked the service and utility providers to consider the growth targets and whether their infrastructure would be adequate. They were also discussing multiple goals including opportunities to underground power and projects where they can pool resources. There were also several public sites that could be beautified to play a role in the neighborhood's placemaking.

Mr. Barnett reported that the Implementation chapter would prioritize which actions the City should pursue in the first 5 years. They had proposed a system for what should be prioritized and listed out the high priority actions and the reasons for selecting those priorities. The chapter would also talk about funding strategies, City partnerships with other public agencies, and performance measures to report back on whether progress was being made.

The draft EIS was discussed. Mr. Barnett commented that it would confirm that the subarea plan had significant benefits in terms of transportation, land use, and environment. He reviewed that they were considering up front review, so project level review would not be taking place and there would not be the same appeal opportunity. They would also list out the required mitigating measures.

Commissioners provided the following questions and comments:

- Chair Beale asked for more information on how they would implement planned catalyst sites in terms of economic development and what City resources would go towards it. Mr. Barnett responded that they could use business recruitment, outreach to property owners, and a toolkit for business retention and attraction.
- Chair Beale asked if they had looked at the concept of a business incubator as part of a redevelopment strategy. Mr. Barnett responded that they could discuss it with Community and Economic Development.
- Commissioner McInnis asked if the post office was there to stay. Mr. Barnett responded that he had reached out to the post office but hadn't heard much back.
- Vice-Chair Wamback asked if the document included discussion of the challenge of segmented ownership, with smaller parcels and more owners compared to other regional centers. Mr. Barnett responded that in the community attributes report there was a discussion of how land assembly might be important and tools offered to try and support that.
- Vice-Chair Wamback asked if there were any concerns that the Puget Sound Regional Council (PSRC) seemed to be behind on their report release schedule.
- Chair Beale suggested that for the connectivity proposal staff continue to work on improved transparency with the property owners with more discussion of the potential thresholds and requirements. He commented that they needed to study the issue of dedicated public roads versus performance standards that required streets that function like public roads but were not a required dedication of a property owner. Mr. Barnett responded that they would be analyzing a range of alternatives for the connectivity, including discussion of public versus private facilities.
- Chair Beale commented that they should make sure to use photos to define design and development, specifically uncoordinated non-pedestrian friendly development.

3. 2016 Year-End Review

Brian Boudet, Planning Services Division Manager, provided a review of the Planning Commission's work and accomplishments for 2016 and the outlook for 2017. He reviewed that the new One Tacoma Comprehensive Plan had moved the City forward in a positive way. The components of the update had included Work-Live/Live-Work code amendments, the Mixed-Use Centers Review, and affordable and infill housing regulations which were currently in the implementation phase. The first phase of future land use implementation rezones would also be a component of the update that they would see more of moving forward. Mr. Boudet reported that with the short term rentals component they were starting to get some positive feedback from the community and had already issued some business licenses.

Stephen Atkinson, Planning Services Division, reported that feedback from lunch meetings with Commissioners had indicated that with the Commission there seemed to be a general positive job satisfaction, that they were getting good contributions from everyone, that there was a great diversity of background, and appreciation for what they all bring to the table. They would continue to work on structuring materials and packets to include everything they need to know, so that the meetings could focus on the directions from the Commission.

The Planning Commission Work Program for 2016-2018 was discussed. Mr. Boudet commented that the Tacoma Mall subarea plan was likely to be the most significant community issue that they work through in the coming months. The implementation phase of the proactive rezones would be part of the work program over the next twelve to eighteen months. The Urban Design program would be another major item, Mr. Boudet noting that they were considering delaying the kickoff of the program to the end of 2017. The Unified Development Code would come back more significantly in the spring with discussion of the proposed changes possibly in March. Joint meetings with other groups had been generally successful and were something that staff was interested in continuing to do. Citizen participation, community engagement, and outreach efforts would continue with Planning and Development forums planned for early in the year, which would focus on basic questions about long range planning and permitting.

Mr. Boudet discussed the draft handout that provided an overview of what the Planning Commission does. He commented that it was one of the documents that they were working on in preparation for the Planning and Development forums.

Mr. Boudet discussed upcoming items at the regional or statewide level. Vision 2040 was considering how to structure centers which related to the transportation funding that the PSRC was responsible for. At the State level, there were discussions of Growth Management Act (GMA) review and whether it was working as it approaches what some of the growth projections were.

In the next few months they would send out the Planning Manager's letter to the community which would discuss the work program as well as a large postcard notification regarding the proactive rezones.

Chair Beale suggested that as they go into 2017 he'd like them to think more about using subcommittees to consider issues at a more detailed level.

E. COMMUNICATION ITEMS & OTHER BUSINESS

There were no communication items.

F. ADJOURNMENT

At 6:51 p.m., the meeting of the Planning Commission was concluded.



City of Tacoma
Planning and Development Services

**Agenda Item
D-2**

To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: **Tacoma Mall Neighborhood Subarea Plan and EIS**
Meeting Date: December 29, 2016
Memo Date: January 4, 2017

At the January 4th meeting the Commission will continue its discussion of the preliminary draft of the Tacoma Mall Neighborhood Subarea Plan and begin discussion of implementation steps including proposed code updates and streetscape design concepts.

The City is currently developing a Subarea Plan and Environmental Impact Statement (EIS) for a 601-acre area, including the current 485-acre Regional Growth Center and a 116-acre proposed expansion area. The effort will result in a plan and implementation strategies to achieve local and regional goals for the neighborhood, as well as programmatic environmental approval for future development that is consistent with the plan.

Topics for discussion at this meeting will include:

- The Commission's direction on topics for additional focus
- Proposed approach to a January 18th facilitated Connectivity discussion
- Proposed code changes overview
- Conceptual Streetscape Corridors overview

To date, most of the public and Commission discussion has been around a handful of topics including connectivity, residential design and parks. Staff propose to focus upcoming discussions on those policy issues which generate questions or controversy, or which the Commission has yet to discuss. The attached Actions table is proposed as a framework to identify those topics.

Staff propose to devote the January 18th Commission meeting to a facilitated discussion of the proposed Connectivity Requirement.

Project information is available at www.tacomamallneighborhood.com. Contact Elliott Barnett at (253) 591-5389, or email tacmallneighborhood@cityoftacoma.org with any questions.

Attachments:

1. Subarea Plan Actions table
2. Phase 1 Code Changes Summary – Discussion Draft
3. Conceptual Streetscape Corridors

c: Peter Huffman, Director

ATTACHMENT 1: Actions Table

Tacoma Mall Neighborhood Subarea Plan – Preliminary Draft Chapter Visions, Goals and Actions

Planning Commission January 4, 2017

This document assembles the vision, goals and actions from each chapter of the Subarea Plan. Staff have highlighted topics which have been identified for further study and discussion. At the meeting, staff will ask the Commission to confirm that direction for additional focus, or to provide further direction regarding topics to discuss.

VISION FOR THE TACOMA MALL NEIGHBORHOOD

By 2040 the Tacoma Mall Neighborhood will be a thriving center of regional significance and a distinctive, connected, livable and healthy place with a wide range of opportunities for all people to live, work, invest and fulfill their potential.

Chapter 3 – Urban Form

VISION: *The urban structure of the Tacoma Mall Neighborhood fosters a thriving, mixed use urban center that has a unique identity and is walkable, transit-ready and convenient by car.*

Goal UF-1	Establish a more coherent, cohesive, accessible neighborhood structure by implementing the six big design ideas from the design workshop as the six foundational elements of neighborhood urban form: <ol style="list-style-type: none">1. Place-based character districts2. Focused density & transition areas3. Internal Loop Road & parks system4. Complete & connected street network5. Green infrastructure systems6. Neighborhood edges & transitions
Action UF-1	Establish four neighborhood character districts based on the ¼ mile neighborhood concept and the four distinct quadrants currently defined by S 38th St, S Pine St and by the neighborhood perimeter boundaries, as shown in Figure 19. Develop characteristics that are common to all to provide neighborhood cohesion and elements specific to each that reflect existing assets and features.
Action UF-2	Foster distinct identities for each district that respond to current conditions and needs of the individual districts (Madison, Northwest, Lincoln Heights and the Mall District) and are consistent with the community character envisioned for the entire neighborhood. Figures 20 through 23 provide character sketches of each district using code updates and design guidelines.
Action UF-3	Ensure City codes support the types of focused density and transition areas shown in Figures 24, 25 and 28.
Action UF-4	Create a neighborhood “mixed-use town center” in the highest intensity use areas in the Mall

	District, with a potential high capacity transit station locations shown in Figure 29 that has a full mix of uses including residential, retail, office, civic and cultural uses, in order to improve neighborhood image and increase regional draw and local value.
Action UF-5	Develop a Master Plan for the entire Loop Road that includes common features and specific characteristics for the four character district segments. The Master Plan should ensure that the Loop Road functions as a linear public green space, links character districts and the proposed parks system, includes trees and green stormwater infrastructure, minimizes location on steep slopes to promote walkability for people of all abilities, includes the potential for festival street sections, and supports community and economic goals and multimodal mobility.
Action UF-6	Design and develop the Loop Road in phases, leveraging the timing of development to support other investments and meet multiple goals.
Action UF-7	Create a complete and connected street network like the one shown in Figure 31 and Figure 32, consistent with guidance provided in Chapter 4 – Land Use and Chapter 6 – Transportation Choices.
Action UF-8	Design and implement strategies for area-wide stormwater management, parks, tree cover, and bicycle and pedestrian networks as illustrated in Figures 30, 32, 33 and 34, and described in Chapter 6 – Transportation Choices, Chapter 7 – Environment and Chapter 8 – Community Vitality.
Action UF-9	Clarify existing natural and man-made neighborhood edges to identify entries, support neighborhood identity and provide transitions to surrounding areas. This could include installation of naming signage and public art as described in Chapter 8 – Community Vitality, or working with property owners and community members to improve the appearance and function of neighborhood edges.
Goal UF-2	Plan for a high-capacity transit station and transit-oriented development in a central location in the neighborhood, as illustrated in Figure 29, that enables maximum access, transit integration, infill and potential development synergy with the surrounding areas.
Action UF-10	Consider Federal funding agency and transit station area location criteria to identify the most beneficial specific locations, such as: <ul style="list-style-type: none"> • High percentage of developable land • Market potential for development • Mixed use, multifamily, commercial and institutional zoning • Low percentage of fixed land uses such as industrial, military, critical areas, parks and open space, water bodies, major right of ways or other major barriers • Station area and program access characterized by Central Business District or medium to high density station typologies • High pedestrian and bicycle facilities network connectivity and access • High level of supporting transit network integration such as intermodal facility/transit hubs at stations, local and regional bus connections • Parking facilities, depending on location and transit agency policy • Drop off/pickup improvements
Action UF-11	Pursue a High Capacity Transit Corridor Study with Sound Transit and Pierce Transit in the near term to enable early development of high capacity transit to support high density mixed use development in the neighborhood, including consideration of both light rail and BRT.

Goal UF-3 **Transition to a contemporary, self-sufficient, well-connected neighborhood that has employee, resident and visitor activity to support high capacity transit.**

Action UF-12 As part of updates to the City’s development regulations to implement this subarea plan, develop a design manual with standards for contemporary building forms, design and materials in the neighborhood that provide a vibrant, urban experience. See Appendix X, for design guidance.

Chapter 4 – Land Use

VISION: *The Tacoma Mall Neighborhood is a dense, compact urban mixed-use district with adequate capacity to accommodate a substantial share of regional population and employment growth.*

Goal LU-1 **Support and guide development, growth, and infrastructure investment that builds on the character and assets of each district and contributes to them as distinct yet connected districts, as identified in the design guidance in Appendix X.**

Action LU-1 Update development regulations to encourage land use and development that support the character districts vision shown in Table LU-1.

Goal LU-2 **Design new development to contribute to the distinctive physical, historic, aesthetic and cultural qualities of its District.**

Action LU-2 Review the City’s land use code to identify opportunities to better promote site and building design that provides for a sense of continuity with the neighborhood vision while allowing for creative expression.

Action LU-3 Actively promote efforts to improve the quality of building and streetscape design with a particular emphasis on the human scale and an inviting atmosphere for pedestrians.

Action LU-4 Improve the City’s capacity to promote design objectives through development of a design review program to promote high quality design that supports Character Districts, a distinctive built environment, human-scale elements and amenities, resilient and durable materials, landscape enhancements, and other similar features.

Action LU-5 Adopt the proposed land use and zoning map changes that create transitions in scale between higher and lower intensity areas and residential enclaves.

Action LU-6 Create distinct neighborhood entries and visual identity with increased green areas on I-5 and on the slopes above South Tacoma Way.

Action LU-7 Adopt, maintain and update the Phase 1 package of development regulations to ensure that they support the growth and development envisioned in the Subarea Plan.

Action LU-8 Ensure that the Subarea Plan maps (including the Land Use Map, Street Network Map, Pedestrian and Bicycle Networks Map, Area-wide Stormwater Strategy Map, and Parks Map) are used to establish and maintain designations and urban structural elements that support the Subarea Plan vision, and that can accommodate planned population and employment growth.

Action LU-9 Conduct outreach to the business and development community to provide an overview of adopted code changes. Work with property and business owners, developers and residents to continue to refine development regulations to ensure that they are both serving a positive purpose, and that they are not creating barriers to development consistent with the neighborhood vision.

Goal LU-3 Clarify distinctions and strengthen transitions between the Tacoma Mall Regional Growth Center and South Tacoma Way Manufacturing and Industrial Center boundaries.

