



AGENDA

MEETING: Regular Meeting

TIME: Wednesday, June 7, 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 May 17, 2017

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

D. Discussion Items

1. Tacoma Mall Neighborhood Subarea Plan and EIS

Complete the review of key issues and provide direction to staff for compiling the draft plan document for public review.

(See "Agenda Item D-1"; Elliott Barnett, 591-5389, elliott.barnett@cityoftacoma.org)

2. 2018 Amendment and 2017-2019 Planning Work Program

Complete the assessment of and determine whether to accept various private and public applications contained in the 2018 Amendment Package; complete the mid-term adjustment to the 2016-2018 Planning Work Program; and review the Proposed 2017-2019 Planning Work Program.

(See "Agenda Item D-2"; Brian Boudet, 573-2389, bboudet@cityoftacoma.org)

E. Communication Items & Other Business

- (1) E-mail from Ann Locsin, May 31, 2017, concerning Northeast Tacoma Buffer Zone Proposal and Interim Regulations (See "Agenda Item E-1")
- (2) Letter from Kyle Price, Chair of North End Neighborhood Council, May 31, 2017, concerning Design Review and Concept Review (See "Agenda Item E-2")
- (3) Potential cancellation of Planning Commission meeting on July 5, 2017, subject to approval.
- (4) **Planning Commission Vacancies** – Three positions representing District No. 1, Development Community, and Public Transportation will be vacant on June 30, 2017 due to term expiration. The City Clerk's Office is accepting applications through June 11, 2017. To apply, please visit http://www.cityoftacoma.org/government/committees_boards_commissions/.
- (5) The next Planning Commission meeting is scheduled for June 21, 2017, at 4:00 p.m., in Room 16; tentative agenda includes: Tideflats Area Interim Regulations; Residential Infill Pilot Program Update; and Planning Commission Annual Report for 2016-2017.
- (6) The next Infrastructure, Planning and Sustainability Committee meeting is scheduled for June 14, 2017, at 4:30 p.m., in Room 16; tentative agenda includes: 2018 Amendment Progress and Key Issues/Planning Work Program; Foss Stormwater/Sediment Program; and Sustainable Tacoma Commission Applicant Selection.

F. Adjournment





MINUTES (Draft)

TIME: Wednesday, May 17, 2017, 4:00 p.m.

PLACE: Room 16, Tacoma Municipal Building North
733 Market Street, Tacoma, WA 98402

PRESENT: Stephen Wamback (Vice-Chair), Jeff McInnis, Meredith Neal, Anna Petersen, Brett Santhuff, Dorian Waller, Scott Winship, Jeremy Woolley

ABSENT: Chris Beale (Chair)

A. CALL TO ORDER AND QUORUM CALL

Vice-Chair Wamback called the meeting to order at 4:04 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES OF MAY 3, 2017

The agenda was approved. The minutes of the regular meeting on May 3, 2017 were reviewed and approved as submitted.

Regarding the previous meeting, Vice-Chair Wamback offered an apology to the members and representatives of the Northeast Tacoma Neighborhood Council. He reviewed that during the discussion of their application for an amendment to the Comprehensive Plan, he had raised a point of order concerning who was allowed to speak to present the various items. He expressed concern that his point of order could possibly be cited as an example of the government not listening to people and using the process against the people it was meant to serve. Lihuang Wung, Planning Services Division, offered an apology on behalf of staff that he had failed to point out a provision in the bylaws where presenters invited by staff could present any subject at hand, which would have allowed the second presenter to speak.

C. PUBLIC COMMENTS

Vice-Chair Wamback invited citizens to provide comments on items related to the agenda. The following citizens provided comments:

- 1) Ron Hildebrandt, Trident Seafoods:
Mr. Hildebrandt commented on the Transportation Master Plan and the uses for waterfront facilities. He reported that Trident Seafoods' internal Transportation Master Plan was focused on moving export goods within the port and preserving the heavy weight corridors that were already there. He commented that they had just signed a 20 year agreement with the Port of Tacoma and were investing heavily to repair and improve the facility. He commented that they wanted to continue serving the Tacoma area, but were concerned with the amount of traffic flowing through the other new ocean alliances in the port.
- 2) Ryan Meacham:
Mr. Meacham commented that the application for a design review program seemed limiting, contrary to development, and historically oriented. He commented that review periods by neighborhood committees would cause delays and difficulty for builders. He suggested that an urban design studio approach might be more appropriate. He commented that the proposal was very ambiguous as to how it defined a modern building, large scale, or unique character.
- 3) Joe Tieger, North End Neighborhood Council:
Mr. Tieger commented that they disagreed with the staff recommendation that they should delay up to 2 years until the design studio is in place. He commented that the proposal had suggested nothing that would delay development and that they were asking to see what was going to be

built in their community before it popped up. He commented that they felt that they would speed and enhance the process of what was being built.

4) Jim Merritt, North End Neighborhood Council:

Mr. Merritt commented that as an architect he would be concerned about going through a detailed design review, but they were only requesting community concept awareness. He noted that many jurisdictions throughout the northwest had design review. He commented that early awareness allowed the community to weigh in and in most cases improve the quality of a project.

D. DISCUSSION ITEMS

1. Dialogue with the Neighborhood Councils – New Tacoma

Mr. Wung reported that it was the 4th “Dialogue with the Neighborhood Councils” session that the Planning Commission had conducted since September 2016 as part of the Commission’s efforts to increase engagement with various community groups. Mr. Wung introduced Tom Ebenhoh, Chair of the New Tacoma Neighborhood Council. Mr. Ebenhoh reviewed a list of representative concerns, needs, and priorities of the New Tacoma area for the Planning Commission. Jori Adkins, New Tacoma Neighborhood Council, reviewed the geography of New Tacoma which included the most of the Tideflats, the Dome District, Brewery District, Downtown, and the Stadium District. She commented that they dealt with public agencies more than the other neighborhood councils due to the Dome District and the Link light rail system.

Commissioner McInnis asked what their vision was for the area. Ms. Adkins responded that their vision was to become the densest neighborhood in the City as they had a lot of transit. Mr. Ebenhoh commented that they wanted to see the waterfront developed as it was the gateway to the City. He commented that they were interested in how they would facilitate people who come there for events on the waterfront. Ms. Adkins commented that all of their neighborhoods were looking to be part of the center and that they didn’t want to lose Downtown as the center of Tacoma. She commented that they didn’t want to lose their historic buildings in exchange for density, noting that older office buildings were perfect for being turned into housing but were difficult to renovate for office use.

Commissioner Waller asked how they saw the Planning Commission playing a role in the homeless crisis. Mr. Ebenhoh responded that it had been a topic of discussion at their meetings and was an issue that didn’t have easy answers. He asked if the Commission could help with finding some tangible solutions that could be taken to address it. Vice-Chair Wamback reviewed that the Commission had worked on the regulations for encampments and reasonable regulations to allow hosting of tent cities, but hadn’t been brought in to the loop on the present crisis.

Vice-Chair Wamback asked how the neighborhood council felt about some of the new housing developments having no parking requirement. Ms. Adkins responded that there were differing opinions on the issue and that she would personally welcome similar development in the Dome District.

Commissioner Neal asked if there were districts in the neighborhood where there was more concern about parking. Mr. Ebenhoh responded that it was a significant concern for the waterfront and Stadium District. Commissioner Winship asked what they envisioned for solutions. Ms. Adkins responded that there was a transition where people were not used to finding parking in the Dome District and were parking Downtown and using the Link. Mr. Ebenhoh added that the solution was a mix of getting people to use the Link and having the right parking options for the City.

3. Transportation Master Plan Proposed Amendments

Stephen Atkinson, Planning Services Division requested to move discussion item D3 ahead of D2.

Josh Diekmann, Public Works, provided an overview of modifications proposed for the Transportation Master Plan (TMP), the transportation element of the *One Tacoma* Comprehensive Plan, as part of the 2017 – 2018 Amendment cycle. He reported that the purpose was not a major update or overhaul to the TMP, but smaller modifications including cleanups and updates. He reviewed that the last version built on work like the Mobility Master Plan and the goals and policies that came before it, while ensuring that

those goals and policies were in alignment with Comprehensive Plan and Land Use goals. Work since the last update included adoption of a new Environmental Action Plan, the upcoming Safe Routes to Schools Implementation Plan, the Pedestrian Safety Improvement Program, and some increased funding opportunities. Mr. Diekmann commented that each of the documents and processes had a lot public involvement and public process that could feed into the Comprehensive Plan update. Mr. Diekmann reported that the proposed amendments included general cleanups; minor modifications to modal priority networks; performance measures with revisions to ensure that they were consistent; minor modifications to the detailed project list appendix; and a proposal to modify the Mobility Master Plan appendix. He reviewed the timeline, noting that the Transportation Commission would be reviewing proposed modifications with recommendations completed by August.

Vice-Chair Wamback asked if amendments from other Commissions went through the same screening analysis as external proposals. Mr. Wung responded that public agencies did not need to fill out an application, but were subject to the same criteria and considered with all other applications as a package.

Vice-Chair Wamback requested that the table included in their meeting packet include a third column highlighting what they hoped to accomplish with the proposed amendments.

Commissioner McInnis asked if the workload was manageable given the proposed timeline. Mr. Diekmann responded that it was.

Commissioner Woolley asked how modal network adjustment would affect things like the Tacoma Mall Subarea Plan since multi-modal transportation had been a key element of that plan. Mr. Diekmann responded that until the Subarea Plan was fully adopted, incorporating the improvements would require a larger effort than what they were proposing.

There was general concurrence for moving the item forward.

2. Application 2018-05 Design Review Program

Mr. Atkinson reviewed that the item was a continuation of the discussion of private applications under consideration for the 2018 Amendment to the Comprehensive Plan and Land Use Code. He reviewed that timeline for the amendment process, noting that once they had concurrence on which items to move forward they would begin the technical analysis phase. Vice-Chair Wamback asked what the action requested at the next meeting would be for the amendment package. Mr. Atkinson responded that they would be asking the Commission to make a recommendation to the Infrastructure, Planning, and Sustainability Committee which would determine the final work program. He added that it was not a public hearing and would be a discussion of staff resources and prioritization of the applications.

Doug Crane, North End Neighborhood Council, discussed the proposed amendment to the Comprehensive Plan, Application #2018-05 Design Review Program. He reported that they were asking for a formalized process to collect stakeholder input for determining and defining the development and growth within each neighborhood council district. He reported that their proposal focused on the massing of buildings, orientation towards the public space, and the context of the neighborhood. He commented that they were seeking images that give an idea what the building will look like, the exterior materials, and how it looks in the context of the existing block, but not interior details. He suggested that the neighborhood council was the proper venue as it was already established and was a good resource.

As to why they wanted concept design review, Mr. Crane noted that it had been recommended by the AHBL as part of a mixed-use centers review, the Planning Commission, and the North End Neighborhood Council. For where to begin, he reviewed the AHBL's characterization of Proctor as an established historical neighborhood commercial center with medium intensity development of 1-3 story buildings built up to the sidewalk. He noted supporting policies from the Comprehensive Plan Design and Development Element including policies DD-1.1, DD-1.5, DD-1.6, DD-1.7, DD-5.13, and DD-5.14. Mr. Crane reviewed photos of development in the Proctor area while discussing the supporting policies. He commented that the Proctor Station building had a face that took up an entire block and had a monolithic look to it, unlike anything else in the neighborhood. He commented that they needed to make sure that when they put new buildings in the quality of materials were enhancing or in concert with existing materials in the mixed-use center. Mr. Crane commented that without strict adherence to the referenced policies from the

Comprehensive Plan the bonus height program magnified the incompatibility of development. He noted an example where a new residential building created a large white wall that obstructed sightlines.

Mr. Crane reviewed TMC 1.45.020 which noted the purpose of neighborhood councils to foster communication and play an advisory role in City government decisions. He commented that the North End Neighborhood Council had cumulative decades of education in different disciplines and that the early feedback given to a potential developer would be beneficial. He commented that the intended result would be a collaborative approach to defining how the future of the City looks, better development, and overall stronger communities. He reviewed that they were supportive of the City's design review initiative and that they wanted to collaborate on the design review process by introducing the proposal immediately before incorporating it into the City's process.

Mr. Atkinson reviewed staff's project description for the application and discussed whether it met the assessment criteria. He noted that for criterion 2, many studies had been done of the issue. For criterion 3, he noted that the amount of work required would be significant and would require additional consultant services and staff resources. The staff recommendation was to consolidate the application into the scope of work for the citywide design review project. Mr. Atkinson acknowledged the community concerns about early engagement and reported that staff was considering administrative measures separate from an eventual design review process. He commented that the intent was to have the design review item be part of the work program discussion on June 7, 2017.

Commissioner McInnis commented that a design review program had been a long time coming and he was glad that it was before the Commission.

Commissioner Winship expressed concern about what would happen if a developer ignored feedback and proceeded with construction. He asked who would be the arbiter on what was allowed, what the time frame would be, and what the appeal process would be. He noted that densification was also a goal of the Comprehensive Plan, asking how they reconciled that with the existing scale of Proctor.

Commissioner Petersen concurred with Commissioner Winship, commenting that she would hate to make a false promise to community members. She noted that the application discussed building height as a concern, which was determined by zoning and not part of design review. Mr. Crane suggested that there could be a compromise where they would allow bonus height only if it fits the character of the center, adding that they were not suggesting that developers not be allowed to construct larger buildings.

Vice-Chair Wamback expressed concern that the community meetings proposed in the application would have no impact. He suggested that the staff recommendation would better accomplish what the neighborhood councils were requesting, which was arbitrated decision. He commented that he would support the staff recommendation to consolidate the application with greater design review.

Commissioner McInnis commented that because they were so grandiose in their vision of what design review would look like they kept putting it off. He suggested that they needed to get started and begin working through the details, because otherwise it would be a long time before anything happened.

Commissioner Woolley concurred with Commissioner McInnis on getting design review started and moving forward. He noted that early engagement was great component of the design review process, but not a step that they could jump straight into. He suggested that the City would benefit more in the long run if they took the time to actually develop a design review group.

Commissioner Santhuff commented that he appreciated staff's approach to address the concerns put forward and looked forward to seeing design review. He commented that the application talked about preserving the character of neighborhood centers and that he hoped design review would be more about development enhancing the character of those places.

E. COMMUNICATION ITEMS & OTHER BUSINESS

Brian Boudet, Planning Services Division Manager, provided the following updates:

- Communication item E-1 reviewed the procedures and practices of the application process. Mr. Boudet commented that the process was very flexible and applications could come in at any time.

- Communication item E-2 included a copy of Amended Resolution No. 39723, adopted by the City Council on May 9, 2017, setting off the Tideflats Subarea planning process. The resolution consolidated three items that were before the Commission into the subarea plan process and allowed for consideration of interim regulations. Mr. Boudet reported that there was discussion of an interlocal agreement to coordinate among the Port, the Puyallup Tribe and City.
- It was unclear how much direct involvement the Commission would have regarding the emergency declaration in response to homeless encampments, but it was possible that there could be some regulatory changes as part of addressing the issue.

Mr. Wung reported that for Commissioners with expiring terms it was the appropriate time to submit applications and seek to maintain their positions. If they weren't seeking reappointment, it was requested that they spread the word about the vacancies and encourage their affiliates to apply for those positions.

F. ADJOURNMENT

At 6:22 p.m., the meeting of the Planning Commission was concluded.



City of Tacoma
Planning and Development Services

Agenda Item
D-1

To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: **Tacoma Mall Neighborhood Subarea Plan and EIS**
Meeting Date: June 7, 2017
Memo Date: May 31, 2017

At this meeting, the Planning Commission will discuss the key issues that have emerged since the December release of the preliminary draft Subarea Plan. Through Commission discussion, stakeholder input and ongoing staff analysis, staff have identified several topics that require substantive discussion. Staff's objective at this meeting is to get direction on those remaining topics, pursuant to returning to the Commission in July with a complete draft of the Plan, Draft EIS and exhibits for public review.

Staff consulted with Commissioners in small group meetings in early May. These informal discussions provided guidance to staff on how to efficiently and effectively support the Commission's decision process. The intended outcomes were a common understanding of the decisions yet to be made, topics requiring additional discussion or study, and refinements that will make the Plan more effective in communicating the proposed goals and actions.

The attached *Small Group Meetings Summary* is intended as a roadmap to finalizing the public review draft. At the meeting, staff will focus on the handful of substantive topics, and more briefly summarize recommendations to make the Plan more concise, readable and attractive. In addition, staff will seek input on the upcoming community engagement process, and inform the Commission of an upcoming study of the potential economic impacts to commercial businesses and property owners of the Subarea Plan proposals.