Action LU-10 Revise the RGC boundary to enable character district distinction and transitions between the mixed-use Tacoma Mall Neighborhood and the heavy commercial and industrial character and activities of the South Tacoma Way Manufacturing and Industrial Center.

Chapter 5 – Housing

***VISION:** A wide range of quality housing types are available to meet the diverse needs of residents at different stages of their lives, with small and large household sizes, and with different cultural and socioeconomic backgrounds.*

Goal H-1 Maintain and broaden the range of housing types within the neighborhood, consistent with the land patterns and urban design called for in this Subarea Plan and the City’s 2040 growth targets for the neighborhood.

Action H-1 Promote higher-density, scaled residential and residential mixed-use development along the S Pine St and S 38th St corridors, and around the Tacoma Mall, to contribute to the development of a high-intensity urban core for the neighborhood where residents are co-located with services, transit and places of employment. Mid-rise buildings are the primary housing scale appropriate for these areas.

Action H-2 Promote moderate-density residential and residential mixed-use development in areas between the highest and lowest residential densities, in order to create transitions between building scales and to provide housing options for residents such as mid-rise and low-rise apartments, townhomes and duplexes/triplexes.

Action H-3 Enable the development of residential and residential mixed-use development including live/work, artist studio housing in the Northwest District to support the development of an industrial mixed-use fabrication district.

Action H-4 Continue the residential character of the Madison and Lincoln Heights residential neighborhoods, promoting moderate density residential infill housing such as townhomes, duplexes/triplexes and urban flats.

Action H-5 Encourage developers to provide community spaces and green spaces within housing developments, for residents or for the general public.

Goal H-2 Maintain a range of affordable housing costs in the neighborhood.

Action H-6 Meet with developers and housing partners before the second phase of development code updates planned to implement the Subarea Plan, to discuss potential housing strategies for

ensuring that at least 25 percent of new housing built in the Tacoma Mall Neighborhood is affordable to households earning 80 percent or less of Pierce County area median income. Identify promising strategies and support their implementation.

Action H-7 Seek input from developers and housing partners to ensure that development standards for the Tacoma Mall Neighborhood make it simple and cost effective for developers to build attractive, contemporary housing units that are moderately and affordably priced.

Action H-8 Work with developers, the Tacoma Housing Authority, the Tacoma Community Redevelopment Authority and other community partners to identify opportunities to build and maintain very-low income and special needs housing developments in the Tacoma Mall Neighborhood, and resources to support those projects.

Action H-9 Monitor the supply of affordable housing units in the Tacoma Mall Neighborhood and the City's progress towards achieving the goals and actions in this chapter and collaborate with housing partners to maintain a no net loss of the current stock of affordable dwelling units in the Tacoma Mall Neighborhood. If needed, seek advice from experts, developers and other community partners on steps the City can take to improve outcomes.

Chapter 6 – Transportation Choices

VISION: *The Tacoma Mall Neighborhood offers a broad range of high quality mobility options suitable for a compact, dense urban center and a retail destination, including frequent and attractive transit service, safe and comfortable bicycle and pedestrian facilities and convenient vehicular access.*

Goal T-1 Build a transportation network that reinforces Tacoma's land use and urban design vision for the Tacoma Mall Neighborhood Subarea Plan.

Action T-1 Accommodate future growth through the development of a multimodal neighborhood transportation network designed to reduce the reliance on SOVs by Transit Oriented Development, transit-supportive development and amenities, a more traditional smaller-block and fully connected street system, a safer and more comfortable pedestrian environment, investing in alternative transportation choices, promoting active living, and enhancing the quality of life of residents.

Action T-2 Design the transportation system to balance livability objectives with major retail and employment activities, which are important economic engines within the neighborhood and City by maintaining acceptable congestion levels while enhancing the pedestrian and bicycle environment.

Action T-3 Encourage land use patterns and developments within the Tacoma Mall Neighborhood that support non-SOV travel and provide multimodal transportation options and intermodal connectivity including increased development density and a mix of housing, jobs, and commercial/retail.

Action T-4 Approve street and alley vacations only for public purposes.

Action T-5 Implement access management principles along 38th Street to consolidate access points onto the arterial, potentially utilizing alleys or the new street grid.

Goal T-2	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.
Action T-6	Support urban design treatments and apply Crime Prevention through Environmental Design (CPTED) principles that consider aesthetics, beautification, safety and walkability in designing and locating transportation facilities. Consider first the conceptual multimodal streetscape typical cross-section designs included in this Subarea Plan and consider updating design guidelines and streetscape standards for the Tacoma Mall Neighborhood.
Goal T-3	Build a complete streets network throughout the neighborhood that safely and comfortably accommodates people of all ages and abilities and improves the overall sense of place in the public realm.
Action T-7	Allow on-street parking on low-volume, low-speed streets.
Action T-8	Implement the Tacoma Mall Neighborhood Subarea Complete Streets network by utilizing the design guidelines, cross sections and concepts shown on Figures 42, 43 and 44 as the default for roadway design and construction by both the public and private sectors.
Goal T-4	Prioritize the 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.
Action T-9	Build the Tacoma Mall Neighborhood transportation network using a “layered network” framework, which focuses on how the subarea transportation network can function, as a system, to meet the needs of all users.
Action T-10	Implement transportation network projects included in the plan based on the short, mid, and long-term prioritization recommendations outlined in the Key Transportation Projects section of this plan. The short-term priority projects, such as the Loop Road, can be a catalyst for redevelopment while forming the foundation of a system that internally captures more trip-making and begins a modal shift away from SOVs.
Action T-11	Employ Transportation Demand Management (TDM) measures to increase the Tacoma Mall Neighborhood’s mode share by non-single occupant vehicles and to develop a neighborhood that is welcoming, pleasant and safe for walking, biking, and transit.
Action T-12	Monitor the Tacoma Mall Neighborhood’s mode share to track the progress toward achieving the mode split targets shown in Table 1.
Action T-13	Support the transportation needs of this traditionally underserved neighborhood through investment in equitable modes of transportation and provide “catch-up” investment as necessary.
Action T-14	Build the transportation system, as defined in the near-term project list, at a rate equal or ahead of the pace of development during the planning horizon. This system completeness standard is measured against the proportion of the transportation network that is constructed, and will be accompanied by performance measures that track the transportation system’s progress toward meeting the policy goals set forth in this document.
Action T-15	Strive to reduce crashes and collisions by working towards “target zero” of deaths and injuries within the Subarea using education, enforcement, and engineering with a priority placed on high-crash locations.

Action T-16	Reconnect the grid where present (residential) and extend north/south streets north across 38th to create new similarly-scaled blocks.
Action T-17	Create new connections, for example the S 35th Street extension (see Figure 45 for the street network).
Action T-18	Utilize a range of options for developing the new grid network – including via private property using criteria-based connectivity requirements for all properties or City-led public projects.
Action T-19	Relocate the existing Tacoma Mall Transit Station to a central location within the Subarea in order to improve access and increase ridership.
Action T-20	Enhance station access by exploring the operation of a direct bus or shuttle connection to the South Tacoma Way and/or Tacoma Dome Sounder Station from the Tacoma Mall Neighborhood, other improvements to the subarea’s bike and pedestrian access to stations, station aesthetic improvements, and routes that serve the community in an efficient way.
Action T-21	Advocate for the extension of regional light rail service to the Tacoma Mall Neighborhood RGC and participate actively in the LINK Extension study which is included in ST3. Light rail in the neighborhood would substantially advance economic development goals and the ability for the neighborhood to exceed the mode share targets identified previously.
Action T-22	Engage with Sound Transit to add the Tacoma Mall Neighborhood RGC transit center as a stop on the express bus service from Lakewood to Seattle.
Action T-23	Explore feasibility of a Sounder station in the Northwest District of the Tacoma Mall Neighborhood as well as potential pedestrian connections to accommodate the station. Development of a strong visual connection and pedestrian corridor down the hillside between the Northwest District and South Tacoma Way, as envisioned in Figure 3, Illustrative Vision Plan, would establish a strong linkage between the neighborhood and future rail transit station, as shown in Figures 3 and 21. Such a corridor would also provide significant stormwater benefits to the District.
Action T-24	Implement the proposed internal Loop Road to provide bicycle friendly configurations, as well as the bicycle facilities shown in the Subarea Plan Pedestrian and Bicycle Facilities Network, Figure 48, to give bicyclists regional access to and from the Tacoma Mall Neighborhood.
Action T-25	Implement the key pedestrian connections including those shown in the Subarea Plan Pedestrian and Bicycle Facilities Network, Figure 48, providing access to Tacoma Mall, Water Flume Trail, and transit facilities, as well as providing residential connections within the Subarea and to adjacent neighborhoods.
Goal T-5	Proactively develop partnerships with public and private partners to best serve all users of the Tacoma Mall Neighborhood transportation system.
Action T-26	Proactively develop partnerships with WSDOT, Sound Transit, Pierce Transit, the Department of Ecology, private property owners, and Metro Parks to leverage transportation investment revenue targeted at the Tacoma Mall Neighborhood. Pursue PSRC, FTA, Fixing America's Surface Transportation (FAST) Act, TIGER, Private, etc., grants and matches.
Action T-27	Actively coordinate with WSDOT to plan and fund the I-5 Direct Access to Tacoma Mall Capacity Improvement Project. Complete necessary planning studies for inclusion in the WSDOT STIP.

Action T-28	Actively coordinate with Sound Transit, Pierce Transit, Intercity Transit and other partners to plan and fund High Capacity Transit service to the Subarea, including the siting (including property acquisition) and development of a multimodal transit station and the necessary transit-supportive amenities (see Figure 47 for priority transit station siting area). Complete necessary planning studies for inclusion in future Sound Transit investment packages and Pierce Transit’s next update to their Destination 2040 Long Range Plan.
Goal T-6	Design an environmentally, socially, and fiscally sustainable transportation system that serves its users through strategic planning efforts, funding, and projects.
Action T-29	Implement the high priority projects listed in this Subarea Plan to reduce car use and encourage transit, walking, and bicycling which are key to limiting transportation-related environmental impacts.
Action T-30	Utilize structural and operational best management practices for stormwater, to ensure runoff does not cause impacts to receiving waters through green stormwater infrastructure, use of pervious surfaces, and other techniques.
Action T-31	Prioritize system preservation, maintenance, and repair to protect existing and future transportation investments, and focus on specific issues in this area including the I-5 pedestrian overpass.
Goal T-7	Develop and implement transportation demand management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system.
Action T-32	Continue the Commute Trip Reduction (CTR) program in the Mall area, per the CTR Ordinance adopted by the City in 2008 as required by Washington State law. Encourage Tacoma Mall Neighborhood employers to offer incentives for commute options including use of carpools/vanpools, fully paid transit passes, and parking cash out programs that encourage multi occupant commutes.
Action T-33	Enact a parking demand management strategy including, but not limited to: <ul style="list-style-type: none"> • Deploy the City’s residential parking zones (RPZs) program to prioritize curb space for neighborhood residents and their visitors while maximizing the use of the Right-of-Way with deployment of time stay controls. • Review Tacoma’s parking codes to ensure they align with the desired urban setting. This may include adopting parking maximums rather than minimums for new developments and major remodels. • Encourage shared parking by developing public parking facilities that promote a “park once” concept. Additionally, future developments should embrace, where partnerships make sense, multi-use shared parking facilities where the tenant mix allows for the maximum use of the parking space. • Eliminate subsidies for drive-alone employees.
Goal T-8	Provide improved transportation facilities through a combination of new construction and improvements to existing infrastructure to support a shift in travel behavior and improve the urban form and economic vitality of the Tacoma Mall Neighborhood.
Action T-34	Integrate the projects and project ranking criteria included in the Tacoma Mall Neighborhood Subarea Plan into the City’s TMP.

Action T-35	Aggressively pursue grants and other funds to implement the projects identified in this Plan.
Goal T-9	Obtain funding through a variety of sources to support implementation of the Subarea Plan.
Action T-36	Adopt an ordinance that would enable the City to recover expenses associated with preparation of the Subarea Plan EIS through fees on development that occurs in the Tacoma Mall Neighborhood, consistent with Revised Code of Washington 43.21C.420(6).
Action T-37	Analyze the potential to create an impact fee program, as well as other new funding sources and mechanisms, for the Tacoma Mall Subarea projects and implement the most feasible and cost-effective mechanisms.

Chapter 7 – Environment

VISION: *Maximize the quality and function of the natural environment in the Tacoma Mall Neighborhood in order to provide public benefits such as improved water quality on a watershed-basis and improved quality of life.*

Goal E-1	Enhance water quality and flow control conditions through implementation of an area-wide stormwater strategy with both centralized and dispersed BMPs that infiltrate runoff, provide flood storage, and reduce effective impervious surface coverage. A concept of an area-wide stormwater strategy is illustrated in Figure 53.
Action E-1	Disseminate information about and implement the area-wide stormwater management strategy through development review and public projects.
Action E-2	Integrate stormwater infiltration and emergency overflow flood storage and conveyance into new parks and open spaces, and/or right-of-ways, within the Tacoma Mall Neighborhood.
Action E-3	Encourage the use of the City of Tacoma Payment In-Lieu-of Construction Program as a flow control alternative to site-by-site facilities for new development and redevelopment of neighborhood properties.
Action E-4	Prioritize the construction of permeable pavement streets with lower traffic volumes, prioritizing streets where existing stormwater infrastructure is over capacity. Where feasible integrate bulbout bioretention cells at intersections with arterials providing water quality treatment for the arterial street and traffic calming to the neighborhood.
Action E-5	Preserve to the extent possible existing mature trees and green spaces in association with City actions such as street design, and encourage retention of mature trees when properties are developed or redeveloped.
Action E-6	Encourage property owners to retrofit their properties with green stormwater infrastructure and/or low impact development best management practices for improved stormwater systems through voluntary programs and incentives, and through partnerships with non-profit organizations and governmental agencies.