Please find attached an updated project schedule (1.), the Small Group Meetings Summary (2.) and a Key Issues and Recommendations summary prepared for the Small Group Meetings (3.). In addition, staff have updated some exhibits based on Commission input (4.), with more in the works. Finally, an EIS Summary (5.), previously requested by the Commission, is also attached.

Information about the project is available at www.tacomamallneighborhood.com. Please contact Elliott Barnett at (253) 591-5389, or email tacmallneighborhood@cityoftacoma.org with any questions.

Attachments:

1. Project Schedule Update
2. Planning Commission Small Group Meetings Summary
3. Updated Materials Based on Commission Input
4. Small Groups discussion packet: Key Issues and Recommendations
5. Draft EIS Summary

c. Peter Huffman, Director

Attachment 1:

Project Schedule Update

May 31, 2017

The public review draft Subarea Plan and EIS package will include the following documents:

- Tacoma Mall Neighborhood Subarea Plan
- Environmental Impact Statement
- Proposed Code Changes Appendix
- Proposed Code Changes (track changes)
- Conceptual Complete Street designs

Technical studies and background information are available on the project webpage.

Schedule Overview



Planning Commission Review Schedule <i>Dates are tentative</i>	
December 7, 2016	Preliminary draft rollout
January 4, 18 and February 15 th	Topic discussions: Connectivity, Code changes, Residential and neighborhood topics
May 2 & 3 rd	Small Group Discussions
June 7 th	Direction to finalize public review draft
July 19 th	Authorize draft Plan for public review
July/August	City issues draft Plan and EIS Public notification & outreach Community and commercial stakeholder meetings Commercial market study Outreach to other City Commissions
August 16 th	Planning Commission Public Hearing
September 6 th	Discuss public comments, direction on key changes
September 13 th	City Council Infrastructure, Planning and Sustainability (IPS) Committee tour
October 4 th	Recommendation to Council
October/November	City Council action

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Decision Tracking for the Subarea Plan



Summary of input from small group meetings held on May 2nd and 3rd, 2017

OVERALL DIRECTION: *The Commission members concurred that these are the remaining decision points, indicated general support for staff recommendations, provided input on how to communicate the proposals more clearly, and indicated specific topics to revisit for final Commission direction.*

Recommendations	Direction	Revisit
<p>1: Zoning and height</p> <ul style="list-style-type: none"> • Manage transitions & focus growth • Multifamily/green infrastructure areas • Add expansion area to RGC • Limit residential close to I-5 • DRA option for flexibility • Update height bonus options 	<p><i>Communicate recommendations more effectively through:</i></p> <ul style="list-style-type: none"> ✓ <i>A graphic representation of range of scale and land uses</i> ✓ <i>Clarify intensity of Subarea compared to other parts of the City</i> ✓ <i>Communicate reasons for zoning proposals</i> ✓ <i>Depict zoning growth capacity</i> 	<ul style="list-style-type: none"> ▪ <i>Examine zoning boundaries in the Madison District (on the western and eastern edges)</i> ▪ <i>Develop an alternative with higher height limits in parts of the Madison District</i> ▪ <i>Clean up the boundary of the UCX - Commercial zoning area</i>
<p>2: Residential & Commercial Design</p> <ul style="list-style-type: none"> • Residential standards updates • Commercial standards updates • Pedestrian streets designation • DRA option for flexibility • Call for citywide design review 	<p><i>Communicate recommendations more effectively through:</i></p> <ul style="list-style-type: none"> ✓ <i><u>Pedestrian Streets</u> map cleanups (remove background shading and lines, fix legend)</i> ✓ <i>Graphics showing desired pedestrian streetscapes</i> 	<ul style="list-style-type: none"> ▪ <i>Explore offering bonuses for green infrastructure</i> ▪ <i>Consider designating Pine St as a Core Pedestrian Street (only north of 38th St)</i> ▪ <i>Establish a Pedestrian Streets connection to the Water Flume Trail (via 35th or Pine)</i>
<p>3: Proposed Transportation Projects</p> <ul style="list-style-type: none"> • Goals – achieve multiple benefits • Project ranking process • Priority projects list • Implementation steps 	<p><i>Communicate recommendations more effectively through:</i></p> <ul style="list-style-type: none"> ✓ <i>Articulate objectives of city projects</i> ✓ <i>Clarify capital projects map by showing links to the immediate area</i> ✓ <i>Add zeros on project costs</i> ✓ <i>Integrate capital projects and street networks maps</i> 	<ul style="list-style-type: none"> ▪ <i>Stakeholder input through public process could result in shifts to project prioritization</i>
<p>4: Street network and connectivity</p> <ul style="list-style-type: none"> • Connectivity principles • Street network tiers • Regulatory approach • City leadership 	<p><i>Communicate recommendations more effectively through:</i></p> <ul style="list-style-type: none"> ✓ <i>Revise <u>Street Tiers Map</u> to be a <u>Priority New Connections</u> map</i> ✓ <i>Clarify relationship between new connections and capital projects</i> ✓ <i>Describe goals of Tiers 1 and 2 connections individually</i> 	<ul style="list-style-type: none"> ▪ <i>Address method to engage multiple property owners when planning Tier 2 streets</i> <p>NOTE: Staff will provide more detail regarding proposed connectivity requirements</p>

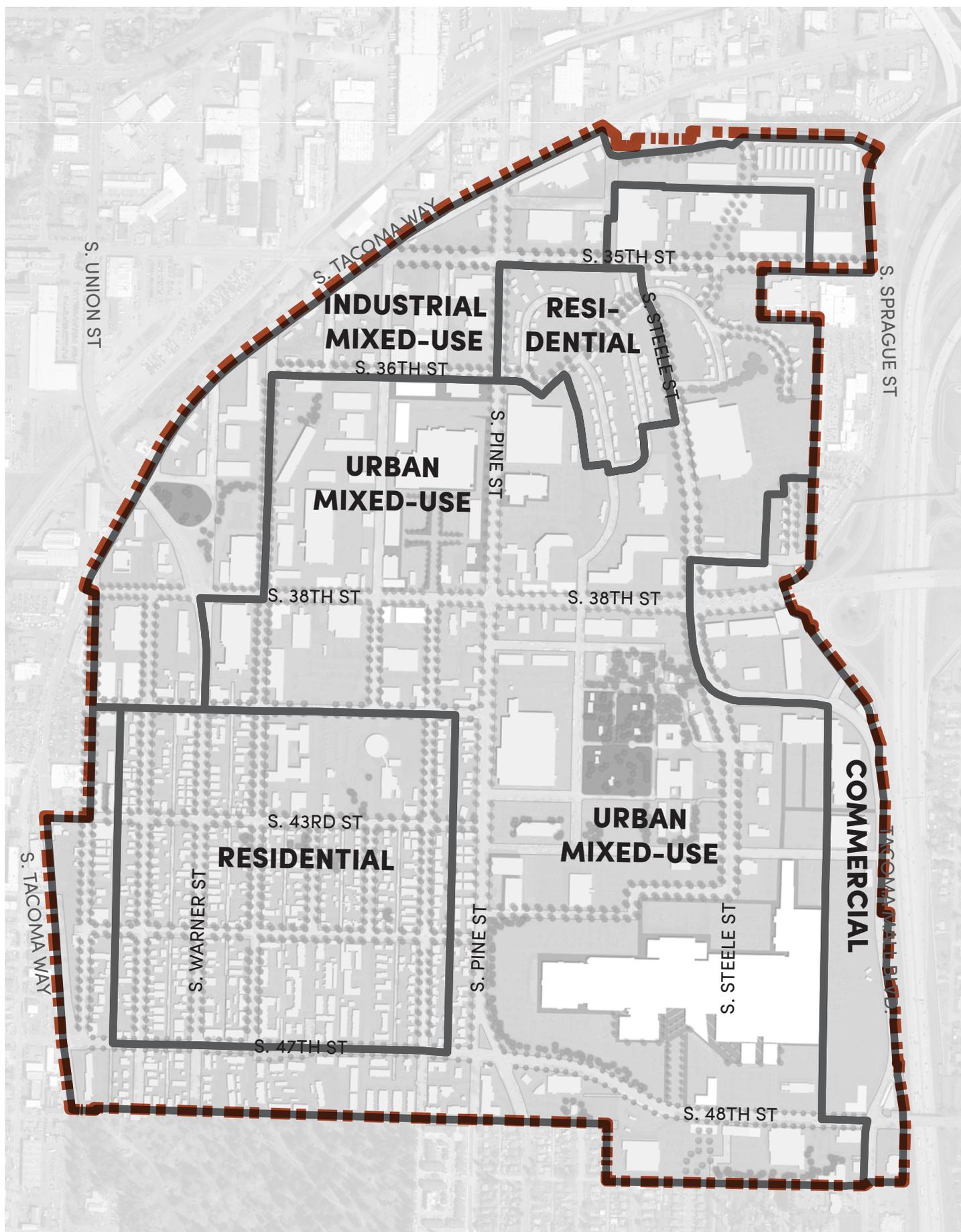
Recommendations	Direction	Revisit
<p>5: Green Stormwater Strategies</p> <ul style="list-style-type: none"> Stormwater opportunities Enable green stormwater strategy through zoning & height Updates to stormwater strategy map 	<p><i>Communicate recommendations more effectively through:</i></p> <ul style="list-style-type: none"> ✓ <i>A map overlaying zoning and Green Stormwater Strategy</i> ✓ <i>Clarify purpose of green streets and features</i> 	<ul style="list-style-type: none"> ▪ <i>Call for permeable pavement for alleys and streets that are currently private</i> ▪ <i>Call for Green Stormwater Infrastructure to be incorporated whenever possible</i>
<p>6: Parks and Open Space</p> <ul style="list-style-type: none"> Subarea Parks principles Agencies partner to implement Parks map more nuanced Scenarios for Madison School Improve & connect to existing parks first Promote private open spaces Joint use of public facilities 	<p><i>Communicate recommendations more effectively through:</i></p> <ul style="list-style-type: none"> ✓ <i>Articulate joint functions and purposes of open/green spaces (particularly NW and Mall areas)</i> 	<ul style="list-style-type: none"> ▪ <i>Creating a park/open space in the Northwest District is a low priority unless/until substantial development occurs</i> ▪ <i>Northwest District open space could be a stormwater feature, linear park along the Loop Road, or private space rather than a traditional park</i> ▪ <i>Articulate the need for private open space within or near the Tacoma Mall</i>
<p>7: Character Districts</p> <ul style="list-style-type: none"> Foundational Neighborhood Elements Medium and long-term visions Vision graphics for each district Mixed-Use neighborhood (not mixed-use everywhere) 	<p><i>Communicate recommendations more effectively through:</i></p> <ul style="list-style-type: none"> ✓ <i>Emphasize the importance for pedestrians of the interplay between buildings and streetscapes</i> 	<ul style="list-style-type: none"> ▪ <i>Utilize streetscape features to give the neighborhood a distinct identity and to distinguish between districts</i> ▪ <i>Identify gateways/entrances into neighborhood as opportunities for placemaking</i>
<p>8: Catalyzing Economic Development</p> <ul style="list-style-type: none"> Address barriers to investment Assess economic impacts Support existing businesses Streamline development Flexibility for property owners Catalyst sites strategy 	<p><i>Communicate recommendations more effectively through:</i></p> <ul style="list-style-type: none"> ✓ <i>Consider changing map title to “potential catalyst sites”</i> ✓ <i>Articulate the key issues related to each catalyst site</i> 	<ul style="list-style-type: none"> ▪ <i>Consider expanding catalyst area in the Northwest District</i> ▪ <i>Clarify role of Madison School as catalyst site (park or development?)</i> ▪ <i>Consider the vacant athletic club site in the Lincoln Heights District a catalyst</i> ▪ <i>Consider removing Costco as a proposed Catalyst Site</i>



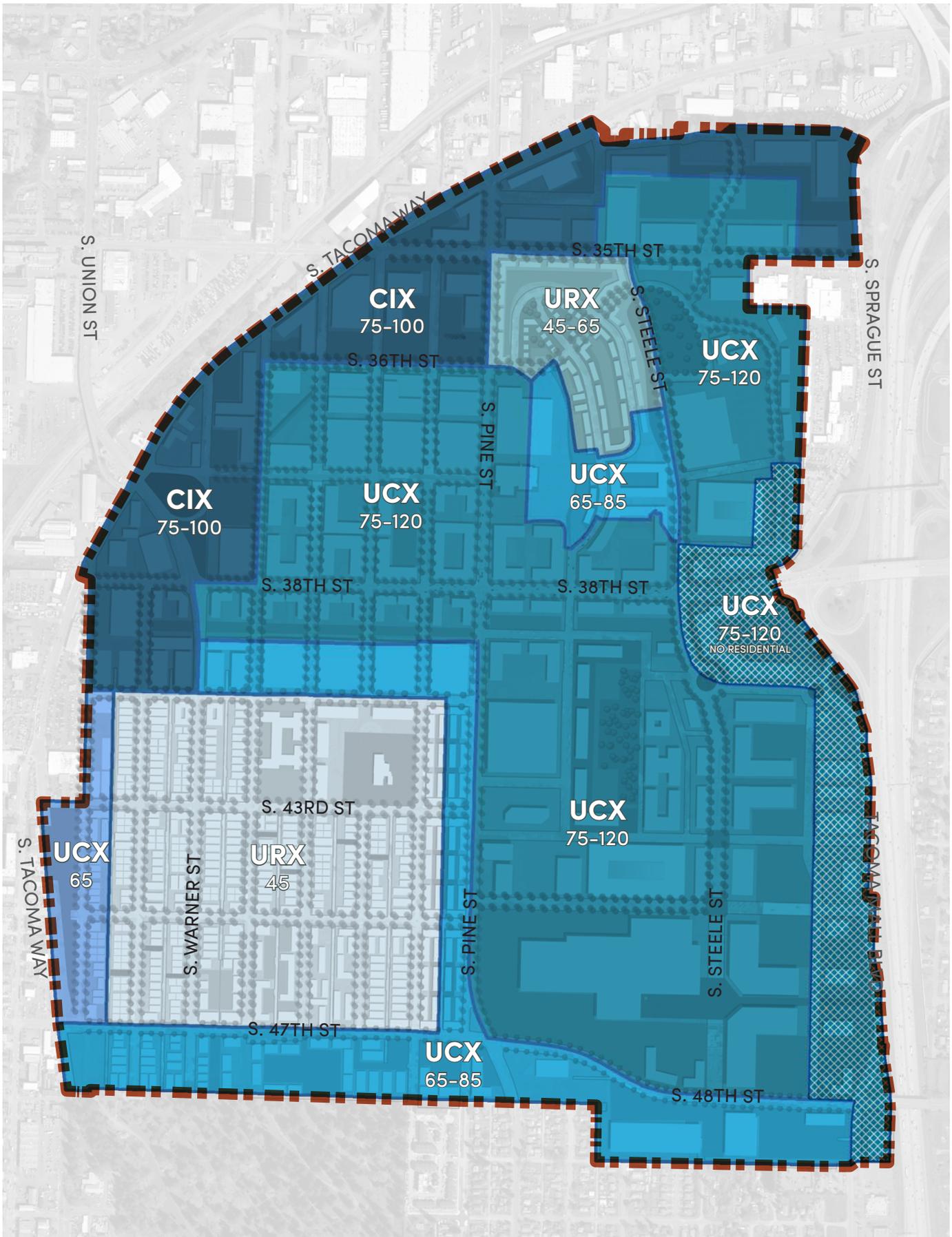
Attachment 3:

Updated Materials Based on Commission Input

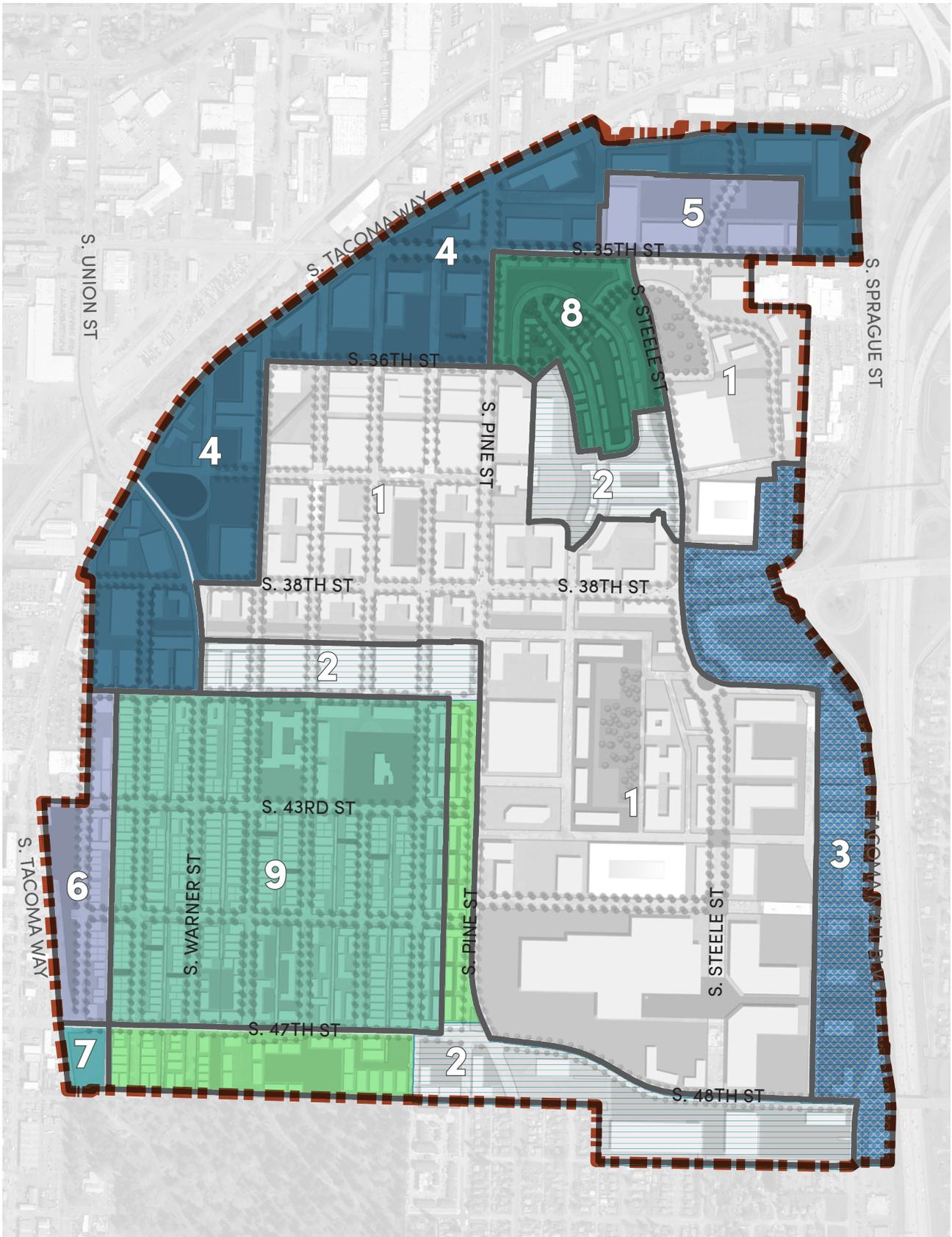
PROPOSED LAND USE MAP



REVISED PROPOSED ZONING MAP



ZONING CHANGES MAP



 UCX-Commercial	 M1 to UCX	 RCX to URX	 UCX to URX
 M1 to CIX	 NCX to UCX	 UCX75-120 to UCX65-85	 RCX to UCX

KEY ZONING CHANGES SUMMARY

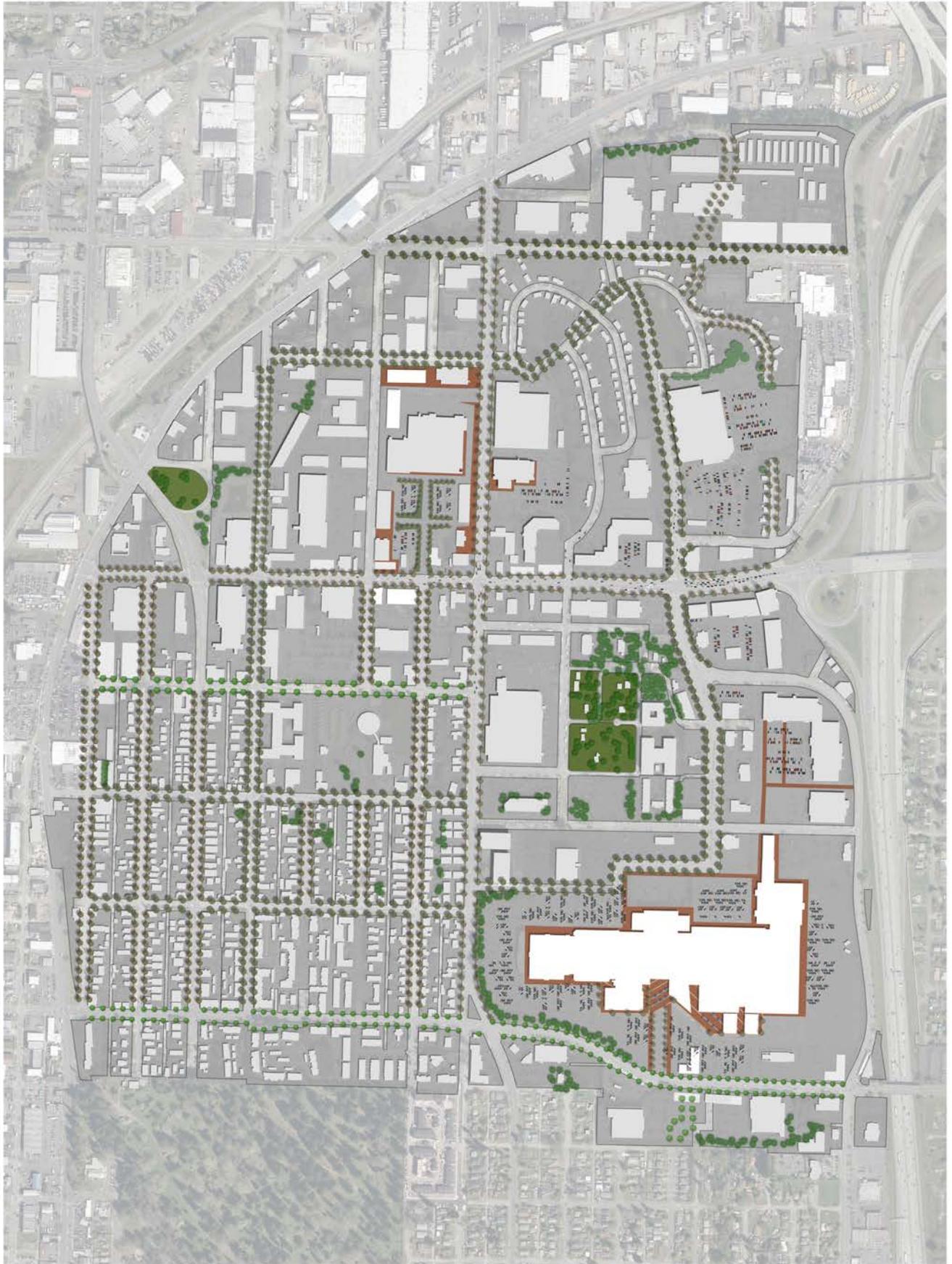
This table summarizes the policy intent and the key changes that would result from Proposed zoning changes. The table is keyed to the Zoning District Changes Map.

Area & Proposed Zoning District	Height	Land uses	Design standards	Reasons for change
1. UCX Core area	<p><u>Current:</u> 75 by right/ 120 feet with bonuses</p> <p><u>Proposed:</u> No change</p>	<p><u>Current:</u> Broad range of uses permitted</p> <p><u>Proposed:</u> No change</p>	<p><u>Current:</u> X District design standards</p> <p><u>Proposed:</u> No change</p>	<i>No specific changes proposed.</i>
2. Proposed UCX Transition areas	<p><u>Current:</u> 60 feet (RCX); 75 by right/ 120 feet with bonuses (UCX)</p> <p><u>Proposed:</u> 65 by right/ 85 feet with bonuses</p>	<p><u>Current:</u> Broad range of uses permitted</p> <p><u>Proposed:</u> No change</p>	<p><u>Current:</u> X District design standards</p> <p><u>Proposed:</u> No change</p>	<i>Supports Urban Form and Land Use goals by focusing the highest density in the Core with a transition to areas with lower heights.</i>
3. Proposed UCX Commercial area (abutting I-5)	<p><u>Current:</u> 75 by right/ 120 feet with bonuses</p> <p><u>Proposed:</u> No change</p>	<p><u>Current:</u> Broad range of uses permitted.</p> <p><u>Proposed:</u> Residential uses not permitted</p>	<p><u>Current:</u> X District design standards</p> <p><u>Proposed:</u> No change</p>	<i>Supports economic development and public health goals by setting aside the area nearest to I-5 for commercial development and locating residents further away for air quality reasons.</i>
4. RGC Expansion area: Proposed CIX Zoning (north and west of <u>Current</u> RGC)	<p><u>Current:</u> 75 feet</p> <p><u>Proposed:</u> 75 by right/ 100 feet with optional height bonuses.</p>	<p><u>Current:</u> M-1 limits residential land uses</p> <p><u>Proposed:</u> Allows both light industrial and residential uses</p>	<p><u>Current:</u> M-1 design standards are minimal</p> <p><u>Proposed:</u> X District design standards</p>	<i>Supports multiple goals by increasing development capacity and land use flexibility, while strengthening building design standards for a smoother transition to the industrial Nalley Valley.</i>
5. RGC Expansion area: Proposed UCX Zoning (north of S. 35th St)	<p><u>Current:</u> 75 feet</p> <p><u>Proposed:</u> 75 by right/ 120 feet with optional height bonuses</p>	<p><u>Current:</u> M-1 limits residential land uses</p> <p><u>Proposed:</u> Allows a broad range uses, limits light industrial uses</p>	<p><u>Current:</u> M-1 design standards are minimal</p> <p><u>Proposed:</u> X District design standards</p>	<i>Supports multiple goals by increasing development capacity and providing for an urban mixed-use land use pattern, while strengthening building design standards.</i>

<p>6. RGC Expansion area: Proposed UCX Zoning (west boundary of Madison District)</p>	<p><u>Current:</u> 75 feet <u>Proposed:</u> 65 feet</p>	<p><u>Current:</u> M-1 limits residential land uses <u>Proposed:</u> Allows a broad range of uses, limits light industrial uses</p>	<p><u>Current:</u> M-1 design standards are minimal <u>Proposed:</u> X District design standards</p>	<p><i>Supports multiple goals by and providing for an urban mixed-use land use pattern, while strengthening building design standards for a smoother transition to the industrial Nalley Valley.</i></p>
<p>7. RGC Expansion area: Proposed UCX Zoning (Currently NCX)</p>	<p><u>Current:</u> 45 by right/85 feet with bonuses <u>Proposed:</u> 65 by right/ 85 with bonuses</p>	<p><u>Current:</u> M-1 limits residential land uses <u>Proposed:</u> Allows a broad range of uses, limits light industrial uses</p>	<p><u>Current:</u> Design standards are minimal <u>Proposed:</u> X District design standards</p>	<p><i>Supports multiple goals by making zoning for this small area consistent with the RGC to which it is adjacent.</i></p>
<p>8. Multifamily Residential: Proposed URX Zoning (Lincoln Heights)</p>	<p><u>Current:</u> 75 by right/ 120 feet with bonuses <u>Proposed:</u> 45 by right/ 65 feet with bonuses</p>	<p><u>Current:</u> Broad range of uses permitted (min. 30 dwellings/ acre) <u>Proposed:</u> Residential land uses only (min. 25 dwellings/acre)</p>	<p><u>Current:</u> X District design standards <u>Proposed:</u> No change</p>	<p><i>Supports Urban Form and Environmental goals by building on the residential character of the area and enabling and focusing Green Stormwater Infrastructure techniques in this area where soils are conducive to stormwater infiltration.</i></p>
<p>9. Multifamily Residential: Proposed URX Zoning (Madison)</p>	<p><u>Current:</u> 60 feet <u>Proposed:</u> 45 feet</p>	<p><u>Current:</u> RCX permits multifamily and up to 25% commercial uses (min. 30 dwellings/acre) <u>Proposed:</u> Residential land uses only (min. 25 dwellings/acre)</p>	<p><u>Current:</u> X District design standards <u>Proposed:</u> No change</p>	<p><i>Supports Urban Form and Environmental goals by building on the residential character and scale of the area and enabling and focusing Green Stormwater Infrastructure techniques in this area where soils are conducive to stormwater infiltration.</i></p>

NOTE: The table provides a high level overview of the changes directly related to zoning. There are additional regulatory changes proposed which would be broadly applicable and are addressed in their own sections of this Code Changes Appendix.

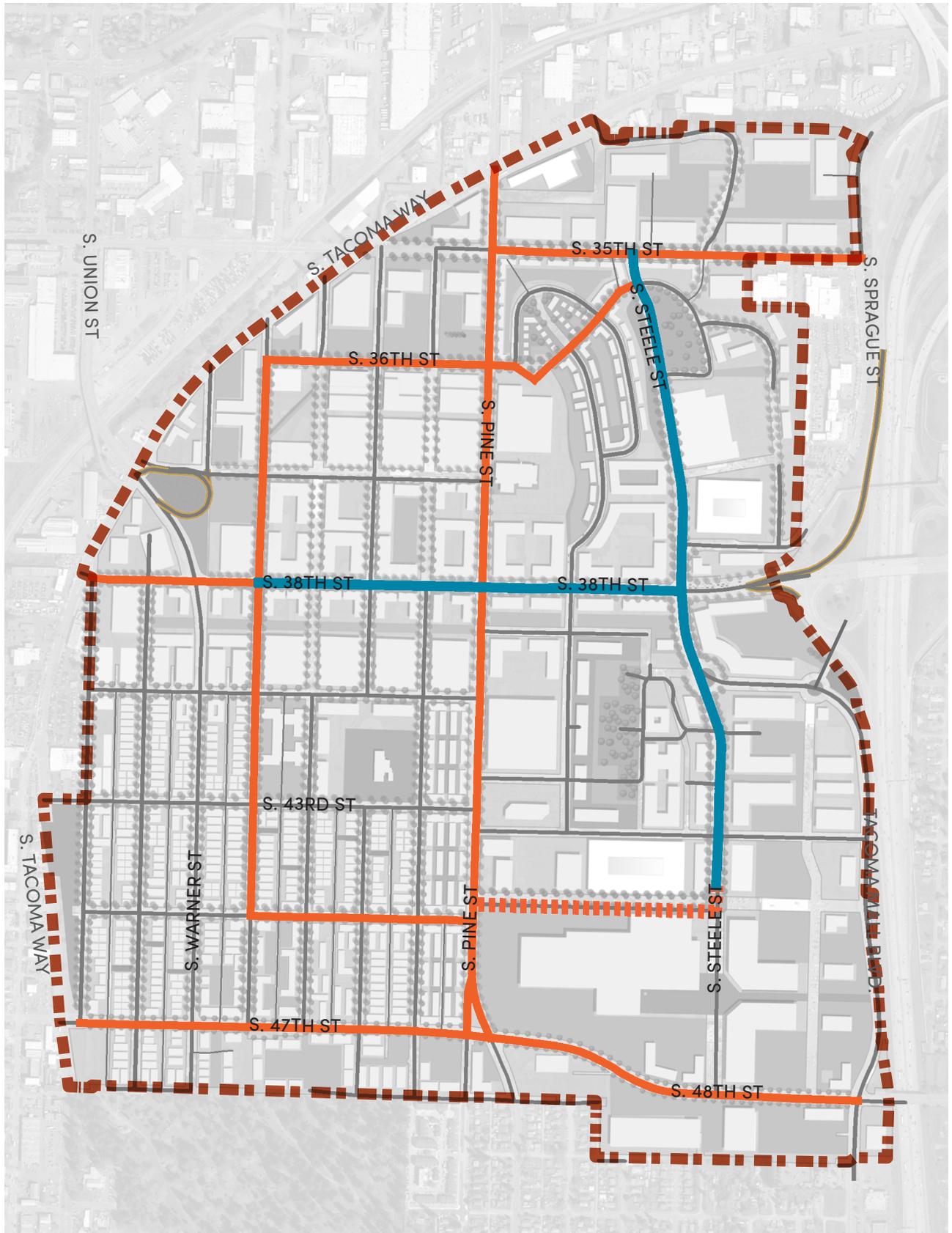
MEDIUM-TERM VISION MAP



LONG-TERM VISION MAP



DESIGNATED PEDESTRIAN STREETS MAP



-  Pedestrian Street
-  Core Pedestrian Street

OVERALL PRIORITY PROJECT LIST

This section describes the overall project priority list for the Tacoma Mall Neighborhood. This list highlights the major projects that the project team identified as being necessary to achieve the urban form and travel choice outcomes identified in this plan. This list was developed by a subcommittee of the project team created who created project prioritization matrix that aligns with the Plan’s goals and actions. All of the projects were evaluated based on the following criteria:

1. Advances land use objectives
2. Safety
3. Storm water management (regional and sub-area treatment)
4. Advances Mode Split
5. System Completeness and Connectivity
6. Urban Design Opportunities
7. Leverage Partnerships (WSDOT, Pierce Transit, Sound Transit, Pierce County, FTA, etc.)
8. Capacity Enhancements
9. Capital Cost to City
10. Feasibility
11. Promotes Transit-Oriented Development

The projects were then ranked by their final score and organized in terms of near, mid, and long-term priorities. The results can be seen in Table 3. This is a snapshot of today’s priorities and may change over time as the Tacoma Mall Neighborhood redevelops. These projects serve various modes, and help meet goals set in the Network Priorities section. Table 3 and Figure 51 highlight the highest rated projects identified by the team. A brief description of several of the major projects follows the table.