Goal E-2 **Ensure that infiltrated stormwater runoff recharges clean water to the South Tacoma aquifer, consistent with existing City and Tacoma-Pierce County Health Department guidance.**

Action E-7 Collaborate with the Tacoma-Pierce County Health Department to revise the existing Tacoma Municipal Code to reflect the circumstances and requirements for infiltration as outlined in the January 21, 2011 memorandum, Implementation of Stormwater Infiltration for Pollution Generating Surfaces in the South Tacoma Groundwater Protection District, as updated.

Action E-8 Ensure that areas of known soil and/or groundwater contamination are considered when reviewing proposals for development or redevelopment.

Goal E-3 **Target 25% tree canopy coverage in the Madison District and 20% coverage in the other neighborhood Districts, as shown in Table E-1 and Figure 56.**

Action E-9 Target 25% tree canopy coverage in the Madison District and 20% coverage in the other neighborhood Districts, as shown in Table E-1 and Figure 56.

Action E-10 Work with property owners such as WSDOT to increase tree cover on the neighborhood perimeter, focusing on opportunities to provide large swaths of green and to provide gateway functions. These areas are the front door to the neighborhood and should be inviting.

Action E-11 To increase the identity, canopy cover and green infrastructure value of the Loop Road linear parkway that is called for in Chapter 6 – Transportation Choices and Chapter 8 – Community Vitality, improvements should encourage the largest healthy street trees feasible. The design must include the selection of appropriate large tree species, as well as conditions favorable for healthy tree growth, such as increasing tree root access to soil volume through structural soil sells under sidewalks and roadways.

Action E-12 Coordinate with parks and open space services providers to ensure tree canopy targets are met within their facilities.

Action E-13 Seek ways to promote Garry Oaks as a signature native tree species in the Tacoma Mall Neighborhood, such as preserving heritage Garry Oaks and encouraging planting of new Garry Oaks.

Goal E-4 **Promote regional conservation of farms and forests and protect the health of the Puget Sound by fulfilling the regional growth center role of accommodating a substantial share of growth and by incentivizing regional conservation through the TDR bonus system.**

Action E-14 Promote the use of TDRs in exchange for height bonuses within the RGC by marketing this option to the development community, streamlining its use and taking steps to catalyze growth in the RGC.

Chapter 8 – Community Vitality

VISION: *The Tacoma Mall Neighborhood is a lively place to live and work with a vibrant local culture, strong community engagement, and a robust system of neighborhood services, amenities and gathering places that fosters a sense of identity, empowerment and attachment to place.*

Goal CN-1 Foster an identity for the Tacoma Mall Neighborhood that instills pride in a strong community of diverse residents and businesses.

Action CN-1 Work with local residents and businesses to identify the name for the neighborhood that best captures the community’s identity and aspirations for the future.

Action CN-2 Develop consistent signage and wayfinding for the neighborhood that incorporates the new name.

Action CN-3 Rebrand the neighborhood as a “green neighborhood,” celebrating planned improvements in green stormwater infrastructure, parks and tree cover.

Goal CN-2 Increase the presence of arts and cultural activities that are expressive of neighborhood, people and places, and engage community members from diverse backgrounds in activities to celebrate local culture, build community relationships and support the neighborhood identity.

Action CN-4 Develop a public art strategy for this neighborhood that identifies resources, partnerships and opportunities to foster and support cultural expression, awareness of neighborhood history and a sense of place and local identity.

Action CN-5 Ensure that the City’s land use regulations and community and economic development programs support local fabrication and production of arts in the neighborhood (such as the 1% for arts with capital projects).

Action CN-6 Integrate public art that reflects or strengthens community identity into the design of public places including the Loop Road, community facilities, and future parks.

Action CN-7 Promote events like farmers markets, music, festivals, food truck events, and neighborhood parties that help make it surprising, engaging and fun to be there.

Goal CN-3 Bring more services and amenities to the neighborhood to provide safe and convenient access to the goods and services needed in daily life.

Action CN-8 Recruit, promote or construct a variety of services and amenities, prioritizing:

- Affordable food sources such as a local grocery store or local food bank or farmers market
- Professional development training
- Affordable childcare
- Health and medical services
- Social services
- Community amenities and facilities such as parks, a community center and a library

Action CN-9 Work with the Tacoma Mall Neighborhood Committee and other stakeholders to identify immediate needs for new amenities and affordable services. Identify steps to bring them to the neighborhood, such as market research, communication with provider representatives, location incentives, healthy neighborhood discounts, and funding requests.

Action CN-10	Work with health services providers in the Tacoma Mall Neighborhood to explore ways to provide more accessible medical services in the neighborhood, including improving financial and cultural access to their services for local residents.
Action CN-11	Work with the Tacoma School District to explore the possibility of opening a new school in the neighborhood.
Action CN-12	Engage the Tacoma School District in discussions about potential future uses for the Madison School site that would continue the site's legacy as a hub for community members, such as a public open space, a community garden, a library, a shared-use learning/recreation facility or a new school facility.
Goal CN-4	Empower all community members to participate in neighborhood planning, revitalization and development efforts, and cultivate inclusive leadership and decision-making that embraces and celebrates the neighborhood's diverse multi-cultural, multigenerational community.
Action CN-13	Support formation of a Subarea Plan implementation steering committee to advocate for actions needed to achieve the neighborhood vision. Recruit local leaders with diverse community and business representation to participate on the steering committee and to cultivate community partnerships to collaboratively respond to challenges, welcome new residents and businesses, and implement solutions.
Action CN-14	Use a combination of engagement methods such as direct outreach, public meetings and online and mail communications to invite all local populations to participate in planning and implementation activities, including long-time residents and new residents in each of the four districts, business owners, and ethnic and cultural communities.
Action CN-15	Monitor demographic characteristics and community participation over time and take steps to maintain ethnic, economic and age diversity to ensure that the neighborhood remains a diverse, open, inclusive community.
Action CN-16	Take actions working with the City's Equity and Human Rights Office and the Tacoma-Pierce County Health Department and other partners to improve equity and health outcomes in the neighborhood by reducing social and economic barriers such as poverty, lack of professional skills and cultural segregation.
Action CN-17	Support community organizing efforts through organizations including the Neighborhood Council, City of Tacoma, and the Greater Tacoma Community Foundation, as well as potential new approaches such as formation of a Community Development Corporation or Neighborhood Business District. One key logistical step in getting projects going in the neighborhood is to establish non-profit status (501c3 status) within the neighborhood, or partner with existing organizations with that status.
Goal CN-6	Improve safety for neighborhood residents and visitors at all times of the day.
Action CN-18	Monitor trends in fire and emergency medical services calls in the neighborhood, and take this information into account when planning for future service improvements with neighborhood leaders.

Action CN-19	Work with neighborhood leaders, emergency services staff, law enforcement, businesses and community-based organizations to improve community safety and disaster readiness and to prevent crime.
Action CN-20	Encourage development on vacant and underutilized lands to catalyze positive change.
Action CN-21	Implement “Target 0” injury goals by concentrating traffic safety improvements in areas of high pedestrian and bicycle injuries, including 38th west of Pine, Steele Street at Tacoma Mall Boulevard and 47th between Tacoma Mall Boulevard and Pine.
Action CN-22	Integrate Crime Prevention Through Environmental Design (CPTED) principles into the development code for the neighborhood, as appropriate to a dense urban district.
Action CN-23	Work with the residents, businesses, Tacoma Police Department and Community Based Services program to identify priority needs for improving safety and perceptions of safety in the area on the western edge of the Madison District between S 38th St, S Warner St, S 47th St and South Tacoma Way and along the northern boundary of the Tacoma Cemetery, considering solutions such as increased visual access and pedestrian connectivity, spatial definition of public and private space, and changes in property maintenance practices.
Goal CN-7	Engage Metro Parks Tacoma, the Tacoma School District, civic partners and the community in a broad discussion to establish a shared definition of level of service standards for urban parks, and a shared understanding of how best to serve the parks and open space needs and vision of Tacoma’s densest urban centers.
Action CN-24	Collaborate with Metro Parks Tacoma and other parks partners to consider the following level of service standards for parks in the City of Tacoma’s densest urban centers: <ul style="list-style-type: none"> • By 2040, achieve three acres of public parks and open space for every 1,000 people within the neighborhood. • Provide public parks and open spaces in each of the neighborhood districts, within a ¼ mile radius of every resident.
Action CN-25	Collaborate with Metro Parks Tacoma and other parks partners to consider adopting the following parks planning principles for the Tacoma Mall Neighborhood: <p>TACOMA MALL NEIGHBORHOOD PARKS PLANNING PRINCIPLES</p> <ul style="list-style-type: none"> • Evenly distributed among the four Tacoma Mall Neighborhood districts • Located along the Loop Road to create a continuous string of green public spaces and gain exponential value of combined actions • Provides green stormwater infrastructure and tree canopy • Enhances sense of place and urban design • Meets the recreational programming needs of dense urban neighborhood and diverse communities
Goal CN-8	Collaborate with Metro Parks Tacoma, the Tacoma School District, civic partners and the community to develop innovative and detailed plans, implementation, funding and maintenance strategies for a network of parks and open spaces in the Tacoma Mall Neighborhood that accomplishes the shared vision for serving Tacoma’s densest urban centers.

Action CN-26	Collaborate with Metro Parks Tacoma to determine how Subarea Plan goals and actions for parks fit into their current and upcoming capital and programmatic priorities, as well as into the framework of the interlocal agreement on parks between Metro Parks Tacoma and the City.
Action CN-27	Work with Metro Parks Tacoma to synchronize long range plans for parks, such as the City's Comprehensive Plan and this Subarea Plan with Metro Parks Tacoma's Green Vision 2030 and Mission-Led Comprehensive Plan.
Action CN-28	Coordinate with Pierce Conservation District's Community Garden Program and Tacoma Public Schools to explore options for relocating the 40th Street Community Garden out of the public right of way.
Action CN-29	Work with private developers to provide parks and open space in various forms such as public plazas and private recreational spaces within developments. Consider revisions to development standards and explore incentives as part of this work.
Action CN-30	Prioritize new parks and civic spaces that have the greatest potential to serve as community gathering places, become defining elements of neighborhood identity, and catalyze development envisioned in this Subarea Plan.
Goal CN-9	Engage with the community to create recreational opportunities for neighborhood populations of all ages, household types, cultural backgrounds, income levels and interests.
Action CN-31	Expand access to safe public places for people of all ages to play and socialize, through collaboration with parks providers, developers and businesses.
Action CN-32	Work with community partners to expand programs that engage youth throughout the year in safe, supportive and active environments, such as summer youth employment program, clubs or public service opportunities.
Action CN-33	Collaborate with Metro Parks Tacoma, other community recreation providers and local communities to regularly evaluate and develop plans to meet recreational programming needs in the Tacoma Mall Neighborhood.

Chapter 9 – Shared Prosperity

VISION: *The Tacoma Mall Neighborhood is a place of regional and local significance where increased prosperity is shared by all.*

Goal SP-1	Support growth of businesses and jobs in a manner that supports the vision for the neighborhood and identity and character of the 4 neighborhood districts.
Action SP-1	Maintain a dialogue between the City and owners of existing businesses to assess and implement actions to support the retention and expansion of existing businesses.
Action SP-2	Promote businesses and employment in locations that support character district cohesion through the collocation of like and complementary businesses.

Action SP-3	Support the development of creative economy “makers” light fabrication/arts-based jobs in the Northwest District through business recruitment, zoning, regulatory and design standard modifications, connectivity improvements, and other actions that promote the area’s character.
Action SP-4	Attract new businesses to businesses in the Mall District to support creation of a “mixed-use town center” with a mix of regional and local serving retail, entertainment, hotel, education, health care, and commercial and institutional uses
Action SP-5	Work with property owners to understand how existing covenants or other agreements might restrict redevelopment and infill on key properties.
Action SP-6	Collaborate between property owners, businesses, the city and others to beautify and activate streets and sidewalks through de-paving, plantings, signage, street furniture, cleanups, public seating areas, banners, art and other activities.
Action SP-7	Work with the business community to explore opportunities to organize in a business improvement district to address shared goals like marketing, maintenance and upkeep neighborhood improvements, business recruitment, etc.
Action SP-8	Promote more local business ownership and locally made products, particularly in the Northwest District.
Action SP-9	Use existing city programs to promote investment and growth such as the Multifamily Tax Exemption Program, Tacoma Job Creation Tax Credit, Façade Improvement Program and Business Loan Program.
Action SP-10	As part of future updates to development regulations to implement this Subarea Plan, establish development standards for contemporary signage to improve visibility and image from I-5 and within the neighborhood.
Goal SP-2	Create a more diverse employment base in the neighborhood to serve both regional markets and neighborhood needs, including increasing the earning capacity of neighborhood residents.
Action SP-11	Broaden the range of employment types in the neighborhood to increase the range of available jobs for differing education, skill and pay levels through recruitment of under-represented institutions and businesses such as medical, office, educational and fabrication facilities.
Action SP-12	Promote job training that increases people’s ability to get living wage jobs with a particular emphasis on empowering women, minorities and small businesses.
Action SP-13	Work with businesses to support and invest in their employees through good benefits and pay.
Goal SP-3	Build critical mass by leveraging partnerships and investments to catalyze public and private development on key catalyst sites such as those shown in Figure 69.
Action SP-14	Prioritize and focus City business recruitment efforts to attract partners to co-locate and develop catalyst sites in support of the plan vision.
Action SP-15	As part of future updates to implement the Subarea Plan, adopt catalyst site development criteria to ensure that sites are re-integrated into the urban fabric to maximize vehicular and pedestrian access and circulation, site visibility, building street relationships and integration of

	sites, buildings and uses with adjacent properties. Building placement and access on catalyst sites should be designed to serve both perimeter and internal street relationships.
Action SP-16	Prioritize City investments that increase access and value to catalyst sites, including utilities and infrastructure investments that can leverage additional improvements.
Action SP-17	Use streetscape and transportation improvements to promote growth such as new street connections to provide access to development sites, street connections improving I5 access, and providing High Capacity Transit.
Action SP-18	Advocate for financing mechanisms for streetscape and infrastructure improvements such as impact fees, fee in lieu of and latecomer fees that can increase predictability, bring about improvements more quickly, and catalyze growth.
Action SP-19	Build key roads in the area to establish urban form in the Mall, Northwest and Lincoln Heights Districts.
Goal SP-4	Form a team of high level leaders from the public and private sectors that will promote and enable implementation of “Mixed-use Town Center” with phased, multi-party implementation projects over the long term.
Action SP-20	Establish a plan to develop partnership with the Simon Properties Group, large land owners, public agencies (Tacoma Mall owner) and other partners for longer term planning and coordination of infrastructure and other improvements.
Action SP-21	Look for opportunities to partner to attract public and private investment.
Action SP-22	Form a multiparty team to lead a coordinated, specific area-based, multi-stakeholder approach to improve locations, harnessing the skills, experiences and resources of those in the private, public and voluntary sectors.
Action SP-23	Identify a leader within the City of Tacoma to lead Mall revitalization, redevelopment and coordination with partners over a period of several years.
Action SP-24	Develop a strategy for recruiting specific business types that can strengthen and diversify employment, retail and services markets to in Districts and to support daily living.
Action SP-25	Recruit key land uses and businesses to support transit-oriented development in the future High Capacity transit station area.
Action SP-26	Take advantage of topography and District shape to create a distinctive place: Explore the potential for development of a “grand staircase” walking connection between the Northwest District and South Tacoma Way, as shown in Figure 3, Illustrative Vision Plan. Exploration should focus on the potential mutual benefits that could be derived.

Chapter 10 – Utilities & Services

VISION: *Utilities and other public services are provided concurrent with growth to reliably support the development patterns and community character envisioned for the Tacoma Mall Neighborhood.*

Goal US-1	Ensure availability of utilities at appropriate levels of service to support the Neighborhood’s existing and planned development.
Action US-1	Update the Tacoma Municipal Code and procedural guidance to require that utilities and utility service plans for public and private development be adequate to support future planned growth and zoning growth capacity in the Tacoma Mall Neighborhood.
Goal US-2	Minimize impacts on adjacent properties and open spaces associated with the siting, development and operation of utility services and facilities.
Action US-2	For new development requiring improvements within the public right-of-way, require existing and new Tacoma Power distribution lines to be undergrounded by the developer, whenever feasible.
Action US-3	Revise standard plans to show how co-location of facilities, such as towers, poles, antennae, substation sites, trenches and easements and rights-of-way are to be located and in accordance with prudent utility practices.
Action US-4	Revise standard plans to show how multiple public use opportunities for utility corridors and facilities, such as pedestrian facilities, open spaces, or other land uses that benefit local residents, employees, and visitors.
Action US-5	Revise the City’s development regulations to require new two-family, three-family and townhouse developments to provide adequate space for storage of solid waste containers in a consolidated location, and direct street access for solid waste pickup, and if needed space for a shared commercial type waste collection service.
Action US-6	Revise the Tacoma Municipal Code to require that utility service for new two-family, three-family and townhouse development be designed to minimize the visual impact of the utilities.
Goal US-3	Coordinate with public service providers within the Tacoma Mall Neighborhood to ensure that they meet performance standards to support a complete neighborhood.
Action US-7	Begin working with public service providers to monitor the level of public services specifically in the Tacoma Mall Neighborhood, and work with providers to address any identified shortfalls based on their performance standards.
Action US-8	Coordinate with public service providers to ensure that any plans for new fire, police, school or park facilities in the neighborhood take advantage of opportunities to support the goals of the Subarea Plan.
Action US-9	When major new public projects are planned for the neighborhood, such as a consolidated transit center, consider opportunities for public services providers to be co-located in these facilities.
Goal US-4	Maximize the benefits derived from publicly owned sites and facilities by promoting their placemaking potential.
Action US-10	Assess the potential for joint use, beautification, public art, or eventual redevelopment of public sites within the neighborhood while ensuring that the public utility and service functions are fully met.

Chapter 11 – Implementation

VISION: *Early strategic investments in neighborhood infrastructure, establishment of partnerships and neighborhood branding will foster phased growth and development that builds momentum to achieve the Subarea Plan vision for this regional growth center.*

Goal IMPL-1 **Develop a sustainable funding strategy that draws from multiple sources for various aspects of the plan in support of achieving the neighborhood vision.**

Action IMPL-1 Analyze potential funding strategies as part of a community discussion, including consideration of new approaches such as impact fees. Develop a funding strategy that increases resources dedicated to capital projects and other Subarea Plan actions.

Action IMPL-2 Develop a funding source for City funding for construction of new connections under the Large Parcel Connectivity Requirement.

Action IMPL-3 Adopt an ordinance that would enable the City to recover expenses associated with preparation of the Subarea Plan EIS through fees on development that occurs in the Tacoma Mall Neighborhood, consistent with Revised Code of Washington 43.21C.420(6).

Action IMPL-4 Analyze the potential to create an impact fee program, as well as other new funding sources and mechanisms, for the Tacoma Mall Subarea projects and implement the most feasible and cost-effective mechanisms.

Goal IMPL-2 **Track and manage performance measures to ensure the plan is relevant in achieving the Neighborhood vision.**

Action IMPL-5 Develop an operational plan to identify departmental roles, staff responsibilities, and frequencies of data tracking for the performance measures identified in this Plan.

Action IMPL-6 Prepare and present a biennial report, in collaboration with the local community, to the City Council in time for making budgetary decisions.

PRIORITY EARLY IMPLEMENTATION ACTIONS

With Plan development and adoption, the City took important first steps to support the Tacoma Mall Neighborhood in becoming a thriving urban center. These steps included:

- Establishment of a vision and goals for the neighborhood through a public process
- Identification and prioritization of implementation actions
- Compliance with state and regional requirements to plan for Regional Growth Centers (RGC)
- Identification of a proposed RGC boundary expansion
- Completion of an up-front (Planned Action) EIS
- Adoption of initial development code updates for consistency with the plan and EIS
- Prioritization of capital projects
- Initiation of coordination with partner agencies
- Engagement with the community

Table I-3. Priority Early Implementation Actions & Prioritization Criteria

Action	Accomplish Necessary First Steps	Support Multiple Goals & Actions	Leverage Investment in Active Markets	Avoid Loss of Key Opportunities	Cost Effective	Support Neighborhood Completeness	Promote Equity & Empowerment	Leverage Capital Project Development
UF-2: Foster District Identities		X	X	X		X	X	X
UF-5: Loop Road Master Plan	X	X		X		X	X	X
LU-6: Maintain & Update Development Regulations	X	X		X	X	X		
LU-8: Outreach on Code Changes		X		X	X		X	
H-9: Monitor Affordable Housing		X		X	X	X	X	
T-22: Sound Transit Stop		X		X		X	X	X
T-34: Integrate Transportation Projects into City's TMP	X	X		X		X	X	X
T-35: Pursue Funds for Transportation Projects	X	X		X		X	X	X
E-1: Implement Area-wide Stormwater Strategy	X	X		X		X	X	X
E-7: Revise Stormwater Code	X	X		X	X	X	X	
E-10: Increase Tree Cover on Neighborhood Perimeter		X			X	X	X	
E-14: Promote Use of TDR		X	X	X	X			X
CN-12: Madison School Site		X		X		X	X	
CN-13: Steering Committee	X	X	X	X	X	X	X	X
CN-23: Improve Safety		X		X		X	X	
CN-24: Consider New Parks Level of Service Standards	X	X		X	X	X	X	X
CN-25: Consider New Parks Planning Principles	X	X		X	X	X	X	X
CN-26: Collaboration with Metro Parks & Other Parks Partners	X	X		X	X	X	X	X
CN-27: Long Range Parks Plans		X		X		X	X	X

Action	Accomplish Necessary First Steps	Support Multiple Goals & Actions	Leverage Investment in Active Markets	Avoid Loss of Key Opportunities	Cost Effective	Support Neighborhood Completeness	Promote Equity & Empowerment	Leverage Capital Project Development
SP-1: Community Engagement to Retain Local Businesses	X	X	X	X	X	X	X	X
SP-14: Business Recruitment	X	X	X	X		X	X	X
SP-20: Partnerships Plan	X	X	X	X	X	X	X	X
SP-22: Multiparty Team		X	X	X	X	X	X	X
SP-23: City Lead for Mall	X	X	X	X	X	X	X	X
U-5: Revise Multifamily Solid Waste Storage Regulations					X	X	X	X
U-6: Revise Multifamily Solid Waste Visual Impact Regulations					X	X	X	X
U-7: Monitor Levels of Public Services		X	X	X	X	X	X	X
U-10: Joint Use of Public Sites		X	X	X	X	X	X	X
IMPL-1: Funding Strategies	X	X		X	X			X
IMPL-2: Connectivity Requirement	X	X	X	X				X
IMPL-3: Recover Subarea Plan and EIS Preparation Expenses			X		X			X
IMPL-5: Performance Tracking		X			X		X	
IMPL-6: Biennial Report		X		X			X	

ATTACHMENT 2: Phase 1 Code Changes Summary

Tacoma Mall Neighborhood Subarea Plan & EIS

4. Land Use and Zoning

Appendix LU-1, Development Code Recommendations – **DISCUSSION DRAFT**

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I. Introduction

Draft recommendations for amendments to Tacoma’s development regulations were prepared as part of the subarea planning process as described in the **Land Use Chapter** of the Tacoma Mall Neighborhood Subarea Plan. The development regulations contained in the Tacoma Municipal Code include land use and zoning designations which control the types of land uses that can be built in specific areas, as well as development standards that direct certain aspects of the design and site planning for proposed development. This appendix is intended to provide a detailed description of the proposed changes outlined in the Subarea Plan.

The recommendations are sorted into two phases with Phase 1 recommendations planned for adoption with the Subarea Plan, and more comprehensive Phase 2 recommendations planned for consideration as part of future community discussions after Subarea Plan adoption. Phase 1 recommendations include high priority changes to City Code needed to ensure that immediate term development actions would be generally consistent with the Subarea Plan and would not preclude future implementation actions.

Phase 2 recommendations would further enhance the City’s capacity to guide growth consistent with the Subarea Plan vision, and would require additional review and public engagement within the Subarea, or would call for a broader city-wide policy discussion. Whether part of an official Phase 2 for this Subarea or not, other initiatives currently under consideration would also promote and further implement the Subarea Plan vision. These include enhancing the City of Tacoma’s design review capacity and further review and potential updates to the City’s design standards.

DISCUSSION DRAFT – *Staff recommendations for code changes are still at a draft stage. Staff are seeking the Commissions initial guidance on the issues and general direction to inform ongoing code development.*

Proposed Phased 1 Code Changes

- Minor revisions to existing Mixed Use Centers code (X zones); and,
- High priority provisions to put in place basic enhancements to existing zoning intended to prevent development in the near term that would preclude longer term implementation of the Tacoma Mall Neighborhood Subarea Plan vision.

Phase 2 – Future Relevant Regulatory Initiatives

- Urban Design Studio - development of new citywide Design Review process
- Consideration of a consolidated Tacoma Mall Regional Growth Center code section
- Consideration of a Tacoma Mall Neighborhood Hybrid Form-based Code

II. Intent and Organization of the Regulatory Approach

The existing Mixed Use Centers code (X Districts) contains requirements that apply to both existing business districts with mature urban forms, and shopping centers where markets still primarily support the current dispersed use auto-oriented pattern. Due to the specific conditions in the Mall Neighborhood, some updates and new regulatory tools are appropriate.

The proposed land use regulations identified here are intended to implement the Subarea Plan vision, enable development of neighborhood structure elements and enact other Subarea Plan recommendations that require a legal basis in code. The Land Use Chapter of the Subarea Plan articulates the background, intent and policy direction which is further described in this Appendix.

The code recommendation language in this document is intended to be specific enough to clearly convey intent and provide the basis for drafting of proposed Phase 1 code language. The description of proposed Phase 2 changes is intended to be introductory in nature.

Phase 1 Code Changes

Phase 1 code amendments would be adopted with the Subarea Plan to put in place enhancements to existing zoning intended to prevent development in the near term that would preclude longer term connectivity, provide options for large site integration, and address specific development standard issues. These high priority changes to existing zoning are intended to ensure that immediate term development actions would be generally consistent with the Subarea Plan and would not preclude implementation of future implementation actions.

The development regulations that were in place for the Tacoma Mall Neighborhood prior to adoption of the Subarea Plan are described in the Environmental Impact Statement for this Subarea Plan.

Phase 1 Code Changes fit within the structure of the existing Mixed-Use Centers zoning framework. Some of the Phase 1 code changes were applied specifically within the Tacoma Mall RGC. Others were deemed to be minor in scope and generally appropriate for similar neighborhoods, and were applied to Mixed-Use Centers Districts generally. The proposed Phase 1 Code changes are summarized below.

NOTE: The proposed Connectivity Requirement will be the focus of the January 18, 2017 Planning Commission meeting and is not addressed in this document at this time.