Project	Description	Potential Partners	Cost (\$ thousands)	Phase
Near-Term Priorities (0-5 years)				
1. Loop Road Demonstration Project	Initial implementation of a section of the Loop Road – would include a study to identify the best location	Property Owners	\$1,500	Design, Right-of-way, Construction
2. I-5 Direct Access/HOV Ramp – Phase 1	Preliminary engineering study for new direct access/ high occupancy vehicle freeway off ramp	WSDOT, Transit Providers, Property Owners	\$900	Design
3. Madison District—Green Stormwater Infrastructure Streets – Phase 1	Initial implementation of permeable pavement and rain garden bulb-outs of residential streets	Property Owners	\$5,000	Design, Right-of-way, Construction
4. S. 38th Street / S. Steele Street Intersection	Revise intersection channelization to improve vehicle operations; may require new turn lane	Property Owners	\$500-1,500	Design, Right-of-Way, Construction

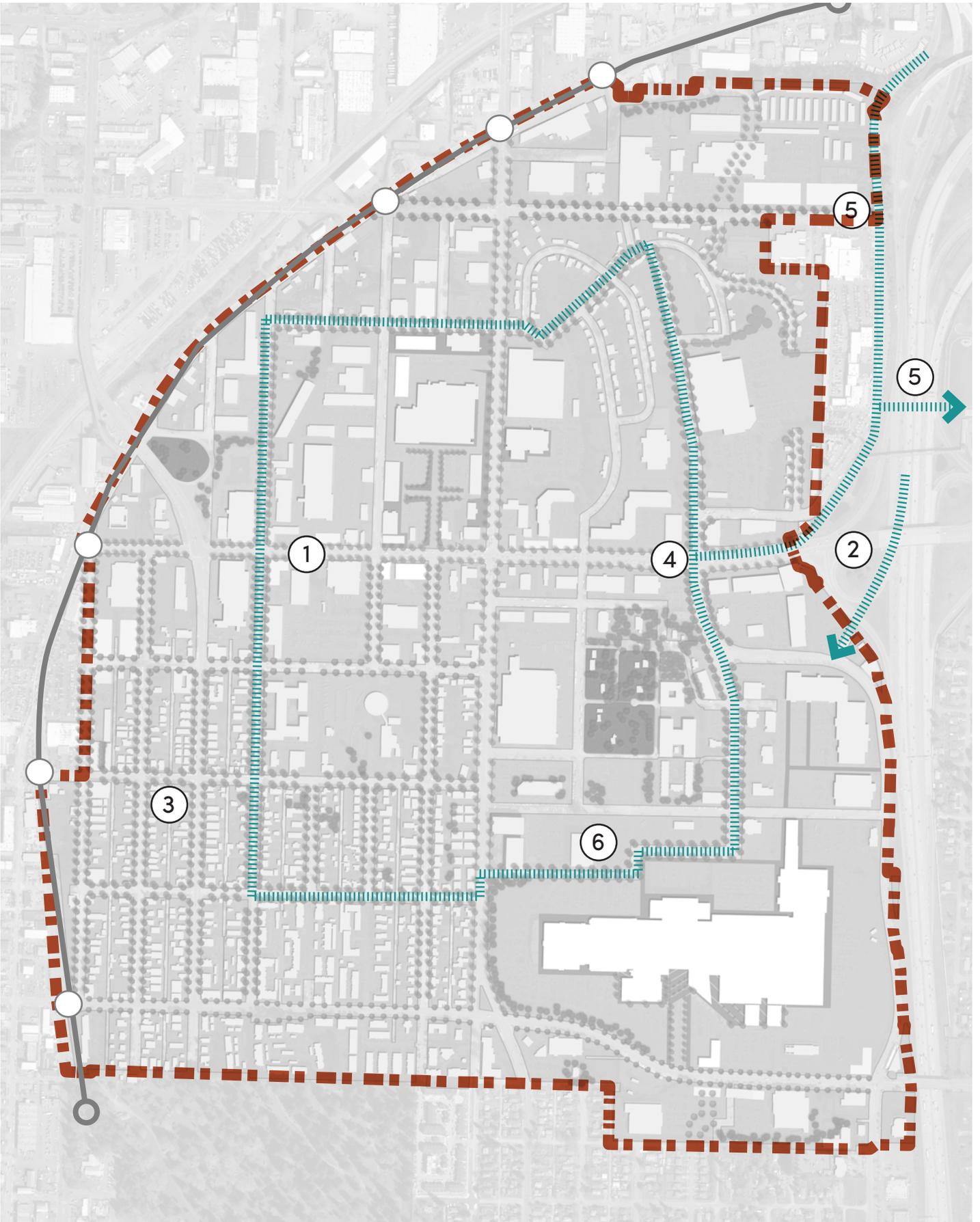
5. S. Sprague Avenue Bike Connection	Add bicycle connection from I-5 Bike/Ped Bridge along Sprague Ave to Steele Street, S 35 th St and S Tacoma Way	Property Owners	\$2,100	Design, Right-of-Way, Construction
6. Tacoma Mall Transit Center – Phase 1	Location study and preliminary design for new transit center (in conjunction with ST3 high capacity transit study)	Transit Providers, Property Owners	\$900	Design
Mid-Term Priorities (5-15 years)				
7. I-5 Direct Access/HOV Ramp	New direct access/High Occupancy Vehicle freeway	WSDOT, Transit Providers, Property Owners	\$27,650	Design, Right-of-Way, Construction
8. Tacoma Mall Transit Center	New transit center with six bus bays, shelter, layover space, and passenger amenities	Transit Providers, Property Owners	\$28,000	Design, Right-of-Way, Construction
9. I-5 Transit Connector	Enhancements for transit speed and reliability between I-5 and new transit center location	Transit Agencies, Property Owners	\$2,450	Design, Right-of-Way, Construction
10. Transit- Supportive Actions	Speed and reliability enhancements to support planned high capacity transit routes	Transit Providers	TBD	Design, Right-of-Way, Construction
11. S. 38th Street Complete Streets/ Gateway Project	Complete Streets redesign and incorporate gateway features on S 38th Street between S. Tacoma Way and I-5	Property Owners	\$10,660	Design, Right-of-Way, Construction
12. Loop Road – Phase 2	Complete Loop Road –multimodal internal connector emphasizing bike, pedestrian and green stormwater features	Property Owners	\$12,700	Design, Right-of-Way, Construction
13. Madison District—Green Stormwater Infrastructure Streets – Phase 2	Permeable Roadway Facilities in the Madison Neighborhood	Property Owners	\$3,230	Design, Right-of-Way, Construction
14. Lincoln Heights—Green Stormwater Infrastructure Streets	Permeable Roadway Facilities in the Lincoln Heights Neighborhood	Property Owners	TBD	Design, Right-of-Way, Construction
15. Pine St & 42 nd St Signal	Add a signal at the intersection of Pine St and 42 nd St.	Transit Providers, Property Owners	\$300	Design, Right-of-Way, Construction

16. Pine Street—Complete Streets/ Gateway Project	Complete Streets redesign including bicycle and transit service	Transit Providers, Property Owners	\$2,640	Design, Right-of-Way, Construction
17. S. 47th/48th Street Complete Streets/Bike Connection	Complete Streets redesign incorporating bike connection from I-5 bridge to Water Flume Trail	Property Owners	\$5,040	Design, Right-of-Way, Construction
18. S. 48th Street Overpass	Widen existing overpass of I-5 or build a new adjacent bridge for improved bicycle/ pedestrian connection to the subarea	WSDOT	\$1,810	Design, Right-of-Way, Construction
19. Area-wide sidewalk gaps	As development occurs, connect sidewalk system, addressing gaps and substandard conditions	Property Owners	\$14,230	Design, Right-of-Way, Construction
Long-Term Priorities (15+ years)				
20. S. 35th Street Bike Corridor	Add bicycle facility and extend corridor to South Tacoma Way	Property Owners	\$2,720	Design, Right-of-Way, Construction
21. S Fife St to S 48 th St Bike Connection	Add bicycle connection between the Lincoln Heights and Mall Districts to S 48 th St	Property Owners	\$570	Design, Right-of-way, Construction
22. S 40 th St Bike Connection	Add bicycle connection from S Tacoma Way to S Fife St	Property Owners	\$1,250	Design, Right-of-way, Construction
23. Warner St Bike Connection	Add bicycle connection from S 38 th St to S 47 th St	Property Owners	TBD	Design, Right-of-way, Construction
24. Area-wide Active Transportation Pathways	Add pedestrian pathways and missing link bike connections called for in the Subarea Plan	Property Owners	TBD	
25. Area-wide street grid connections	As development occurs, add new street connections to enhance overall mobility for all modes	Property Owners	\$39,110	Design, Right-of-Way, Construction

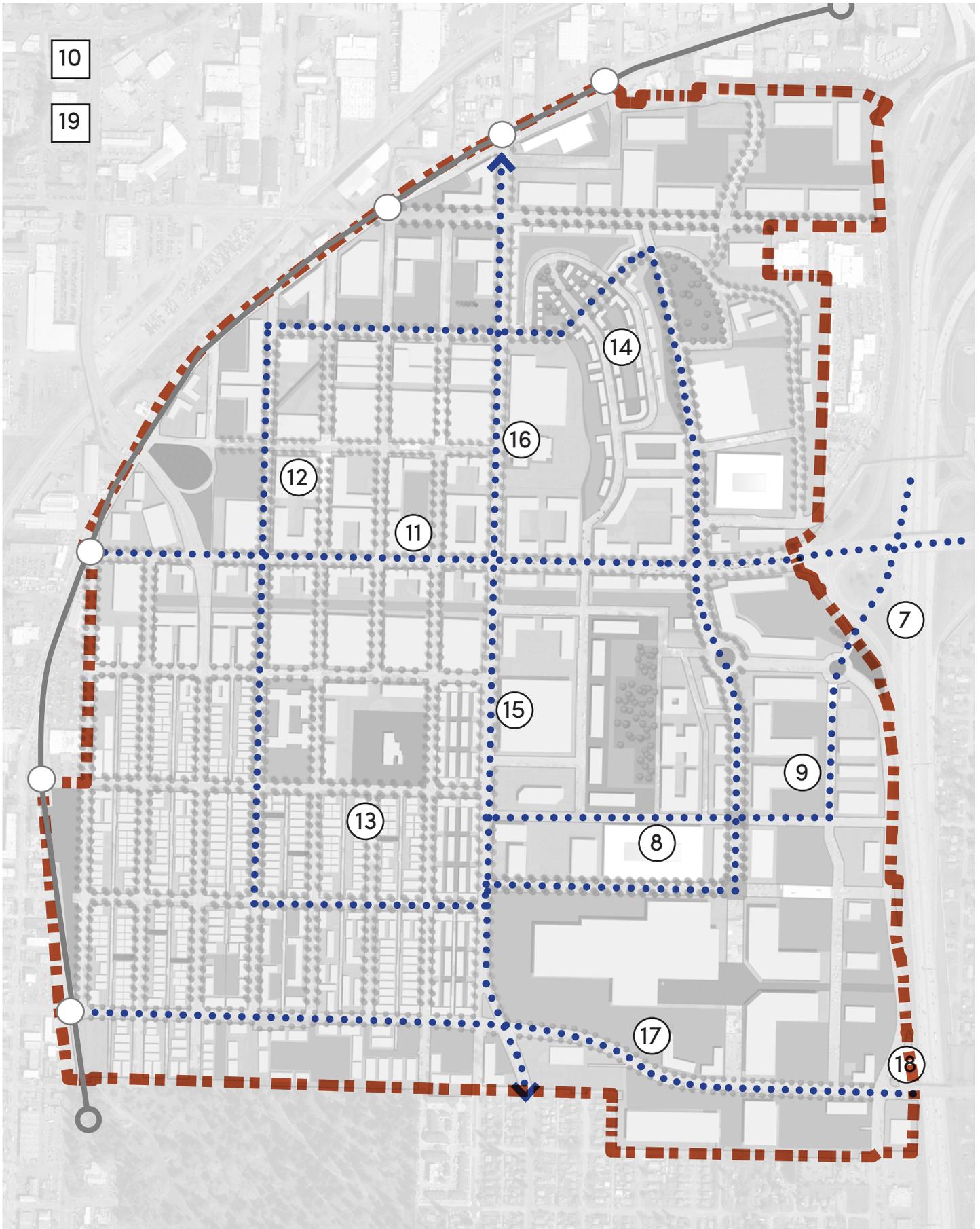
Notes:

1. These are order of magnitude cost estimates for planning purposes. No right of way costs are included.
2. The City will pursue funding opportunities as they become available and projects may begin sooner than anticipated.