Phase 2. Future Regulatory Changes

Citywide Urban Design Studio Process

City initiatives currently underway will build upon the Phase 1 code changes and further enhance the City's capacity to guide development to be consistent with the Subarea Plan vision. These are likely to occur sooner than consideration of a new zoning designation for the Tacoma Mall Neighborhood Subarea as described above. Furthermore, the development of a new zoning designation for the Subarea is predicated on enhancing the City's design review capacity.

To that end, the Planning and Development Services Department (PDS) has initiated discussion of an Urban Design Studio policy initiative which will consider options to develop the City's capacity to guide design as part of development review. An enhanced City design review process would likely be applicable more broadly, and would likely be an effective tool to implement the design and neighborhood structure direction of the Subarea Plan.

Since the Phase 1 code review was a focused effort on the Mall Neighborhood, it was generally not intended to address citywide issues or to engage with stakeholders on that level. As part of the Urban Design Studio initiative, it is anticipated that additional review of design standards for residential, commercial, mixed-use and/or industrial development will take place.

A Consolidated Tacoma Mall Neighborhood Regional Growth Center Code Section

Though outside the current scope of work, the City may consider a code reorganization to consolidate code sections pertinent to the Tacoma Mall Neighborhood Subarea in the future. Currently, regulations pertaining to the Mall Neighborhood are contained within the Mixed-Use Center code (TMC 13.06.300), and various other sections governing design, infrastructure, parking, landscaping and other topics. Yet the Tacoma Mall Neighborhood is distinct from other Mixed-Use Centers since it, like Downtown, is a Regional Growth Center. Some regulations apply differently to the Mall Neighborhood RGC than to other Mixed-Use Centers, and with the adoption of the Phase 1 Code Changes, these distinctions are increasing. For instance, most of the Mall is currently designated as Urban Center Mixed-Use (UCX) District. With the Phase 1 Code Changes, the UCX District is being further refined into two tiers (the UCX Core and UCX Transition areas).

The City is currently engaged in a separate Unified Development Code (UDC) effort to reorganize the Tacoma Municipal Code's sections related to development to make it more logical and easier to use. As part of this effort, the City should consider consolidating regulations pertaining to the Tacoma Mall Neighborhood Regional Growth Center into its own section in a similar manner to the Downtown Tacoma code (TMC 13.06A).

A Separate Tacoma Mall Zone

In the future, the City may consider developing a separate zoning approach specifically tailored to the Tacoma Mall Neighborhood. The current Mixed-Use Centers (X District) Code is designed to apply to fifteen designated Mixed-Use Centers. The code is most successful in guiding infill to maintain and strengthen neighborhood form and consistency in centers with established traditional neighborhood business districts, such as Proctor, 6th Avenue or the Stadium District. In the Centers with shopping centers or a more auto-oriented form, the code provides for mixed-use infill development that will help transform the urban form to a more walkable, mixed use area over time.

The Tacoma Mall Neighborhood Regional Growth Center, nearly a square mile in land area including the proposed expansion area, is the largest center where the X District code applies, and the code is less applicable. First, the code is design to affect individual site development and was not written to provide the level and scale of urban structure needed in the Tacoma Mall neighborhood and doesn't include that level of guidance. If the current code were to be used for more extensive, comprehensive updates, the code structure would locate provisions throughout separate existing and new sections which could make it more challenging to get a comprehensive understanding of how the elements are intended to work together to create the whole.

A hybrid form-based code vehicle for a Tacoma Mall Neighborhood-specific code would enable more cohesive district-based development by illustrating and integrating the public and private realms through development standards into one code. Form-based codes typically place emphasis on form (how and where development occurs) to achieve more area-wide cohesion and less emphasis on land use. Form-based codes can better deliver desired results and are simpler to administer because they include all of the urban design elements (land use, street network, parks and public places, connectivity and frontage requirements and building design standards) in one place. A regulating plan typically is the overarching guide that illustrates how the code elements fit together. A hybrid form-based code approach would enable the City to facilitate a more cohesive urban form that integrates buildings, sites, streets and public places, and to support a more modern, contemporary Northwest architecture.

III. Proposed Phase 1 Code Changes

1. Connectivity Requirement

MATERIALS FOR THIS TOPIC ARE UNDER DEVELOPMENT AND WILL BE PROVIDED FOR THE JANUARY 18TH PLANNING COMMISSION MEETING.

2. Zoning District Boundary & Height Changes

Issue:

During the planning process, several key concepts emerged which suggested that zoning changes could provide more direction to neighborhood development. These concepts have been integrated into zoning district boundary and height changes summarized below. The background and policy intent are in the Subarea Plan **Land Use and Urban Form Chapters**.

See the Existing Conditions Map, and [Map 6: Proposed Zoning and Intensities](#)

The proposals would accomplish the following:

- Manage transitions and focus growth by establishing high, medium and low intensity areas
- Establish two residential enclaves
- Incorporate a light industrial area into the Regional Growth Center
- Limit residential development in close proximity to Interstate 5 due to air quality concerns
- Establish a neighborhood mixed-use node within the Madison District

Recommendation:

- Adopt proposed zoning and height changes as depicted on Map 6. Proposed Zoning

Four Mixed-use zoning districts would apply within the Subarea (for more information visit www.cityoftacoma.org/planning and select Zoning Reference Guide):

- Urban Center Mixed-Use (UCX)
- Neighborhood Commercial Mixed-Use (NCX)
- Urban Residential Mixed-Use (URX)
- Commercial Industrial Mixed-Use (CIX)

These zoning changes would:

- Retain most of the area currently zoned Urban Center Mixed-Use (UCX) within that zoning district, with the following modifications:
 - Establish two UCX height tiers:
 - Higher intensity (core) areas to retain the current zoning height limits – 75 feet by right / 120 feet through optional height bonuses (75/120 ft)
 - Lower intensity (transition) areas height reduced to 65 feet by right / 75 feet with height bonus (65/75 ft)
 - Prohibit residential land uses in the UCX District in proximity (approximately 400 feet adjusted to follow parcel lines) to Interstate 5
- Incorporate the adjacent industrial transition area into the Tacoma Mall RGC and rezone it from Light Industrial (M-1) to Mixed-Use zoning districts
 - Rezone the western boundary of the Madison District to UCX (65/75 ft)
 - Rezone the northern and western boundary of the Northwest Quadrant to CIX (65/75 ft) and to CIX (65/120 ft)
 - Rezone the area north of S. 35th St (Pierce County Annex site) to UCX (65/75 ft) and CIX (65/75 ft)

NOTE: The CIX District allows most or all of the uses permitted in the M-1 District. The key differences between the two zones are that CIX also allows residential uses and has additional design standards.

- Rezone the residential core of the Lincoln Heights District from UCX to Urban Residential Mixed-Use (URX) with a height limit of 45 feet by right and 65 feet through height bonuses (45/65 ft)
 - Limits land uses to residential
 - Reduces height from the current 75/120 ft
 - Reduces minimum residential density from 30 to 25 units per acre
 - Creates some land use non-conformities (along the eastern boundary)

- Rezone the majority of the Madison District from Residential Commercial Mixed-Use (RCX) to URX
 - Limits land uses to residential
 - Reduces height from the current 60 feet to 45 feet
 - Reduces minimum residential density from 30 to 25 units per acre

- Rezone an approximately 2-acre area of Madison District from RCX to NCX
 - Permits a range of residential, commercial and mixed-use land uses
 - Reduces height from the current 60 feet to 45 feet

3. Land Use Table Modifications

Issue:

Several refinements are proposed to the City’s current list of permitted land uses allowed within the zoning districts located within the Tacoma Mall Neighborhood. These proposals are primarily intended to allow more flexibility in the UCX District to consider certain land uses which could potentially be compatible with appropriate site and design.

Recommendations:

- Allow City discretion to consider certain land uses which are currently either Permitted or Not Allowed in the UCX District, by making them Conditional Uses.
- Add the UCX District to the current NCX and CCX Districts prohibition of certain uses at street level along frontage of designated Core Pedestrian Streets.
- Prohibit surface-only Commercial Parking Facilities within the UCX District.
- Prohibit residential land uses within the proposed Commercial-only area of the UCX District.

NOTE: These changes were crafted to avoid making existing uses non-conforming.

Table 1. Proposed Land Use Changes. (13.06.300.Table 3)

	NCX		UCX		CIX		URX		Notes
	Ex.	Pro	Ex.	Pro	Ex.	Pro	Ex.	Pro	
Building materials and services	N	N	P	CU	P	P	N	N	Retain current prohibition at street level along frontage of designated core pedestrian streets.
Commercial Parking Facility	P	P	P	P	P	P	N	N	Add UCX District to the current NCX and CCX Districts prohibition at street level along frontage of designated core pedestrian streets. Add prohibition of stand-alone surface commercial parking lots within the UCX District.
Dwellings (all types)	P	P	P	P*	P	P	P	P	* Add prohibition of residential uses within the Commercial only area of the UCX within proximity of Interstate 5.
Microbrewery / winery	N	N	N	CU	P	P	N	N	Microbreweries shall be limited to 15,000 barrels per year of beer, ale, or other malt beverages, as determined by the filings of barrelage tax reports to the Washington State Liquor Control Board. Equivalent volume winery limits apply.
Research and development industry	N	N	N	CU	P	P	N	N	
Self-storage	N	N	P	P	P	P	N	N	Add UCX District to the current NCX and CCX Districts prohibition at street level along frontage of designated core pedestrian streets.
Transportation / freight terminal	N	N	P	CU	P	P	N	N	Add UCX District to the current NCX and CCX Districts prohibition at street level along frontage of designated core pedestrian streets.
Vehicle service and repair, industrial	N	N	P	CU	P	P	N	N	Subject to additional development standards contained in Section 13.06.510.E. Add UCX District to the current NCX and CCX Districts prohibition at street level along frontage of designated core pedestrian streets.
Warehouse, storage	N	N	N	CU	P	P	N	N	Add UCX District to the current NCX and CCX Districts prohibition at street level along frontage of designated core pedestrian streets.
Warehouse or distribution	N	N	N	CU	P	P	N	N	Add UCX District to the current NCX and CCX Districts prohibition at street level along frontage of designated core pedestrian streets.

4. Development Regulation Agreements

Issue:

When large parcels are redeveloped, there are significant potential impacts and opportunities to promote the vision for the Tacoma Mall Neighborhood. Key considerations would include planning for a circulation system for vehicles and pedestrians that integrates with existing and planned neighborhood circulation and incorporates pedestrian-oriented design.

Tacoma's Development Regulation Agreement (DRA), currently available primarily within the Downtown Regional Growth Center, is a regulatory tool crafted to allow that flexibility. The DRA establishes an optional process for large developments to get flexibility in exchange for specified public benefits.

Recommendation:

Allow DRA's in the Tacoma Mall Neighborhood RGC to provide options for larger parcels to propose developments incorporating alternative approaches meeting and exceeding the Subarea Plan and code intent regarding connectivity, land use and design, and modify the DRA criteria to address the Tacoma Mall Neighborhood Subarea Plan vision.

Specifically, the changes would modify TMC 13.05.095 Development Regulation Agreements as follows:

- Allow DRA's within the Tacoma Mall Neighborhood Subarea for sites at least four acres in size with an overall project Floor Area Ratio of at least 0.5.
- Tailor the DRA review criteria to fit the circumstances within the Mall Neighborhood.
 - The existing criteria award points for public benefits including:
 - Balanced economy
 - Sustainability
 - Quality urban design
 - The proposal would add a fourth category titled "Achieving vitality in the Tacoma Mall Neighborhood" awarding points for features addressing Subarea Plan priorities, potentially including:
 - Enhanced site connectivity utilizing alternative connectivity standards
 - Provision of public gathering spaces (e.g., for markets, events, festivals)
 - Creation of a destination commercial or mixed-use development
 - Neighborhood-serving amenities or services such as (e.g., grocery store, medical clinic, community center)
 - Landscaping, pedestrian paving and site features and amenities that demonstrably exceed those required in the code for parking lots, sidewalks, pedestrian walkways and site development
 - Distinctive modern, contemporary signage that contributes to the identity of the subarea

5. Minimum Floor Area Ratio Requirement for Core Streets

Issue:

The Plan calls for higher intensity development within core areas. While existing zoning directs the overall intensity of residential development through the mechanism of minimum density requirements, it does not address commercial and mixed-use densities. The purpose of this provision is to begin to transition land use and site development formats away from low-density, auto-oriented development in areas designated for higher intensity development.

Recommendation:

Establish a minimum 0.5 floor area ratio (FAR) requirement for developments within the UCX High Intensity (75/120 ft) area and located on designated Pedestrian Streets. Floor area ratio (FAR) is the amount of floor space developed on a parcel compared to the size of the property. A FAR of 0.5 would require that the total building square footage be at least half the total site area.

For context, Tacoma currently requires a minimum FAR of 1.0 within the Downtown Commercial Core (DCC) Zoning District. Within other communities where market conditions are different, FAR requirements can be substantially higher (e.g., Bellevue requires minimum FAR's of 3.0 to 5.0 in certain urban districts).

While an FAR of 0.5 is not that high, it represents a significant increase when compared to the existing development pattern within the Subarea. This requirement would require design approaches with relatively less surface parking and/or incorporation of multi-story buildings.

6. Pedestrian Streets Designations

Issue:

Walkability and the quality of the pedestrian environment are priorities in the Subarea Plan. Building design, façade details and orientation to the public right-of-way play a major role. Street design and building design work together to shape the pedestrian environment. Current conditions reflect auto-oriented streets and site development patterns. The subarea planning process is an opportunity to designate which streets should be more pedestrian-oriented.

The City of Tacoma’s Mixed-Use Centers code includes provisions for designating a hierarchy of pedestrian streets (TMC 13.06.300.C). The purpose is to identify those streets which are priorities for a higher quality pedestrian environment and to increase the design requirements for development proposals located those streets. Development on Pedestrian Streets must meet additional building and site design features that enhance the pedestrian environment and has some use restrictions.

- Pedestrian Streets: Key streets in the development and utilization of Tacoma’s mixed-use centers, due to pedestrian use, traffic volumes, transit connections, and/or visibility. They are designated for use with certain provisions in the mixed-use zoning regulations, including use restrictions and design requirements, such as increased transparency, weather protection and street furniture standards.
- Core Pedestrian Streets: A subset of the “pedestrian streets” for use with certain additional provisions.

Recommendation:

Consider designation of some or all of the following streets within the Subarea as Pedestrian Streets, and designation of the most prominent pedestrian corridors/gateways as Core Pedestrian Streets (*see Map #65. Proposed Pedestrian Streets*):

- Pedestrian Streets
 - CURRENT:
 - South 47th/48th Transition Street
 - South Steele Street
 - PROPOSED:
 - South Steele Street north of S 37th Street
 - South 47th/48th Transition Street
 - South 35th Street east of Pine Street
 - South 36th Street between Lawrence and Pine Streets
 - Pine Street from South 36th to South 47th Street
 - South Cedar Street between South 36th and South 40th Streets
 - South Lawrence Street between South 36th and South 40th Streets
 - Tacoma Mall Boulevard north of South 48th Street
- Core Pedestrian Streets
 - CURRENT: None designated
 - PROPOSED:
 - Steele Street south of S. 37th Street
 - S. 38th Street between South Tacoma Way and S. Steele Street
 - Future extension of S. 45th Street from Pine to Steele Street

This recommendation would enable more cohesive street level pedestrian development on the main east/west and north/south thoroughfares, which are strong retail destinations, as well as on the mixed-use segments of the Loop Road. The Core Pedestrian Streets designation would apply to the primary gateways into the neighborhood – S. 38th Street and the Mall District segment of the Loop Road and would ensure that development supports an attractive, urban appearance.

7. Drive-Through Design Standards

Issue:

The Subarea Plan calls for more intensive use of land, reduction of the emphasis on cars and enhancements to the pedestrian realm. In contrast, drive-throughs are typically developed at low intensity levels with most of the site devoted to drive aisles and surface parking, to emphasize auto usage, and to increase the frequency of vehicles crossing sidewalks. However, with some regulatory direction drive-throughs can be integrated into more intensive site plans that better fit the Subarea Plan vision.

Regulations for drive-throughs are inter-related with two other Phase 1 code changes – Pedestrian Streets designations, and Floor Area Ratio designations along designated Pedestrian Streets:

- The City's existing Drive-through code requirements (TMC 13.06.513) requires three additional site design requirements for drive-throughs located on designated Pedestrian Streets: 1. Direct drive-through connections to Pedestrian Streets are prohibited; 2. Driveways must be 150 feet from transit stops; 3. Exterior drive-through windows may not face Pedestrian Streets. Therefore, designation of additional Pedestrian Streets (discussed above) will increase drive-through design requirements somewhat.
- If a 0.5 Floor Area Ratio requirement along designated Pedestrian Streets is adopted (discussed above), this would require a different site planning approach. Existing drive-throughs sites are mostly paved parking, driveways and drive aisles and are well under that FAR. Instead, drive-throughs could be designed and integrated into more intensive site plans with less paved area and/or the incorporation of multi-story buildings.

In addition, the Drive-through Code creates a hierarchy of design standards, with the most stringent requirements applicable in Downtown Tacoma where drive-throughs and stacking lanes must be located entirely within buildings. A less stringent requirement could be applied to the Mall Neighborhood Subarea – such as requiring that drive through stacking lanes adjacent to the building be partially enclosed within a decorative or vegetated building or trellis structure.

Recommendations:

- Utilize the designation of Pedestrian Streets and the proposed 0.5 FAR on designated Pedestrian Streets to shift drive-throughs to a more urban development pattern. If adopted, these two code changes would shift future drive-throughs to a more urban development pattern.

- Consider increasing drive-through requirements within the Core UCX District on designated Pedestrian Streets to require that service areas and stacking lanes adjacent to the building be partially enclosed within a decorative or vegetated building or trellis structure.

8. Townhouse & Multifamily Design Standards

Issue:

Since the Tacoma Mall area was designated as a Growth center in 1995, the majority of development has been residential including townhouse, lower scale multifamily and more recently mid-rise multifamily. Community concerns about some of the design outcomes has been a constant during that period. The City has made several code changes to address specific design issues. This package of proposed code changes is intended to address newly identified design issues primarily for townhouses.

Recommendations:

- Consider the following updates to design standards for townhouses.
- Consider one update to multifamily design standards within X Districts.

The proposal would modify the City's existing townhouse design standards to promote consolidated locations for garbage collection and to enhance requirements for pedestrian entrances and design features oriented toward the street. These changes are intended to better integrate townhouses into the Tacoma Mall Neighborhood and to reduce visual clutter.

Multifamily – consider how transition will occur. Through UDC design review, recognize overall need for design and zoning standards – slowly moving towards building type design standards. Avoid bad outcomes, not a holistic look yet. What asked for last year, vs. now, vs. what's coming...

TOWNHOUSES:

- Clarify design intent
 - Add intent language (e.g., reflect patterns and rhythms present in the neighborhood, material, needs to be reflective of historical design patterns, or a desired future design character).
 - Add pictures or graphics to illustrate the intent
- Street orientation and relationship
 - Strengthen requirements for townhouses to be oriented toward the street, to incorporate street-facing architectural features, and to make an attractive transition to the public right-of-way.
- Garbage and utilities

- Require that applicants demonstrate that garbage and recycling will be managed in an unobtrusive manner and that Solid Waste has been consulted
- Require that utilities be located in less visible areas
- Alleys
 - For units facing alleys, demonstrate adequate pedestrian access and that alley conditions are conducive to living space. Require additional improvements to alleys to address deficits.
- On site open space
 - Consider whether townhouse open space requirements should be increased
 - Make yard space functional and attractive
- Vehicular access
 - Require that shared vehicular and pedestrian access areas be attractive and safe through distinct paving material for pedestrian pathways or paving that makes it clear that these spaces are for shared access.

MULTIFAMILY:

- Transition area
 - Make the Residential Districts multifamily Transition Areas standard (TMC 13.06.501.D.2.b) applicable in X Districts as well

9. Minimum Residential Density Flexibility

Issue:

Residents in the neighborhood as well as developers have expressed the desire to be allowed to further develop sites where the existing house is to be retained, without being required to meet the minimum density requirement.

The current minimum density in the Madison District is the RCX District minimum of 30 dwelling units per acre. If the rezone to UCX is adopted, the minimum density in the Madison District would be reduced to 25 units per acre. The TMC already allows Accessory Dwelling Units without meeting minimum density requirements.

Recommendation:

- Allow conversion of single family houses to multiple units and construction of a second single-family house on sites without requiring that the minimum density be met.

10. Landscaping

Issue:

Two distinct issues come together to support consideration of additional landscaping requirements particularly in the proposed residential areas of the Subarea. First, the Plan calls for tree canopy and increase pervious surface to support environmental goals. Second, the proposal to create residential enclaves suggests that additional green features should be considered to ensure that the areas are livable.

Landscaping requirements within the UCX and RCX Districts currently include the following:

- Parking Lot landscaping
- Street trees for developments excepting 1, 2 and 3 family
- Overall site landscaping percentage for...
- Buffering for lower intensity zoning districts
- Foundation planting

Recommendations:

- Extend street tree requirement to include 1, 2 and 3 family development
- Extend the canopy coverage requirement currently applicable to multifamily in other districts to the URX District within the Subarea
- Consider extending the foundation planting requirement to townhouses

11. Driveway & Parking Lot Standards

Issue:

The Subarea Plan calls for actions that would make the area more attractive for walking and less auto-oriented, while still accommodating vehicles of all types. To accomplish this, existing conditions and requirements for surface parking lots should be revisited to promote walkability.

Recommendation:

- Consider options for surface parking lot standards that would limit the overall area and/or shorten walking distances between parking and buildings by integrating building sites within the parking area, additional landscaping and pedestrian pathways or other means.

12. South Tacoma Groundwater Protection District Code Updates

Issue:

The Subarea Plan includes an area-wide stormwater management strategy based largely on stormwater infiltration within the Subarea, when soil and other conditions are appropriate. This approach is becoming standard for the City of Tacoma and is a cornerstone of the current Stormwater Management Manual.

The code section governing the South Tacoma Groundwater Protection District (TMC 13.09) was last updated substantively about ten years ago. Since that time there have been significant advances in the review processes that public agencies utilize for development within the STGPD, as well as advances in Green Stormwater Infrastructure approaches. While the code does allow stormwater infiltration in the STGPD, the wording and terminology are out of date.

The City staff have coordinated with the Tacoma Pierce County Health Department and TPU Water to draft minor revisions to clarify current regulations pertaining to stormwater infiltration within the STGPD. Special attention was paid to ensuring that the intent of the STGPD of protecting the South Tacoma Aquifer will fully be met.

Recommendation:

- Adopt updates to TMC 13.09 to clarify regulations, terminology and review processes for stormwater infiltration in the STGPD.

13. Updates to the City's Environmental Code

Issue:

The Subarea Plan up front Environmental Impact Statement (EIS) approach shifts environmental review under the State Environmental Policy Act (SEPA) from the project level to the Plan level. As part of that process, some updates are called for to the City's Environmental Code (TMC 13.12). The updates are intended to ensure that project level review for certain potential impacts, specifically traffic and archaeological resources, can be required at the project level without an Environmental Checklist. This approach was taken as part of the Downtown Subarea Plan/EIS adoptions as well.

Recommendations:

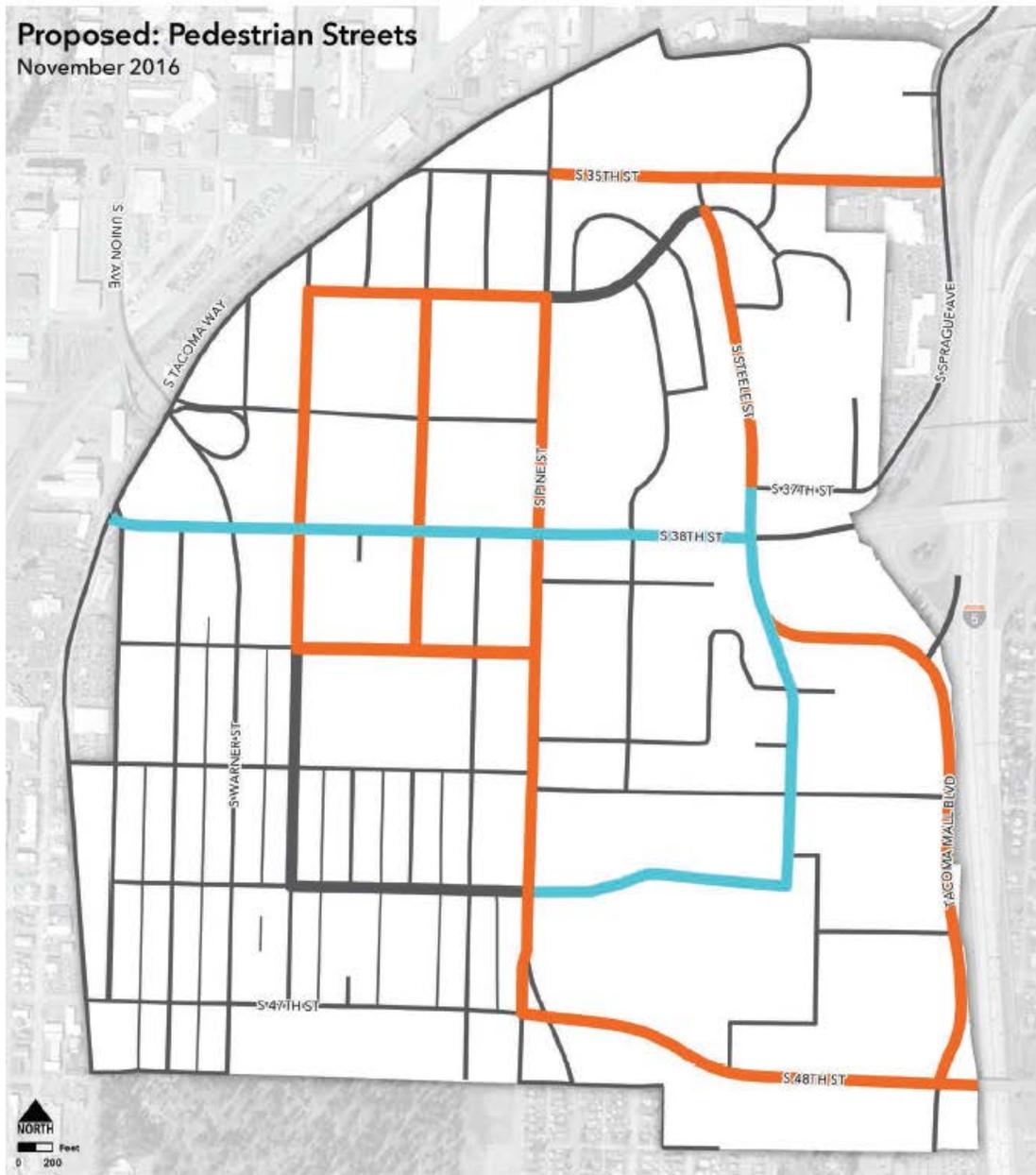
- Update the City's Environmental Code to authorize the City to require assessment of potential impacts at the project level, including the following sections:
 - TMC 13.12.570 Archaeological, Cultural, and Historic Resources
 - TMC 13.12.580 Traffic Impact Assessment
- Consider other updates as necessary if additional issues are identified through the EIS process.