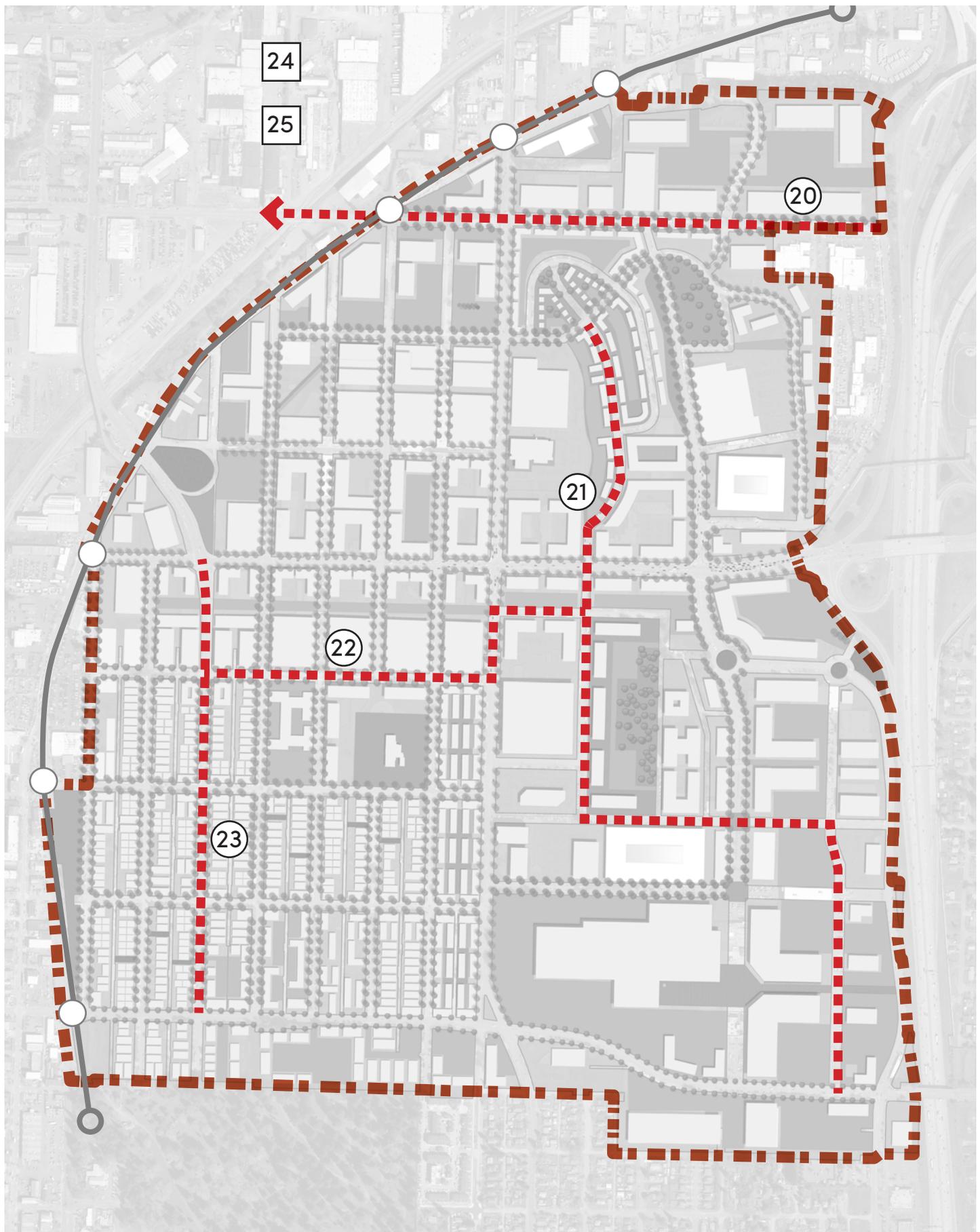
NEAR-TERM PRIORITIES MAP



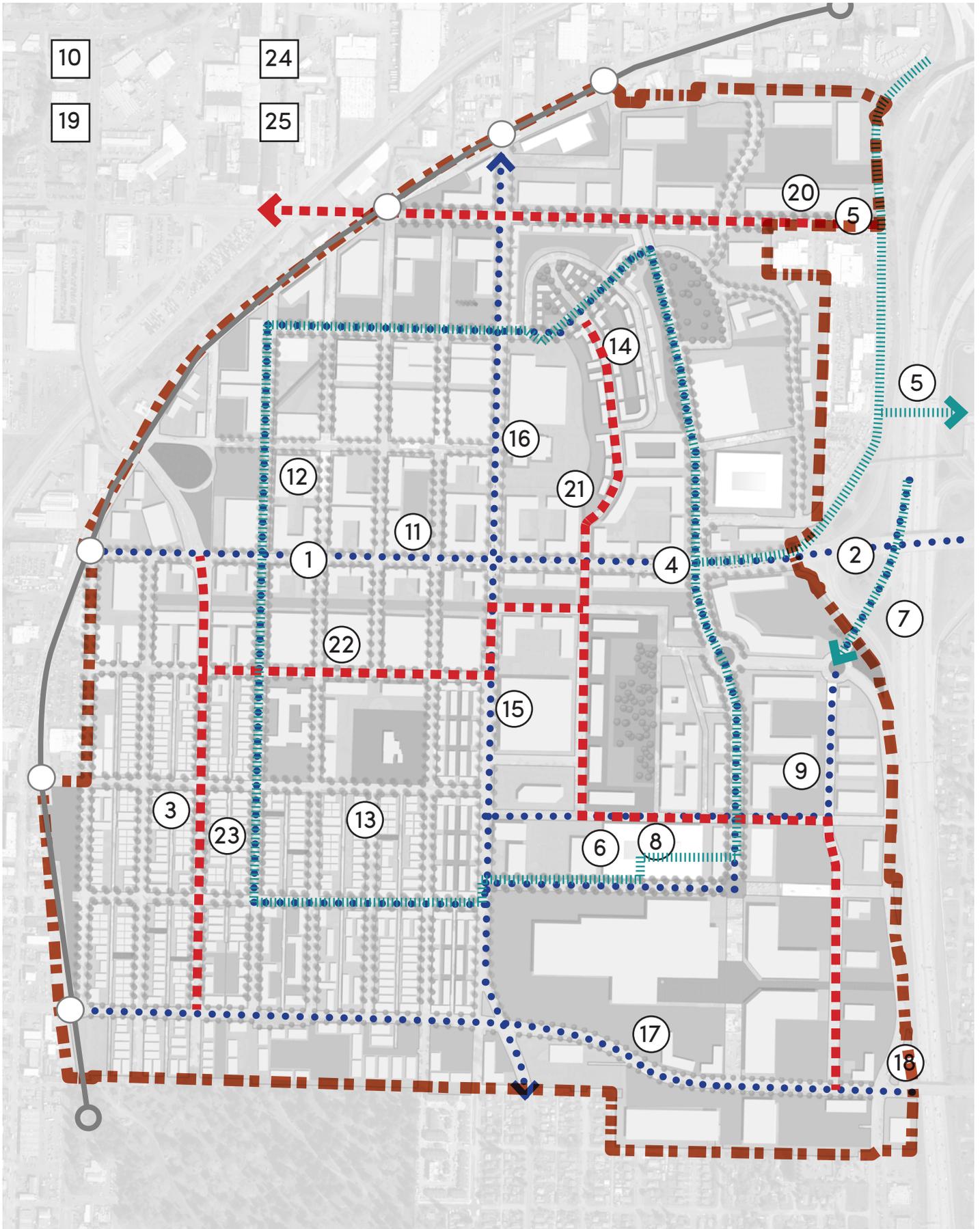
MID-TERM PRIORITIES MAP



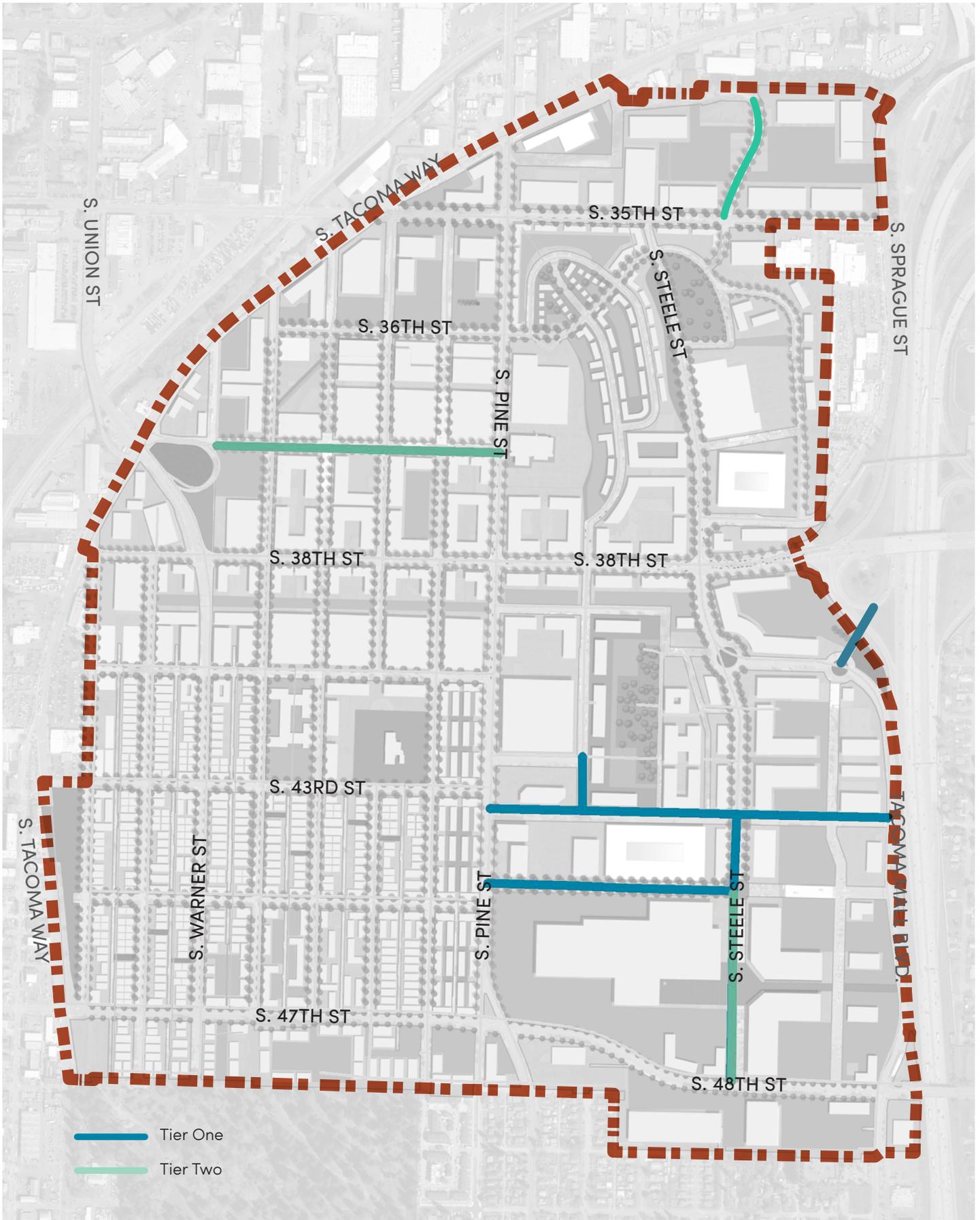
LONG-TERM PRIORITIES MAP



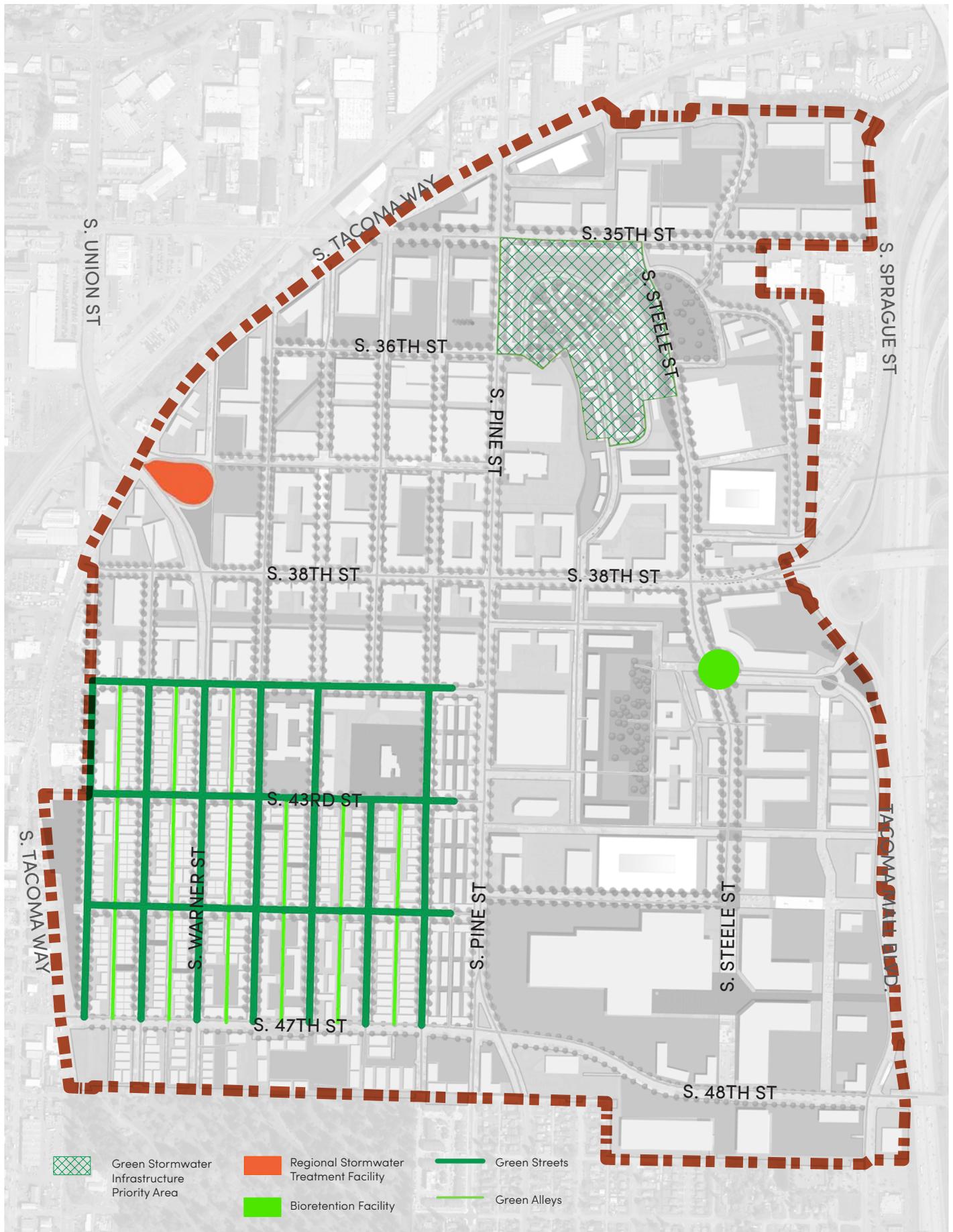
PRIORITIES MAP - ALL PROJECTS



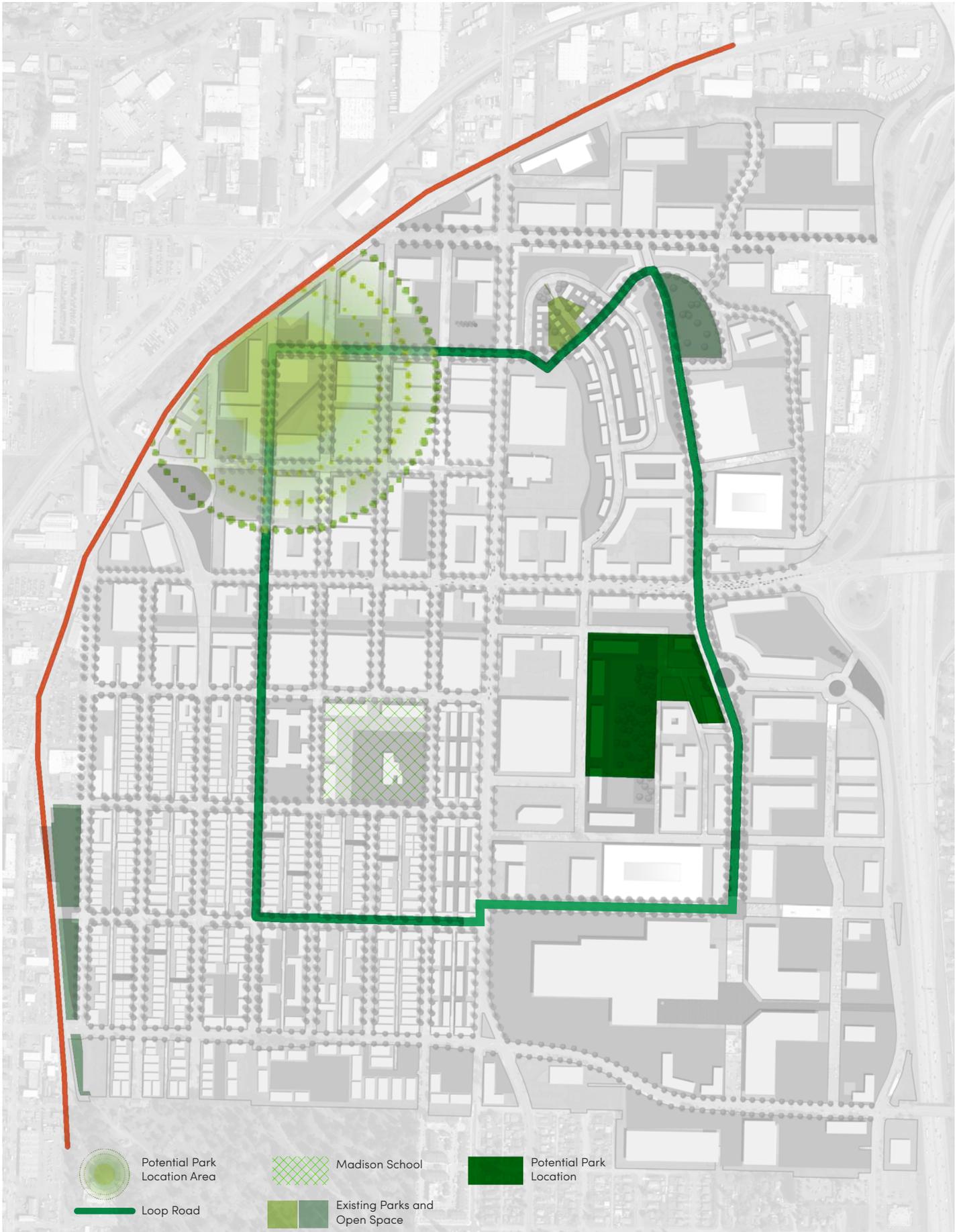
PRIORITY NEW STREET CONNECTIONS MAP



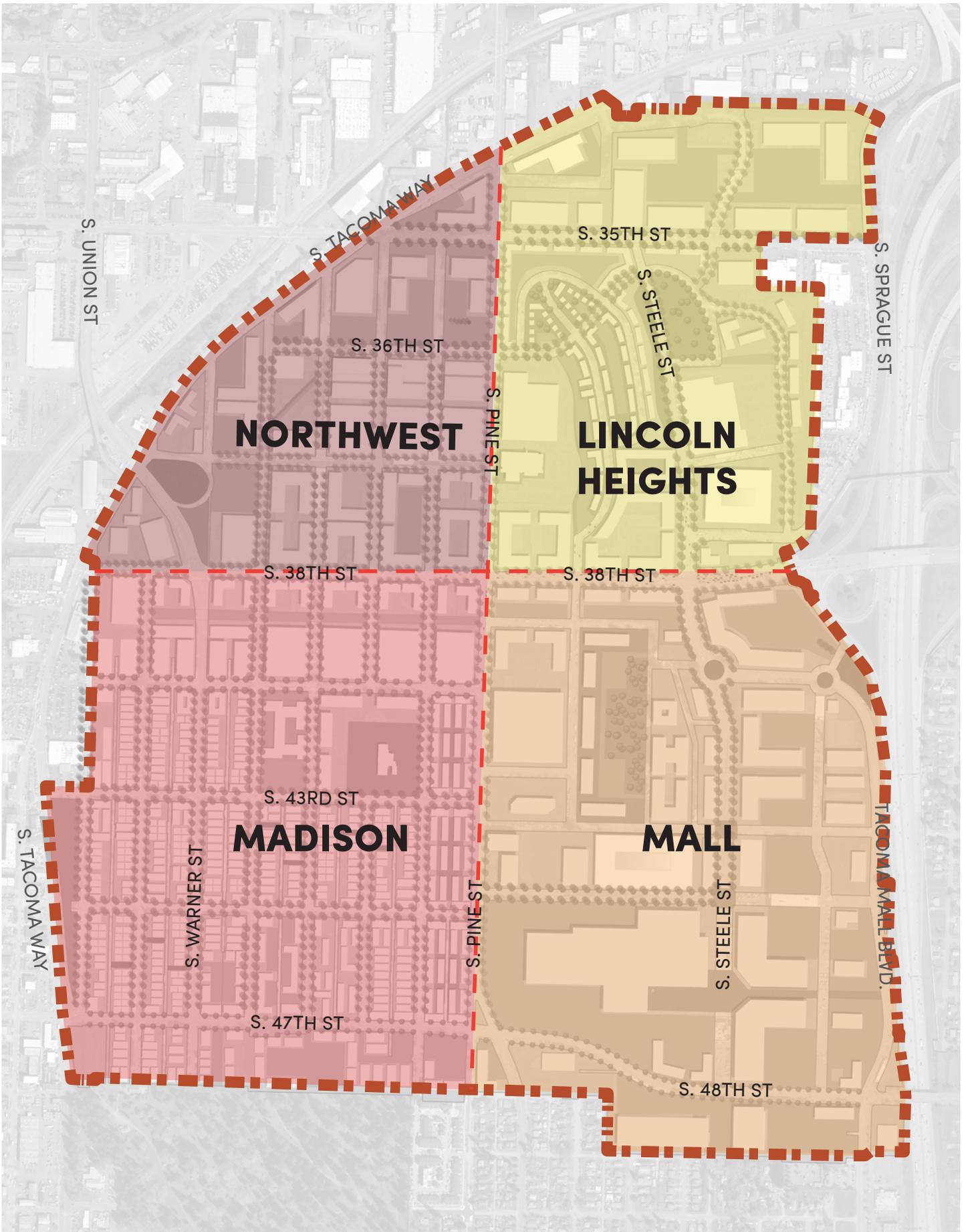
UPDATED AREA-WIDE STORMWATER STRATEGY MAP



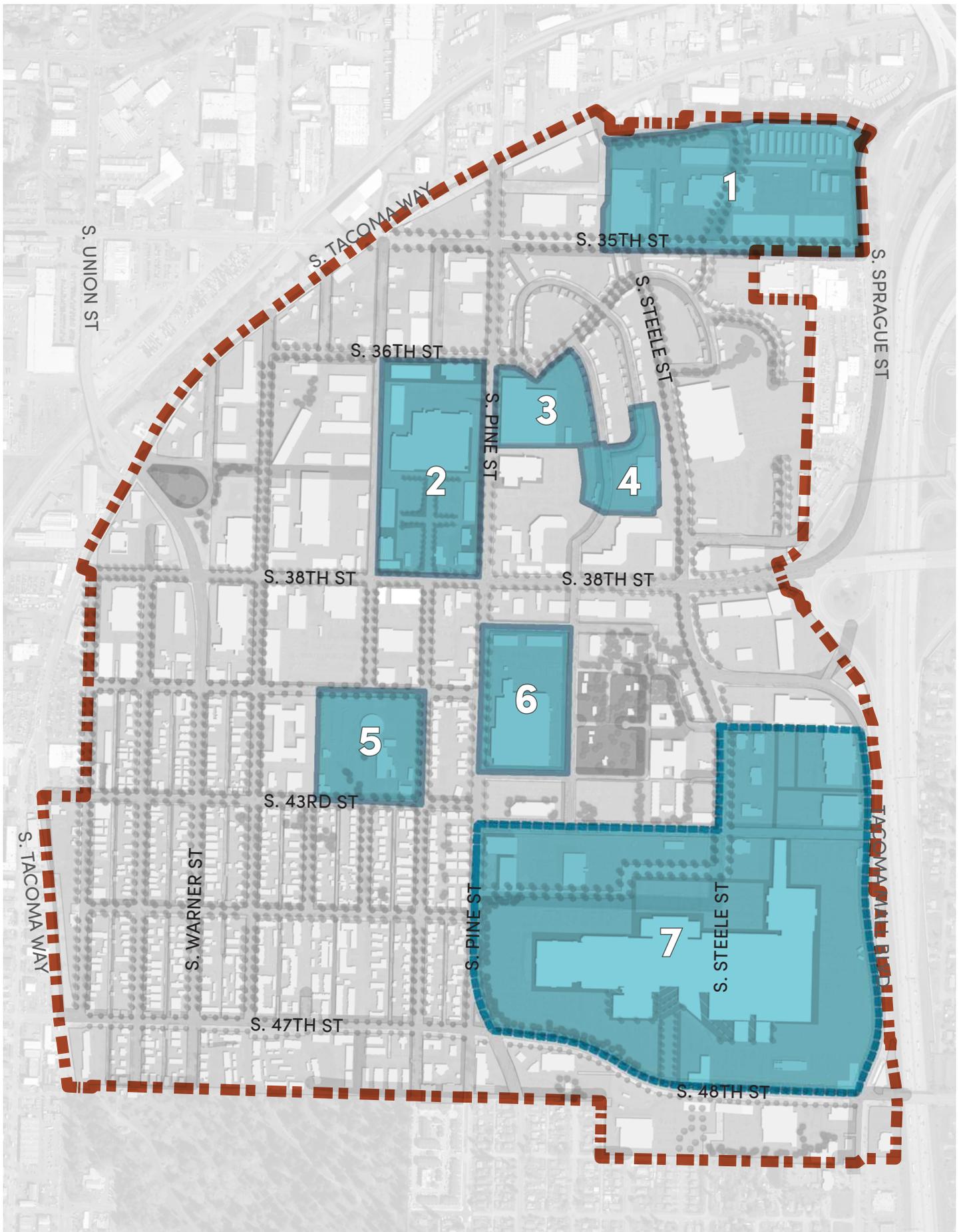
PARKS AND OPEN SPACE MAP



CHARACTER DISTRICTS MAP



UPDATED CATALYST SITES MAP



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Attachment 4



DRAFT TACOMA MALL NEIGHBORHOOD SUBAREA PLAN KEY ISSUES & RECOMMENDATIONS

PLANNING COMMISSION SMALL GROUP MEETINGS

Staff are seeking direction on several key discussion areas to move the draft Subarea Plan forward. The Commission has been reviewing and discussing aspects of the preliminary draft Subarea Plan since December of 2016. As part of those discussions, several topics have emerged that require additional staff analysis and subsequent discussion. Although the majority of the goals and actions are well-supported, it has been difficult to communicate and to reach concurrence on significant portions of the plan while these topics remain unresolved.

Staff will ask groups of three Commissioners to meet with the project team to have targeted conversations about these discussion areas with the goal of establishing concurrence on key remaining decision points. These conversations will be shaped by packets containing supporting materials, such as summary sheets, maps, and other visuals, which will be the precursors to shaping appropriate strategies to inform and support decisions and overall direction.

Attached is a compilation of all goals and actions in the preliminary draft, by chapter. To facilitate these conversations, staff have edited the goals and actions list found in Chapter One: Introduction to make it more concise, and highlighted the specific goals and actions which we understand require further discussion. Staff will provide an overview of the proposed direction for key topics including:

- 1 Proposed zoning and height
- 2 Residential and commercial design
- 3 Proposed transportation projects
- 4 Street network and connectivity
- 5 Green stormwater strategies
- 6 Parks and open space
- 7 Character districts
- 8 Catalyzing economic development

Key staff subject matter experts will be in attendance to ensure that questions can be readily addressed.

In addition, staff will request input on the preliminary draft Plan as a communication document. Staff have formulated recommendations for text edits for brevity and clarity, as well as map and graphics updates.

Staff will contact you soon to schedule the meetings. Thank you for your ongoing commitment to the success of the project.

04/28/17



PLANNING COMMISSION SMALL GROUP MEETINGS

Dear Planning Commission,

Thank you for participating in the small group discussions on the Tacoma Mall Neighborhood Subarea Plan & EIS project. Our intent is two-fold: First, to reach a common understanding of what decisions remain to be made. Second, to establish where there is general agreement on how to move forward and where additional analysis and discussion is needed.

In December 2016 the Commission began its review of the preliminary draft Subarea Plan. Based on Commission discussions, stakeholder input, and ongoing analysis, staff have identified eight topics which have emerged as decision points, and developed recommendations for each.

The attached packet provides a brief overview of each topic, and the associated issues and staff recommendations. Our subject matter experts will attend the meetings to support the discussion.

Here is the proposed agenda (subject to change):

1. Introductions, meeting intent and approach (15 minutes)
2. Topics discussion (90 minutes)
3. Discussion summary and next steps (15 minutes)

Thank you for taking the extra time to help shape the direction of the project. Your input will help us make the Subarea Plan more effective as a community vision and action strategy.

Sincerely,

Elliott Barnett, Associate Planner

(253) 591-5389

GOALS AND ACTIONS TABLE



CHAPTER 3 – URBAN FORM

Goal UF-1

Establish a more coherent, cohesive, accessible neighborhood structure by implementing the six foundational elements of neighborhood urban form:

1. Place-based character districts
2. Focused density & transition areas
3. Internal Loop Road & parks system
4. Complete & connected street network
5. Green infrastructure systems
6. Neighborhood edges & transitions

Action UF-1

Establish four neighborhood character districts based on the ¼ mile walkable neighborhood concept and the distinct quadrants defined by S 38th and S Pine Streets.

Action UF-2

Foster district identities that respond to conditions, opportunities and interests of stakeholders in each district and are consistent with the community character envisioned for the entire neighborhood.

Action UF-3

Ensure City codes support the focused density and transition areas goal.

Action UF-4

Create a neighborhood “mixed-use town center” in the Mall District, with a potential high capacity transit station location, and a full mix of land uses.

Action UF-5

Develop a Master Plan for the entire Loop Road.

Action UF-6

Design and develop the Loop Road in phases.

Action UF-7

Create a complete and connected street network.

Action UF-8

Design and implement strategies for area-wide stormwater management, parks, tree cover, and bicycle and pedestrian networks.

Action UF-9

Implement signage, public art, landscaping and other strategies to clarify neighborhood edges, identify entry points, support neighborhood identity and provide transitions.

Goal UF-2

Plan for a high-capacity transit station and transit-oriented development in a central location in the neighborhood.

Action UF-10

Consider Federal funding agency and transit station area location criteria to identify the most beneficial specific locations.

Action UF-11

Pursue a High Capacity Transit Corridor Study with Sound Transit and Pierce Transit in the near term, 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

Develop a design manual with standards for contemporary building forms, design and materials that provide a vibrant, urban experience.

CHAPTER 4 – LAND USE

Goal LU-1

Guide development, growth, and infrastructure investment to promote the neighborhood vision and build on the character and assets of each district.

Action LU-1

Update development regulations to encourage development that supports the character districts vision.

Goal LU-2

Design new development to contribute to the distinctive physical, historic, aesthetic and cultural qualities of its District.

Action LU-2

Review City code to identify opportunities to better promote site and building design.

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.

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.

NOTE: *This includes proposed zoning district and height changes.*

1

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.

NOTE: *This includes the following proposed code changes:*

- *New connectivity requirements*
- *Land use table modifications*
- *Development Regulation Agreement updates*
- *Residential and commercial design standards updates*
- *Landscaping Code updates*
- *Parking lot standards updates*
- *Environmental Code & Groundwater Protection District Code updates*

2

Action LU-8

Ensure that the Subarea Plan maps are used to establish and maintain designations and urban structural elements.

Action LU-9

Work with property and business owners, developers and residents to continue to refine development regulations.

Goal LU-3

Clarify distinctions and strengthen transitions between the Regional Growth Center and South Tacoma Way Manufacturing and Industrial Center boundaries.

Action LU-10

Revise the RGC boundary to transition between the mixed-use Tacoma Mall Neighborhood and the industrial character of the Manufacturing and Industrial Center.

NOTE: *This includes the proposed expansion of the Regional Growth Center and associated zoning district changes to the expansion area.*

1

CHAPTER 5 – HOUSING

Goal H-1

Maintain and broaden the range of housing types, consistent with the Subarea land patterns and urban design goals and the 2040 growth targets.

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.

Action H-2

Promote moderate-density residential and residential mixed-use development in areas between the highest and lowest residential densities.

Action H-3

Enable the development of residential and residential mixed-use development including live/work, artist studio housing in the Northwest District.

Action H-4

Continue the residential character of the Madison and Lincoln Heights residential areas.

Action H-5

Encourage housing developers to provide community and green spaces.

Goal H-2

Maintain a range of affordable housing costs in the neighborhood.

Action H-6

Collaborate to ensure at least 25 percent of new housing is affordable to households earning 80 percent or less of Pierce County area median income (AMI).

Action H-7

Seek input to ensure that development standards make it simple and cost effective to build attractive, contemporary housing units that are moderately and affordably priced.

Action H-8

Work with partners to build and maintain very-low income and special needs housing.

Action H-9

Monitor to ensure at least 25% of housing is affordable at 80% AMI.

CHAPTER 6 – TRANSPORTATION CHOICES

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.

Action T-2

Design the transportation system to balance livability with retail and employment objectives by maintaining acceptable congestion levels while enhancing the pedestrian and bicycle environment.

Action T-3

Encourage land use patterns and developments that support non-SOV travel, and provide multimodal transportation options and intermodal connectivity.

Action T-4

Strictly limit street and alley vacations, allowing them only when connectivity is maintained in the neighborhood and immediate area.

Action T-5

Implement access management principles along 38th Street to consolidate access points onto the arterial.

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

Consider CPTED principles, aesthetics, safety and walkability in designing and locating transportation facilities.

Goal T-3

Build a complete streets network throughout the neighborhood.

Action T-7

Allow on-street parking on low-volume, low-speed streets.

Action T-8

Implement the Subarea Complete Streets network by considering first those design guidelines for both the public and private street designs.

Goal T-4

Prioritize the movement of people and goods via modes that have the least environmental impact and greatest contribution to livability.

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 based on the near, mid, and long-term prioritization recommendations of this plan.

3

Action T-11

Employ Transportation Demand Management (TDM) measures to increase the Tacoma Mall Neighborhood’s mode share by non-single occupant vehicles.

Action T-12

Monitor the Tacoma Mall Neighborhood’s mode share to track the progress toward achieving the mode split targets for the Subarea.

Action T-13

Support the transportation needs of this traditionally underserved neighborhood through investment in equitable modes of transportation and “catch-up” investment.

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.

Action T-15

Strive to reduce crashes and collisions by working towards “target zero” of deaths and injuries using education, enforcement, and engineering, prioritizing 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.

4

Action T-17

Create new connections, for example the S 35th Street extension.

4

Action T-18

Utilize a range of options for developing the new grid network – including via private property using criteria-based connectivity requirements or City-led public projects.

4

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 bus or shuttle connections to Sounder Stations, bike and pedestrian access to stations, station aesthetic improvements, and ensuring transit routes serve the community.

Action T-21

Advocate for the extension of regional light rail service to the Tacoma Mall Neighborhood RGC and participate actively in the ST3 LINK Extension study.

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.

Action T-24

Implement the proposed internal Loop Road and the bike facilities shown in the Subarea Plan Pedestrian and Bicycle Facilities Network.

Action T-25

Implement key pedestrian connections, including those shown in the Subarea Plan Pedestrian and Bicycle Facilities Network.

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, Metro Parks and pursue funding.

Action T-27

Actively coordinate with WSDOT to plan and fund the I-5 Direct Access Project. Complete necessary planning studies for inclusion in the WSDOT STIP.

Action T-28

Actively coordinate with transit providers and other partners to plan and fund High Capacity Transit service to the Subarea, including a multimodal transit station.

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.

Action T-30

Utilize best management practices for stormwater, to ensure runoff does not cause impacts to receiving waters.