Tacoma Mall Subarea Plan Maps

DRAFT November 28, 2016

Proposed: Pedestrian Streets

November 2016

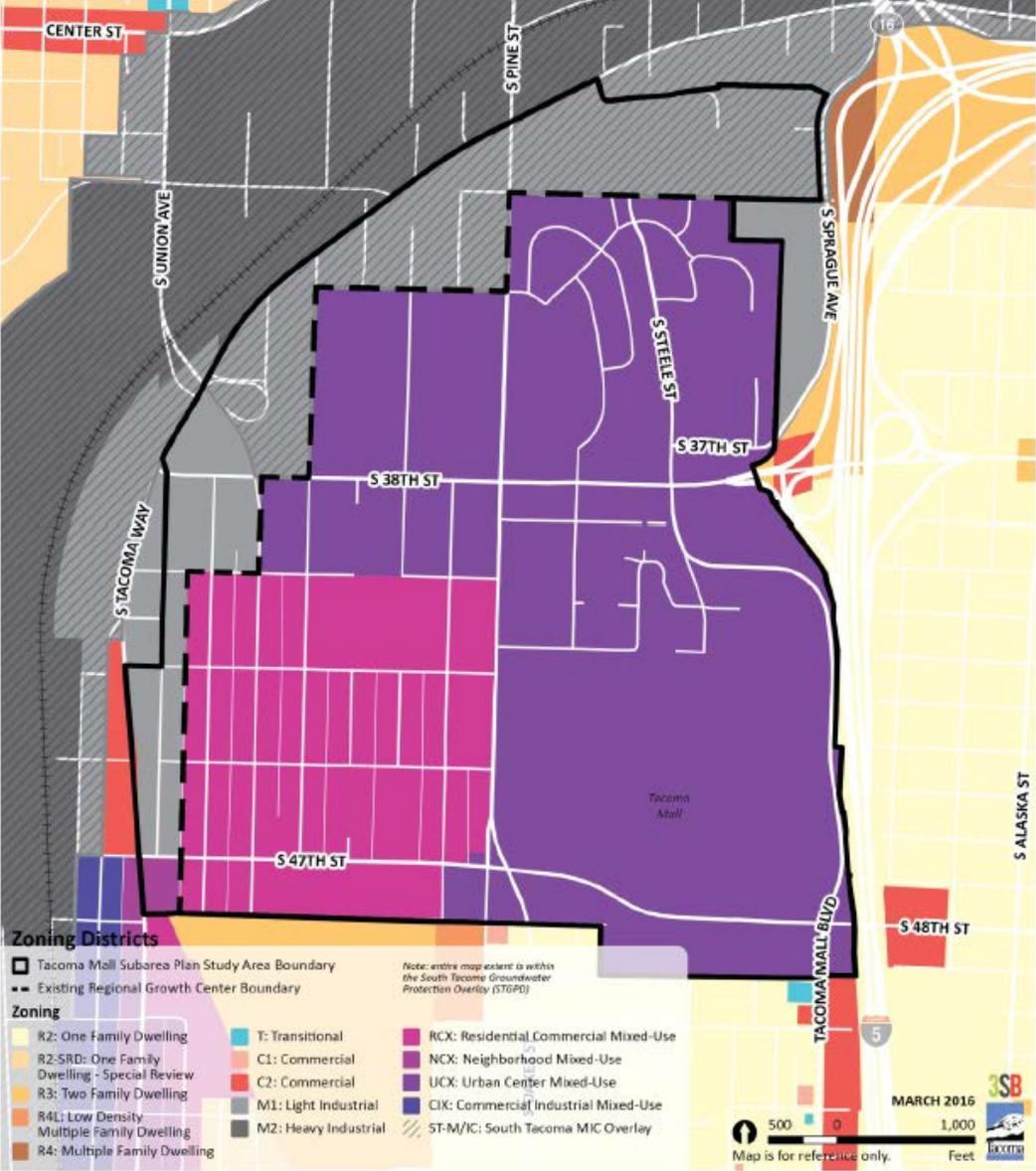


65. Proposed Pedestrian Streets

Existing Zoning Districts

March 2016

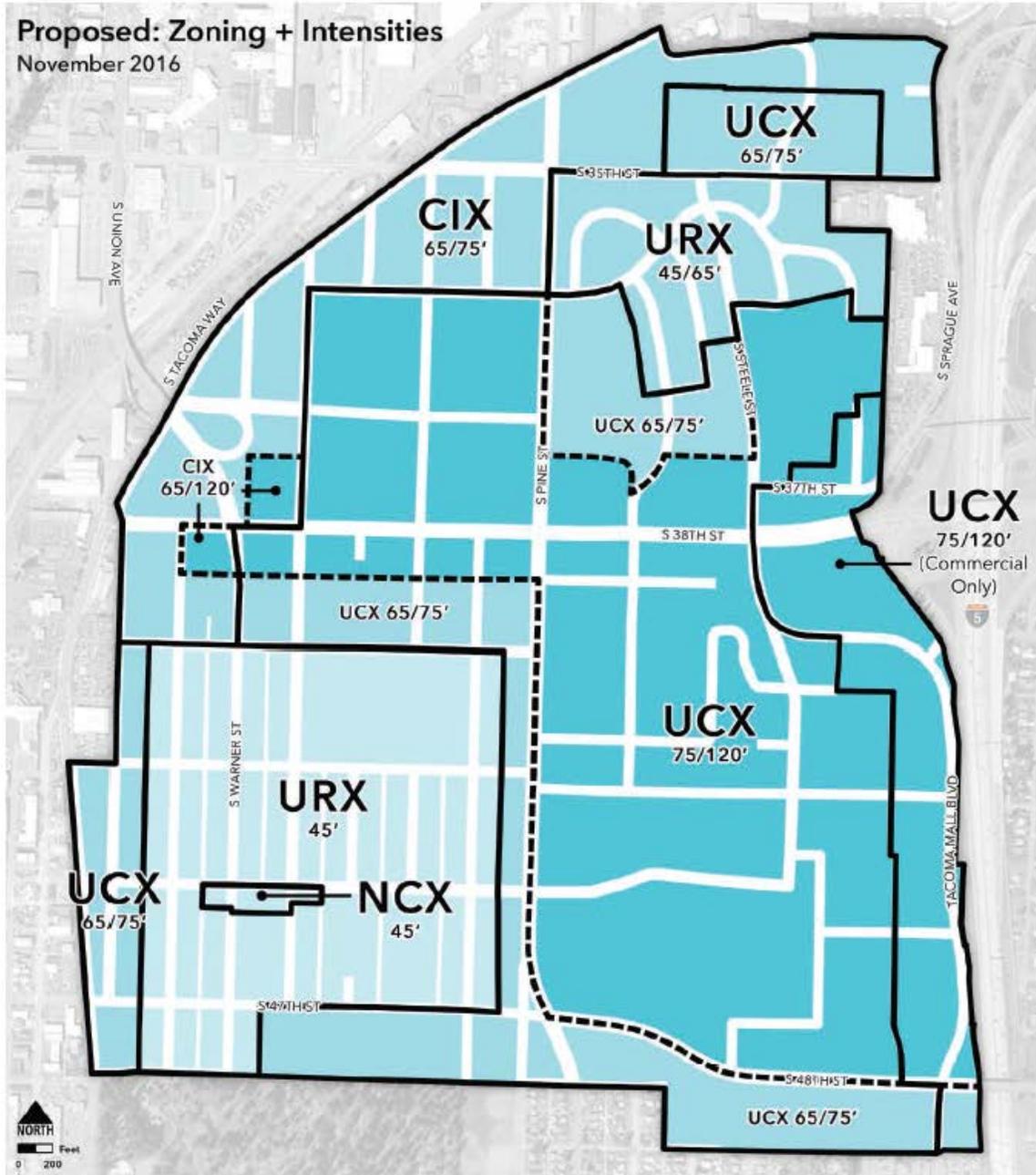
Figure LU-3. Zoning



Tacoma Mall Subarea Plan Maps

DRAFT November 28, 2016

Proposed: Zoning + Intensities
November 2016



LEGEND

- Zoning Boundary
- Height Boundary within Zoning District
- Land Use Intensities
- xx/xx Maximum Base Height/Maximum Bonus Height

6. Proposed Zoning

ATTACHMENT 3: Conceptual Streetscape Corridors

Tacoma Mall Neighborhood Subarea Plan

January 4, 2017

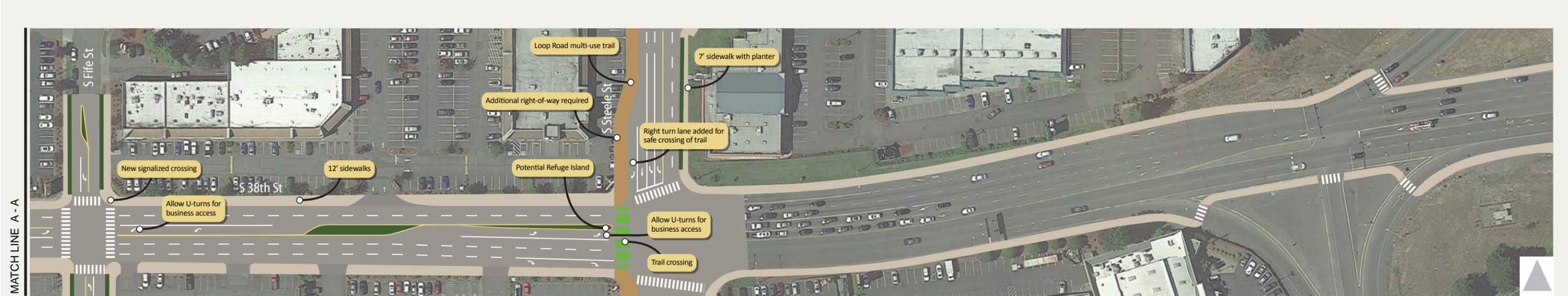
Conceptual Streetscape Corridors

The implementation strategies for this plan place strong emphasis on infrastructure improvements. Public investment in streets and infrastructure projects have been selected for their potential to achieve multiple benefits including transportation, place-making, safety, environmental, long term cost-effectiveness and their function as strategic economic catalysts. One strategy has been to develop concepts for 3 priority corridors selected through the stakeholder engagement and technical analysis process. These projects will be among the first that the City will pursue once the Plan is adopted.

The following section provides conceptual plan and profile views of several key corridors in the Tacoma Mall Area – S 38th Street, S Steele Street/Loop Road, Tacoma Mall Boulevard, and S 43rd Street/Transit Priority Corridor. The streetscape concepts highlight several important design recommendations for key streets in the Tacoma Mall Neighborhood and are an extension of the City's Complete Street Design Guidelines. Specifically, the streetscape concepts focus on the following outcomes:

- Improve the pedestrian environment by providing wider sidewalks, increased landscaping opportunities, and filling in key gaps in the pedestrian network
- Improve the bicycle environment by implementing a mixed-use path along the Loop Road, providing bike lanes on other corridors to connect to nearby neighborhoods, and reducing conflicts between cyclists and vehicles
- Incorporate green stormwater infrastructure
- Provide an improved transit route through the neighborhood
- Improve safety by consolidating driveway access as redevelopment occurs
- Provide additional streets to support higher density development while spreading out traffic to manage congestion

It is important to recognize the conceptual nature of the streetscapes presented in this section. These are intended to serve as a starting point for discussions between the City, property owners, and other agencies. Some of the improvements will require right-of-way and are not likely to be implemented until redevelopment occurs. Additional studies will be prepared to refine the specific designs and the City will closely coordinate with property owners before any access management (medians or curbs) solutions are installed. Key features for each of the corridors are identified on the following maps.





Roundabout may require additional right-of-way
Green stormwater facility

New direct access ramp

Improved pedestrian crossing

New multi-use path (fits right-of-way)

Multi-use path behind vehicle queuing area

Landscaping can be converted into travel lane

Improved pedestrian crossing

S 42nd St

New signalized crossing or roundabout

New 43rd corridor with bicycle lanes
Transit Priority Corridor

New signalized crossing or roundabout

\\pse03\Projects\2016\Projects\SE15-0398_Tacoma_Mall_Subarea_Plan\Graphics\A1\fig0x_templates_layout8.ai





City of Tacoma
Planning and Development Services

**Agenda Item
E-1**

Letter to the Community Planning Work Program for 2017-2018

December 19, 2016

Greetings and happy holidays!

On behalf of the City of Tacoma's Planning Services Division, I hope this letter finds you in good health and happiness.

In the spirit of the soon-to-be new-year, I would like to share some of our reflections on 2016 as well as our plans for the year ahead.

2016 Accomplishments

Tacoma added over 4,000 new residents in the past year. We are seeing an upward trend in residential building, including significant projects in Downtown, Stadium, Proctor, Point Ruston, and the Tacoma Mall neighborhood, as well as other lower scale projects throughout the City. This growth is bringing new neighbors, new business, and new energy into our neighborhoods and business districts. With this upward trend in development activity, having an effective development review framework is imperative to ensure that new use and development supports the overall livability of our community.