Action T-31

Prioritize system preservation, maintenance, and repair to protect existing and future transportation investments.

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.

Action T-33

Enact a parking demand management strategy.

Goal T-8

Provide improved transportation facilities 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 Subarea Plan projects and ranking criteria into the City's TMP.

Action T-35

Aggressively pursue funds to implement the projects identified in this Plan.

Goal T-9

Obtain funding through a variety of sources for 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.

Action T-37

Analyze the potential to create an impact fee program, as well as other new funding sources and mechanisms.

CHAPTER 7 – ENVIRONMENT

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.

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.

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 development and redevelopment.

Action E-4

Prioritize the construction of permeable pavement for streets with lower traffic volumes, particularly where existing stormwater infrastructure is over capacity. Where feasible integrate bulbout bioretention cells at intersections with arterials.

5

Action E-5

Preserve existing mature trees and green spaces in association with City actions when feasible, and encourage retention of mature trees when properties are developed.

Action E-6

Encourage property owners to retrofit their properties with green stormwater infrastructure and/or low impact development best management practices.

Goal E-2

Ensure infiltrated stormwater runoff recharges clean water to the South Tacoma aquifer.

Action E-7

Collaborate with the Tacoma-Pierce County Health Department to revise the Tacoma Municipal Code to reflect the circumstances and requirements for infiltration in the South Tacoma Groundwater Protection District.

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.

Action E-9

Target 25% tree canopy coverage in the Madison District and 20% coverage in the other neighborhood Districts by 2040.

Action E-10

Work with property owners such as WSDOT to increase tree cover on the neighborhood perimeter.

Action E-11

To increase the identity, canopy cover and green infrastructure value of the Loop Road linear parkway consider planting the largest street trees feasible.

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.

Goal E-4

Promote regional conservation of farms and forests and protect the health of the Puget Sound.

Action E-14

Promote the use of TDRs in exchange for height bonuses.

CHAPTER 8 – COMMUNITY VITALITY

Goal CV-1

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

Action CV-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 CV-2

Develop consistent signage and wayfinding for the neighborhood.

Action CV-3

Rebrand the neighborhood as a "green neighborhood," celebrating planned improvements in green stormwater infrastructure, parks and tree cover.

Goal CV-2

Increase the presence of arts and cultural activities, engage community members from diverse backgrounds, build community relationships and support neighborhood identity.

Action CV-4

Develop a public art strategy for this neighborhood that identifies resources, partnerships and opportunities.

Action CV-5

Ensure that the City's land use regulations and community and economic development programs support local fabrication and production of arts.

Action CV-6

Integrate public art that reflects and strengthens community identity in public places and neighborhood gateways.

Action CV-7

Promote events like farmers markets, music, festivals, food truck events, and neighborhood parties.

Goal CV-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 CV-8

Recruit, promote or construct a variety of services and amenities that address the needs and desires of residents.

Action CV-9

Work with the community to identify immediate needs for new amenities and affordable services and identify steps to bring them to the neighborhood.

Action CV-10

Work with health services providers to explore ways to improve access to accessible medical services in the neighborhood.

Action CV-11

Work with the Tacoma School District to explore the possibility of opening a new school in the neighborhood.

Action CV-12

Engage the Tacoma School District to develop scenarios for future uses for the Madison School site that would continue the site's legacy as a community hub.

Goal CV-4

Empower all community members to participate in neighborhood planning and development, and cultivate inclusive decision-making that celebrates the neighborhood's diverse community.

Action CV-13

Support formation of a Subarea Plan implementation steering committee.

Action CV-14

Use a combination of engagement methods to invite all local populations to participate in planning and implementation activities.

Action CV-15

Monitor demographic characteristics and community participation over time and take steps to maintain ethnic, economic and age diversity.

Action CV-16

Work with partners to improve equity and health outcomes by reducing social and economic barriers such as poverty, lack of professional skills and cultural segregation.

Action CV-17

Support existing community organizing efforts, as well as potential new ones such as formation of a Community Development Corporation or Neighborhood Business District.

Goal CV-5

Improve safety for neighborhood residents and visitors at all times of the day.

Action CV-18

Monitor trends in fire and emergency medical services calls, and take this information into account when planning for service improvements.

Action CV-19

Work with agencies and stakeholders to improve community safety and disaster readiness and to prevent crime.

Action CV-20

Encourage development on vacant and underutilized lands to catalyze positive change.

Action CV-21

Implement "Target 0" injury goals by concentrating traffic safety improvements in areas of high pedestrian and bicycle injuries.

Action CV-22

Integrate Crime Prevention Through Environmental Design (CPTED) principles into the development code for the neighborhood, as appropriate to a dense urban district.

Action CV-23

Work with stakeholders to identify ways to improve safety and perceptions of safety along the western edge of the Madison District and along the northern boundary of the Tacoma Cemetery.

Goal CV-6

Engage Metro Parks Tacoma, civic partners and the community to establish a shared understanding of the parks and open space needs and vision for Tacoma's densest urban centers.

Action CV-24

Collaborate with Metro Parks Tacoma and others to consider new level of service standards for parks in Tacoma's densest urban centers.

Action CV-25

Collaborate with Metro Parks Tacoma and others to consider adopting the following parks planning principles for the Tacoma Mall Neighborhood:

- Evenly distributed among the four Tacoma Mall Neighborhood districts
- Located along the Loop Road to create a continuous string of green public spaces
- Provides green stormwater infrastructure and tree canopy
- Enhances sense of place and urban design
- Meets the recreational needs of a dense, diverse urban neighborhood

6

Goal CV-7

Collaborate with Metro Parks Tacoma, the Tacoma School District, civic partners and the community to develop innovative plans, implementation, funding and maintenance strategies for parks and open spaces in the Tacoma Mall Neighborhood.

6

Action CV-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.

Action CV-27

Work with Metro Parks Tacoma to synchronize long range plans for parks.

Action CV-28

Secure a new location for the 40th Street Community Garden prior to constructing the street.

Action CV-29

Work with private developers to provide open space in various forms such as public plazas and private recreational spaces.

Action CV-30

Prioritize new parks and civic spaces that have the greatest potential as community gathering places, defining elements of neighborhood identity, and catalysts.

Goal CV-8

Engage with the community to create recreational opportunities for all ages, household types, cultural backgrounds, income levels and interests.

Action CV-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 CV-32

Work with community partners to expand programs that engage youth throughout the year in safe, supportive and active environments.

Action CV-33

Collaborate with stakeholders to regularly evaluate and develop plans to meet recreational programming needs for people of all ages.

CHAPTER 9 – SHARED PROSPERITY

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 with existing businesses to assess and support the retention and expansion of existing businesses.

Action SP-2

Promote businesses and employment in locations that support character district cohesion.

7

Action SP-3

Support the development of creative economy “makers” light fabrication/arts-based jobs in the Northwest District.

Action SP-4

Attract new businesses to 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.

Action SP-6

Collaborate between property owners, businesses, the city and others to beautify and activate streets and sidewalks.

Action SP-7

Work with the business community to explore organizing a business improvement district.

Action SP-8

Promote local business ownership and locally made products, particularly in the Northwest District.

Action SP-9

Use existing city programs to promote investment and growth.

Action SP-10

Establish standards for contemporary signage to improve visibility and image.

Goal SP-2

Create a more diverse employment base to serve both regional markets and neighborhood needs, and to increase the earning capacity of neighborhood residents.

Action SP-11

Broaden the range of employment types 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 invest in their employees through good benefits and pay.

Goal SP-3

Build critical mass by leveraging partnerships and investments to catalyze development.

Action SP-14

Prioritize and focus City business recruitment efforts on key catalyst sites.

8

Action SP-15

Adopt catalyst site development criteria to ensure that sites are re-integrated into the urban fabric.



Action SP-16

Prioritize City investments that increase access and value to catalyst sites.



Action SP-17

Use streetscape and transportation improvements to promote growth.

Action SP-18

Advocate for financing mechanisms for streetscape and infrastructure improvements such as impact fees, fee in lieu of and latecomer fees.

Action SP-19

Build key roads to establish urban form.

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".

Action SP-20

Establish a plan to develop partnership with the Simon Properties Group, large land owners, public agencies and other partners for longer term planning and coordination.

Action SP-21

Look for opportunities to partner to attract public and private investment.

Action SP-22

Form a multiparty team to coordinate implementation efforts, 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 and 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

Explore the potential for development of a "grand staircase" walking connection between the Northwest District and South Tacoma Way.

CHAPTER 10 – UTILITIES & SERVICES

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 ensure that utilities and utility service plans be adequate to support planned growth and zoning capacity.

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

Require distribution lines to be undergrounded whenever feasible.

Action US-3

Revise standard plans to show co-location of facilities and rights-of-way are to be located in accordance with prudent utility practices.

Action US-4

Revise standard plans to show public use opportunities for utility corridors and facilities.

Action US-5

Revise development regulations to require two-family, three-family and townhouse developments to provide a consolidated location for storage of solid waste containers, direct street access pickup, and if needed space for a shared 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 visual impact.

Goal US-3

Coordinate with public service providers to ensure that they meet performance standards to support a complete neighborhood.

Action US-7

Work with public service providers to monitor the level of public services and address any shortfalls.

Action US-8

Coordinate with public service providers to ensure that new facilities 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, consider opportunities for public services providers to co-locate 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 while ensuring that the public utility and service functions are fully met.

CHAPTER 11 – IMPLEMENTATION

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 new funding approaches, such as impact fees, pursuant to increasing resources dedicated to Subarea Plan actions.

Action IMPL-2

Develop a City funding source for construction of new connections under the 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.

Action IMPL-4

Analyze the potential to create an impact fee program, as well as other new funding sources and mechanisms.

Goal IMPL-2

Track and manage performance measures to ensure the plan is relevant in achieving the Neighborhood vision.

Action IMPL-5

Identify departmental roles, responsibilities, and 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.

DISCUSSION ITEM

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.

NOTE: *This includes proposed zoning district and height changes.*

1

Action LU-10

Revise the RGC boundary to transition between the mixed-use Tacoma Mall Neighborhood and the industrial character of the Manufacturing and Industrial Center.

NOTE: *This includes the proposed expansion of the Regional Growth Center and associated zoning district changes to the expansion area.*

1

OVERVIEW

The draft Subarea Plan includes a package of land use, zoning and height changes intended to catalyze high density development consistent with the Regional Growth Center policies, support green stormwater, urban design, transportation, livability and other goals. The proposals were developed with substantial community input and technical analysis. Proposed changes are intended to accomplish the following:

- Manage transitions and focus growth by establishing gradations in permitted height
- Establish multifamily residential/green infrastructure areas in Madison and Lincoln Heights
- Incorporate an approximately 116-acre expansion area into the Regional Growth Center
- Limit residential development in close proximity to Interstate-5 due to air quality concerns
- Allow for innovative proposals through the Development Regulation Agreements option

Background information is available in the 01/04/17 Planning Commission packet.

ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

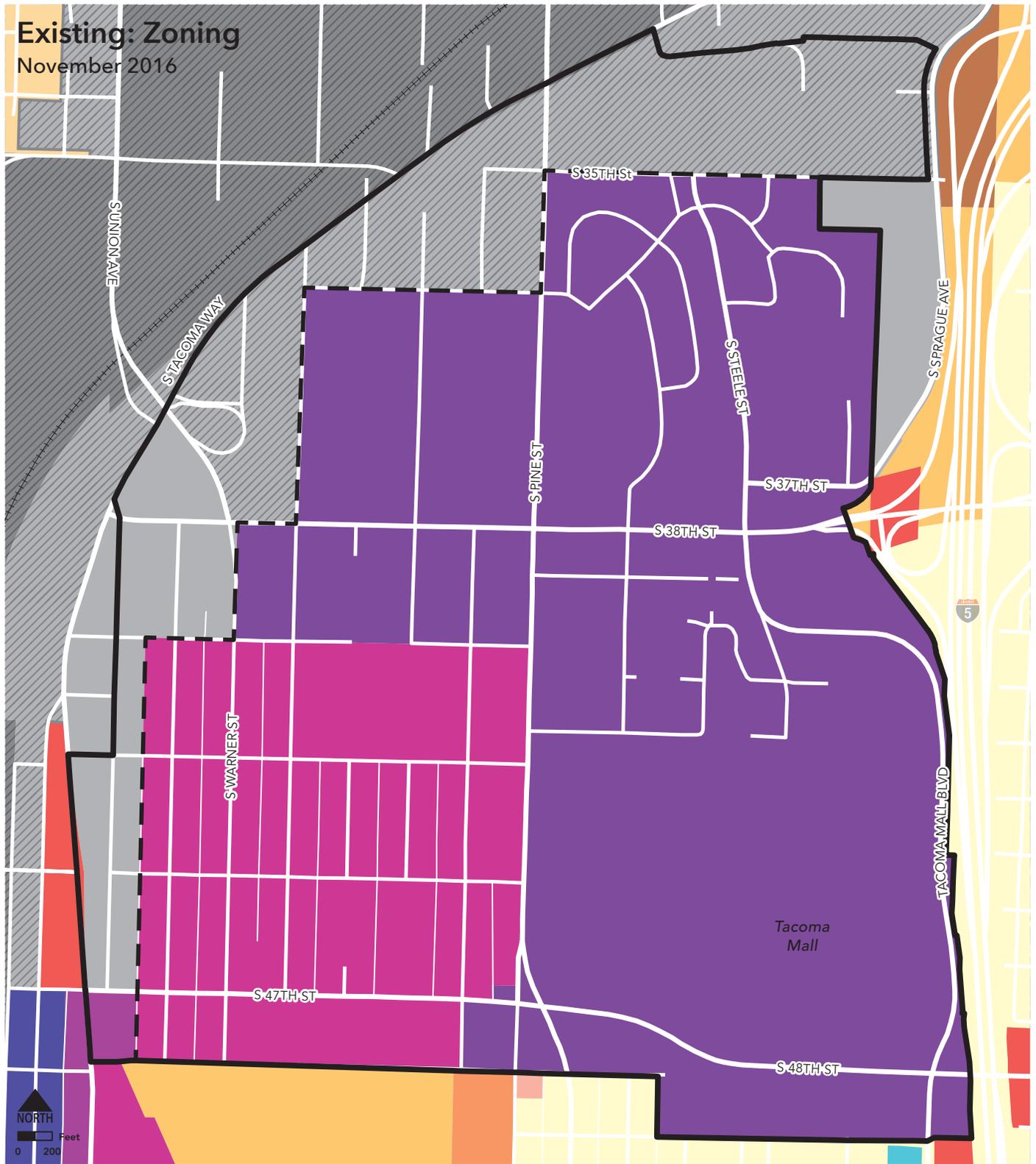
1. Proposed zoning capacity (additional zoning capacity is over 3 times existing + planned growth)
2. Articulate the linked benefits of the residential zoning/green streets proposal
3. Refine proposed zoning changes to allow for more density and use flexibility
4. Remove the proposed Madison District neighborhood commercial node
5. Revise bonus approach to be consistent with the Mixed-Use Centers approach

See the Urban Form and Land Use Chapters of the preliminary draft Plan for more information.