Over the past year we have undertaken a variety of projects in support of implementing the policies of the *One Tacoma Plan*. While I am proud of our accomplishments, I am also proud that our community's involvement in these projects has resulted in tangible improvements to the products and the outcomes we expect. I am appreciative of all the value that you have provided to the City at-large. Here are a few of the highlights:

Tacoma Mall Subarea Plan: This past year saw staff engage in extensive community partnership to create a draft Tacoma Mall Subarea Plan with a dramatic re-envisioning of this neighborhood into a walkable, transit-oriented, vibrant, regional destination and community.

Residential Infill Pilot Program: The Pilot Program encourages innovative residential infill projects, on a limited basis, that expand housing choice and diversity, promote affordability, and exemplify context-sensitive design. This program will help to evaluate new development types and provide valuable insights into how we best ensure new development is compatible with existing areas as we see growth continue in the future. The Program Handbook is now available and the City is accepting letters of interest for the program.

Multi-family Design Standards: This project resulted in improved site and building standards for multi-family residential development to better ensure that new projects provide more pedestrian-oriented street frontages, improved connectivity, and enhanced tree canopy.

Letter to the Community

RE: Planning Work Program for 2017-2018

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Marijuana Regulations: The City Council ended the temporary moratorium on marijuana uses with the adoption of a comprehensive framework for marijuana regulation that includes a cap on retail stores, buffers from sensitive uses, and allowances and requirements to support medical access to qualifying patients.

Area-wide Rezones – Phase 1: This project rectified a number of conflicts between the *One Tacoma Plan* and the implementing zoning and created additional residential and commercial development capacity in areas supportive of the City's goals for 20-minute neighborhoods.

Transfer of Development Rights Transaction: This development incentive preserved 20 acres of prime farmland in Pierce County in exchange for an additional 21 units in the Stadium Apartments project.

2017-2018 Work Program

Looking ahead, we will continue to rely upon your support and contributions to realize Tacoma's vision. To that end, I would like to draw your attention to some of our planned efforts over the next 18 to 24 months, as shown in the attached *Planning Work Program for 2017-2018*. As you can see, this is a rather ambitious list of initiatives but is necessary and essential to achieving the community's vision and goals and making sure that we are actively responding to the changing landscape around us.

Since the Comprehensive Plan was substantially updated in 2015, resulting in the *One Tacoma Plan* (as shown at www.cityoftacoma.org/onetacoma) our focus has turned to Plan implementation. As a result, you will see a higher degree of work updating municipal codes and evaluating zoning, as opposed to policy development.

In addition, the Planning Commission is accepting private applications for plan and code amendments through March 2017. This will allow any private applications to be reviewed concurrently with the other projects being considered as part of our 2018 amendment process.

Community Engagement

Community engagement is a key element in any successful planning project. In order to facilitate a deeper engagement with our community in these processes, we are also shifting the timeframe for our projects. This should enable a greater degree of involvement early in the process. For your information, the project list below includes anticipated completion dates for the individual initiatives. Many of our projects are anticipated to be completed in June of 2018.

Here are some of the immediate steps you can take to get involved and track our initiatives:

- Visit the Planning Services Division's website at www.cityoftacoma.org/Planning to learn more about the projects we are working on and to track progress.
- Attend one of our upcoming Planning and Development Forums to learn more about who we are, the work we do for the City and how to get involved in the planning and development process in a meaningful way. We are targeting these forums for February to May; when final

Letter to the Community

RE: Planning Work Program for 2017-2018

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details are scheduled, additional notices will be sent out. Check out our website to find out the latest details.

- E-mail us at planning@cityoftacoma.org or call us at (253) 591-5531.
- Get on the Planning Commission's E-mail Distribution List to receive the Commission's meeting agendas twice a month, and other announcements.
- Request a meeting with staff at City Hall or invite staff to meetings of your affiliations to provide a briefing on any subjects of your interest.
- Contact the staff persons identified in the project list to learn more about the project and how to get involved.

I look forward to continuing our partnerships with you and progressing towards our goals for this community.

Best wishes,



BRIAN BOUDET, MANAGER
Planning Services Division

Attachment

c: Peter Huffman, Director

This letter is distributed to the following organizations:

- *Planning Commission (Lihuang Wung)*
- *Blue Ribbon Panel (Sue Coffman)*
- *Sustainable Tacoma Commission (Kristin Lynett)*
- *Transportation Commission (Jennifer Kammerzell)*
- *Foss Waterway Development Authority (Norm Gollub)*
- *Growth Management Coordination Committee (Toni Fairbanks)*
- *Tacoma Public Utilities (Christine Gleason)*
- *MetroParks Tacoma (Nancy Davis)*
- *MetroParks Tacoma (Debbie Terwilliger)*
- *Port of Tacoma (Evette Mason)*
- *Tacoma School District (Dan Voelpel)*
- *Bates Technical College (Marty Mattes)*
- *Tacoma Housing Authority (Michael Mirra)*
- *Tacoma-Pierce County Health Department (Amy Pow)*
- *Puget Sound Clean Air Agency (Julio Sanchez)*
- *AIA Southwest Washington (Kris Schwarz)*
- *Tacoma Community College (Pamela Transue)*
- *University of Washington Tacoma (John Burkhardt)*
- *University of Washington Tacoma (Ali Modarres)*
- *University of Washington Tacoma (Mike Wark)*
- *University of Puget Sound (Rachel Cardwell)*
- *Bates Technical College (Marty Mattes)*
- *Tacoma-Pierce County Affordable Housing Consortium (Denny Hunthausen)*
- *Tacoma-Pierce County Chamber of Commerce (David Schroedel)*
- *Master Builders Association of Pierce County (Jeremiah LaFranca)*
- *Association of General Contractors – Southern District (Tim Attebery)*
- *Cross-Cultural Collaborative of Pierce County (Maria Salado)*

Letter to the Community

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- *Downtown Merchants Group (Judi Hyman)*
- *Green Tacoma Partnership – Forterra (Gene Duvernoy)*
- *Tacoma Urban Land Trust*
- *Hillside Development Council (Milt Tremblay)*
- *Tacoma Waterfront Association (Scott Knox)*
- *Tacoma-Pierce County Association of Realtors (Catherine Rudolph)*
- *Walk the Waterfront (Lara Herrmann)*
- *Citizens for a Healthy Bay (Melissa Malott)*
- *6th Avenue Business District (Daniel Smith)*
- *Dome Business District (Janice McNeal)*
- *Fern Hill Business District (Kim Anderson)*
- *Hilltop Business District (Kevin Grossman)*
- *Lincoln Business District (Debbie Bingham)*
- *McKinley Hill Business District (Shari Hart)*
- *Oakland-Madrona Business District (Debbie Bingham)*
- *Old Town Business District (Ruth Dalenius)*
- *Pacific Avenue Business District (John Hoover)*
- *Portland Avenue Business District (Carol Wolfe)*
- *Proctor Business District (Gail Caldwell)*
- *Ruston/Point Defiance Business District (John Trueman)*
- *South Tacoma Business District (Brenda Truman)*
- *Stadium Business District (Leah Knoll)*
- *Tacoma Narrows Business District (Shari Hart)*
- *Cross District Association (Kevin Grossman)*
- *Central Neighborhood Council*
- *Eastside Neighborhood Council (ENACT) (Lynnette Scheidt)*
- *New Tacoma Neighborhood Council (Elizabeth Burris)*
- *North End Neighborhood Council*
- *Northeast Neighborhood Council (John Thurlow)*
- *South End Neighborhood Council (Earl Brysdon)*
- *South Tacoma Neighborhood Council (Pennie Smith)*
- *West End Neighborhood Council (Ginny Eberhardt)*
- *Community Council of Tacoma (Elton Gatewood)*
- *Tacoma Neighborhoods Together (Bill LaVergne)*
- *South Sound Military & Communities Partnership (Bill Adamson)*
- *City of Fife (Steve Friddle)*
- *City of University Place (David Swindale)*
- *Pierce County (Dennis Hanberg)*
- *Pierce County (Tiffany Speir)*
- *City of Federal Way (Brian Davis)*
- *City of Fircrest (Angelie Stahlnecker)*
- *City of Ruston (Rob White)*
- *Puget Sound Regional Council (Charlie Howard)*
- *American Planning Association – Washington Chapter*
- *Puyallup Tribe of Indians (Andrew Strobel)*
- *Department of Commerce – Growth Management Services*
- *Pierce Conservation District (Ryan Mello)*
- *Puget Sound Partnership (Sheida Sahandy)*
- *Historic Tacoma (Gary Knudson)*
- *Spaceworks Tacoma (Heather Joy)*
- *Downtown on the Go (Kristina Walker)*
- *Economic Development Board for Tacoma-Pierce County (Bruce Kendall)*
- *City Club of Tacoma (Ronnie Bush)*
- *Tacoma Urban League (President)*
- *Tacoma Historical Society (Bill Baarsma)*
- *Pierce Transit (Alexandra Fastle)*
- *Sound Transit (Allison Gregg)*

Letter to the Community

RE: Planning Work Program for 2017-2018

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Planning Work Program for 2017-2018



The Planning Work Program contains projects and planning activities that are slated for completion or in substantial progress during the timeframe of January 2017 through June 2018. The work program is developed in concert with the Tacoma Planning Commission and the City Council Infrastructure, Planning and Sustainability Committee, and may change in response to other legislative requirements, community requests, Council priorities, budget and staff constraints or other emergency situations.

Future Land Use Implementation: Area-wide Rezones

The Future Land Use Map of the Comprehensive Plan provides a basis for applying zoning and for making land use decisions. This project will put into effect the land use designations through appropriate area-wide rezones. This project will improve the consistency between the City's policies and implementing regulations and better achieve the goals of the *One Tacoma Plan*.

Anticipated completion date: June 2018

Contact: Stephen Atkinson, Senior Planner
satkinson@cityoftacoma.org



Letter to the Community

RE: Planning Work Program for 2017-2018

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Commercial Zoning Update

The Commercial Zoning update will revise the design and development standards for the City's Neighborhood and General Commercial zoning districts. The project will bring these districts into alignment with the goals and policies of the One Tacoma Plan to promote a more walkable, pedestrian friendly environment.

Anticipated completion date: June 2018

Contact: Stephen Atkinson, Senior Planner
satkinson@cityoftacoma.org



Tacoma Mall Subarea Plan

Tacoma Mall Neighborhood is important to people who live, work and shop in the region. This 485-acre area was designated by the City and the Puget Sound Regional Council as a focus for jobs and housing growth. A Draft of the Subarea Plan is currently available for public review. Staff expects to complete the legislative process in 2017.

Anticipated completion date: June 2017

Contact: Elliott Barnett, Associate Planner
ebarnett@cityoftacoma.org



Hilltop Links to Opportunity

The City's Links to Opportunity Program is a two-part effort to improve social and economic opportunity through planning for multi-modal mobility and economic development in communities along the Tacoma Link Expansion corridor. This is a \$2.5 million project funded by the Federal Transit Administration and City matching funds.

Anticipated completion date: June 2018

Contact: Ian Munce, Special Assistant to the Director
imunce@cityoftacoma.org



Letter to the Community

RE: Planning Work Program for 2017-2018

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Residential Infill Pilot Program

The purpose of the Pilot Program is to promote innovative residential infill development types. The Pilot was adopted in 2015 and statements of interest from project applicants are now being accepted.

Anticipated completion date: Fall 2018

Contact: Lauren Flemister, Senior Planner

lflemister@cityoftacoma.org



Historic Demolition Review

The purpose of this project is to enhance the review of demolition permits that affect historically significant properties citywide. Under the State Environmental Policy Act, impacts to historic resources resulting from demolitions must be addressed and potentially mitigated. The City currently has demolition review requirements for designated City Landmarks and properties within the Downtown Subareas only.

Anticipated completion date: June 2018

Contact: Reuben McKnight, Historic Preservation Officer

rmcknight@cityoftacoma.org



Open Space Corridors/Steep Slopes

The City's designated open space corridors includes a variety of areas within the City, including active park and recreation areas, passive open spaces, critical areas, steep slopes, and other important habitat areas. This project will evaluate appropriate site development standards to protect the important functions of the City's open space while continuing to accommodate reasonable use of private property.

Anticipated completion date: June 2018

Contact: Elliott Barnett, Associate Planner

ebarnett@cityoftacoma.org



Letter to the Community

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JBLM – Accident Potential Zone

This project will evaluate the findings and recommendations of the Joint Land Use Study for Joint-Base Lewis-McChord and evaluate strategies for addressing compatibility with the base, with specific focus on the Accident Potential Zone.

Anticipated completion date: June 2018

Contact: Lauren Flemister, Senior Planner

lflemister@cityoftacoma.org



Unified Development Code (UDC)

The UDC will streamline and consolidate the various development codes, permits and processes into a single, more user-friendly document. The finished document will include all development-related regulations. The UDC will provide a predictable, customer service-oriented process allowing for increased economic development and investment.

Anticipated completion date: Fall 2017

Contact: Sue Coffman, Building Official

sue.coffman@cityoftacoma.org



Institutional Campus Zoning Review

The Institutional Campus Zoning review will assess zoning changes, special use restrictions, additional development standards, or new administrative procedures to ensure that new or expansion of existing major campus institutions successfully implement the goals and policies of the *One Tacoma Plan*. Major campus institutions are defined in the *One Tacoma Plan* as high schools, higher education facilities, and hospitals, typically on sites greater than ten acres in size.



Anticipated completion date: June 2018

Contact: Stephen Atkinson, Senior Planner

satkinson@cityoftacoma.org

Letter to the Community

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Private Amendment Applications

While the work program includes many City-initiated projects, we are also accepting private applications for proposed amendments to the Comprehensive Plan and Land Use regulatory Code through March 31, 2017.

Anticipated completion date: June 2018

Contact: Lihuang Wung, Senior Planner

lwung@cityoftacoma.org