Material Support:

- Existing zoning map
- Preliminary proposed zoning map
- Revised proposed zoning map
- Medium-term vision map
- Long-term vision map
- Growth Capacity Map (UNDER DEVELOPMENT)

EXISTING ZONING MAP



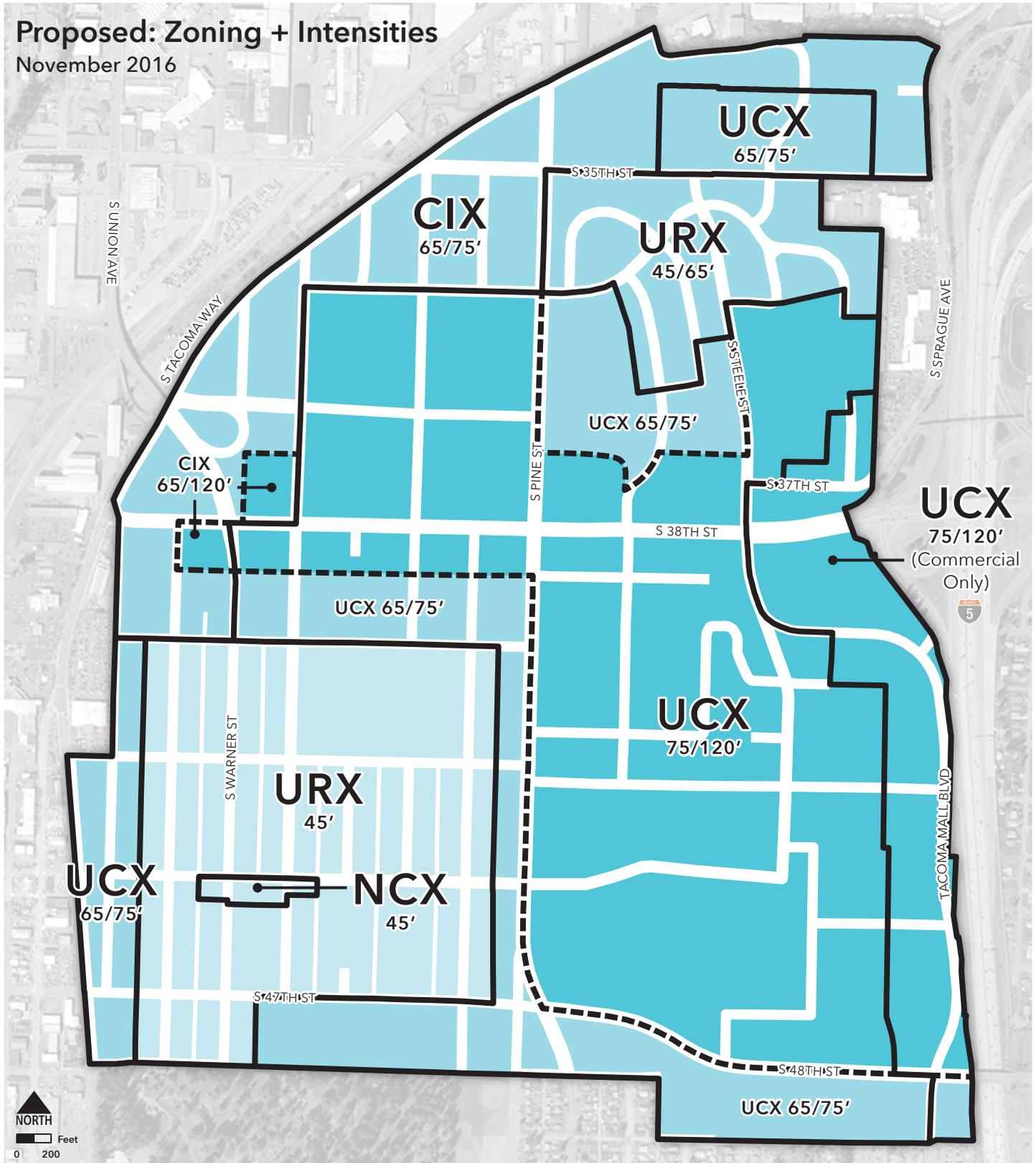
LEGEND

- | | | | | |
|---|---|--|---|---|
| <ul style="list-style-type: none"> □ Expanded Neighborhood Subarea - - Existing RGC Boundary ■ R2: 1 Family Dwelling ■ R2-SRD: 1 Family Dwelling-Special Review | <ul style="list-style-type: none"> ■ R3: 2 Family Dwelling ■ R4L: Low Density Multiple Family Dwelling ■ R4: Multiple Family Dwelling ■ T: Transitional | <ul style="list-style-type: none"> ■ C1: Commercial ■ C1: Commercial ■ M1: Light Industrial ■ M2: Heavy Industrial | <ul style="list-style-type: none"> ■ RCX: Residential Commercial Mixed-Use ■ NCX: Neighborhood Mixed-Use ■ UCX: Urban Center Mixed-Use ■ CIX: Commercial Industrial Mixed-Use | <ul style="list-style-type: none"> ▨ ST-M/IC: South Tacoma MIC Overlay <p><i>Note: entire map extent is within the South Tacoma Groundwater Protection Overlay (STGPD)</i></p> |
|---|---|--|---|---|

PRELIMINARY PROPOSED ZONING MAP

Proposed: Zoning + Intensities

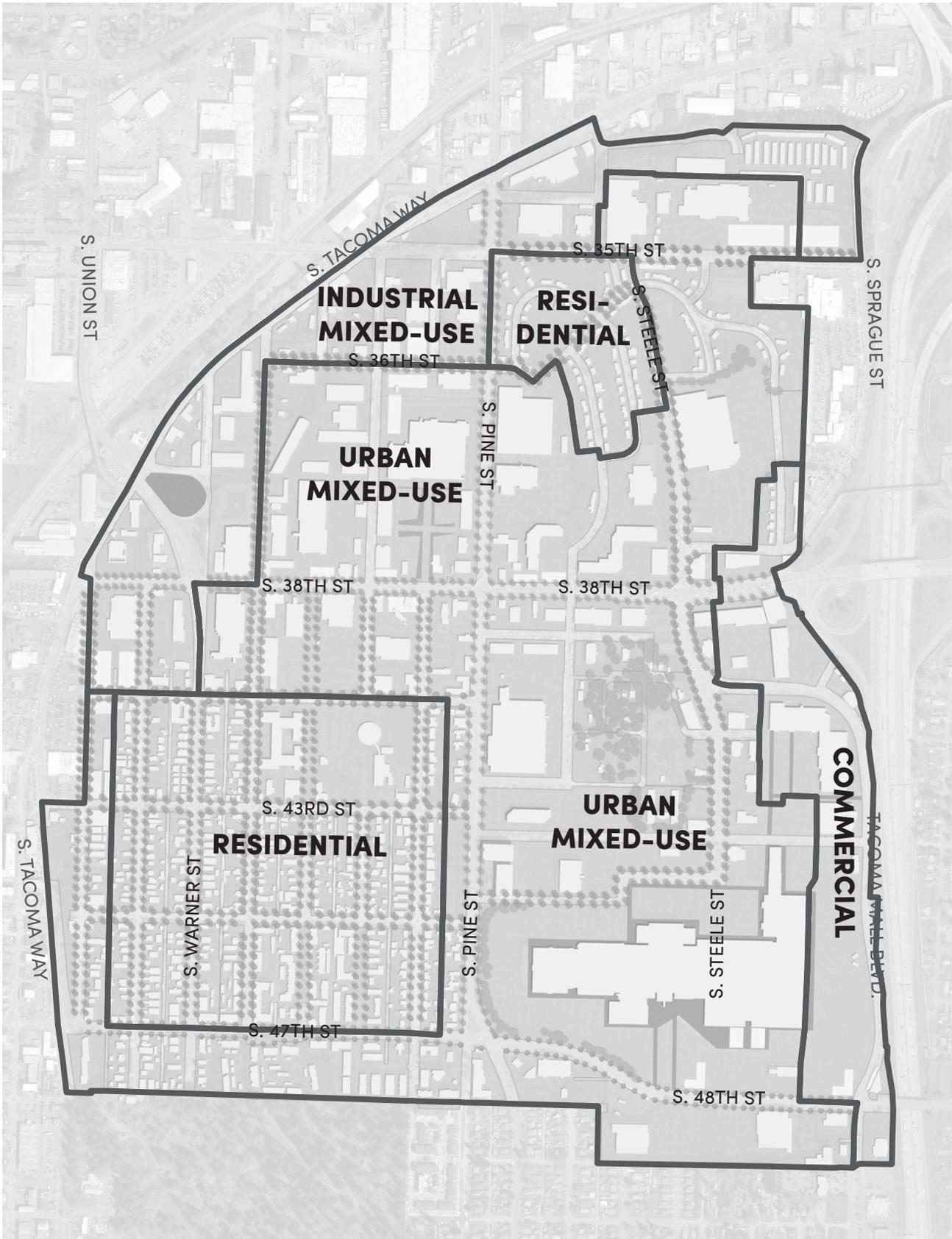
November 2016



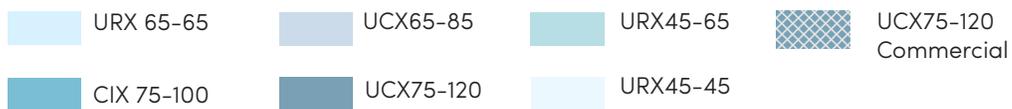
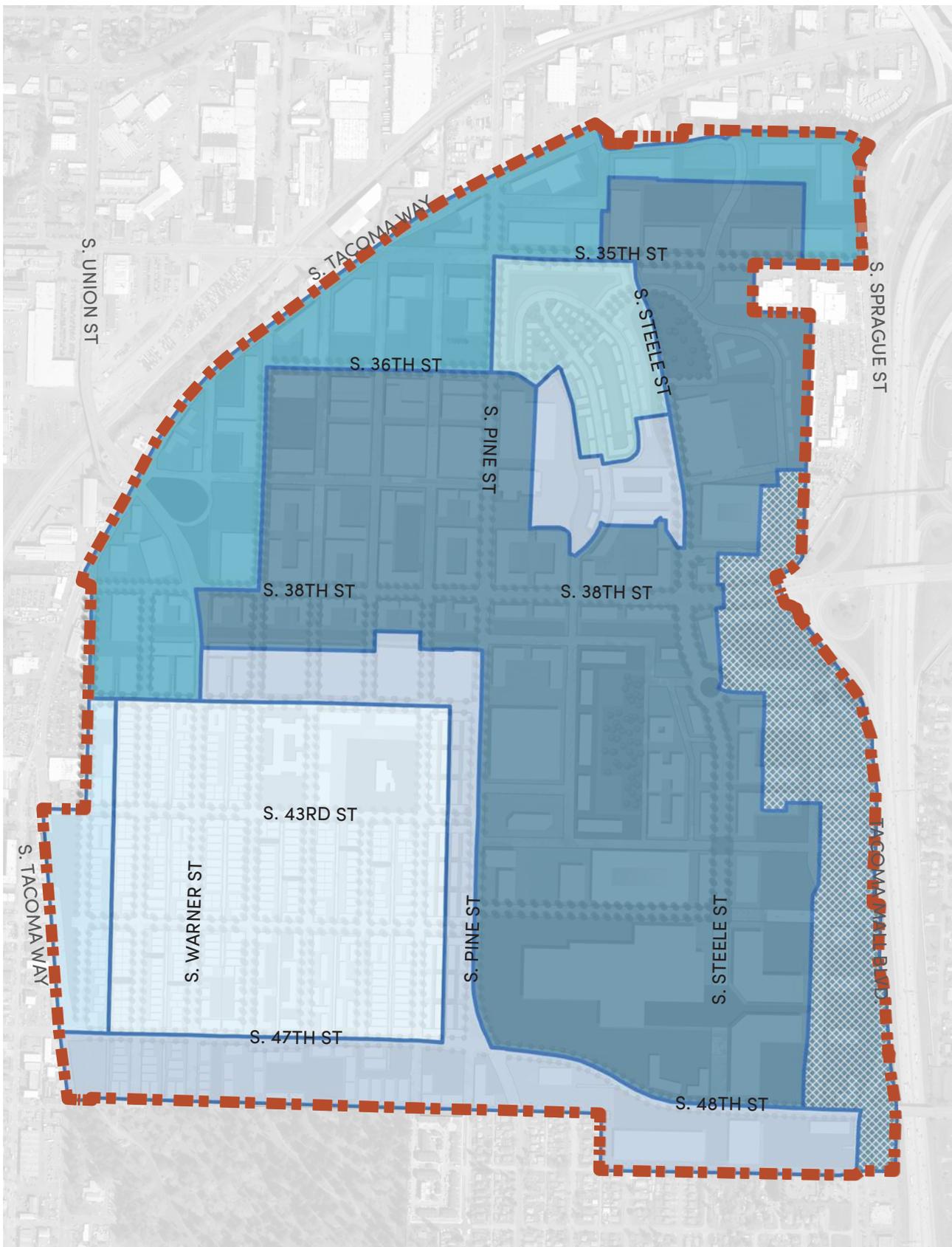
LEGEND

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

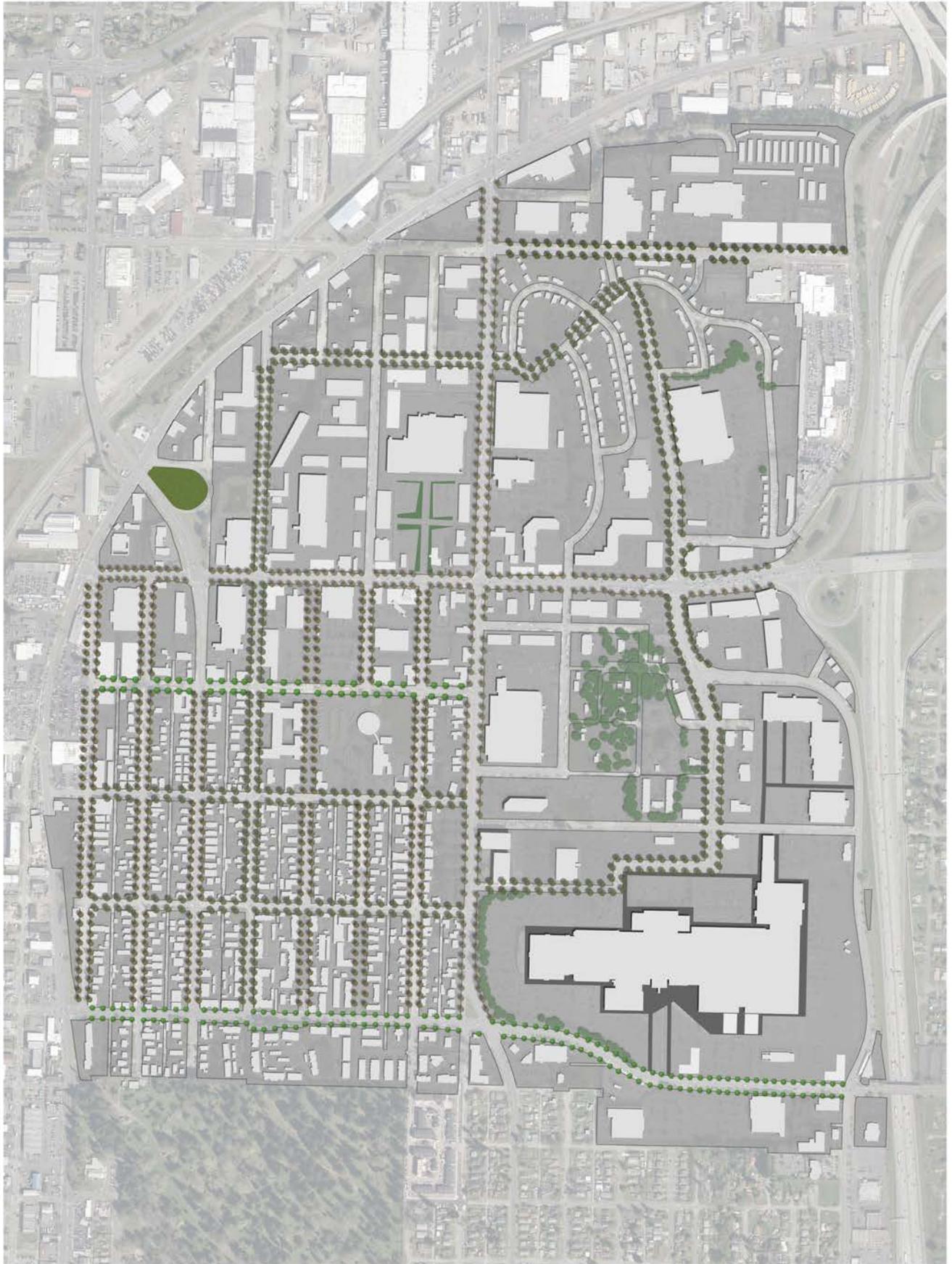
PROPOSED LAND USE MAP



REVISED PROPOSED ZONING MAP



MEDIUM-TERM VISION MAP



DISCUSSION ITEM

Action LU-7

Adopt, maintain and update the Phase 1 package of development regulations.

NOTE: *This includes the following proposed code changes:*

- *New connectivity requirements*
- *Land use table modifications*
- *Development Regulation Agreement updates*
- *Residential and commercial design standards updates*
- *Landscaping Code updates*
- *Parking lot standards updates*
- *Environmental Code & Groundwater Protection District Code updates*

2

OVERVIEW

The draft Subarea Plan includes residential and commercial design standards updates to promote walkability and urban design goals. Building design, orientation to the public right-of-way, development site planning and pedestrian standards play a major role in shaping people's experience of the neighborhood. Updating both street design and building design work together as strategies to promote a shift from suburban to urban neighborhood patterns. Proposed design standards changes include:

- Townhouse and multifamily standard updates to ensure pedestrian-oriented building design, adequate site planning for utilities and services, and landscaping
- Commercial design standards updates for drive-through's and parking lots
- Designation of Pedestrian Streets (heightens pedestrian-oriented design features and restricts some land uses to promote an urban "main street" experience)
- Allow for innovative proposals through the Development Regulation Agreements option
- Call for citywide design review program as a high priority action

See the Land Use Chapter of the preliminary draft, as well as the 01/04/17 and 02/15/17 Commission packets for more information.

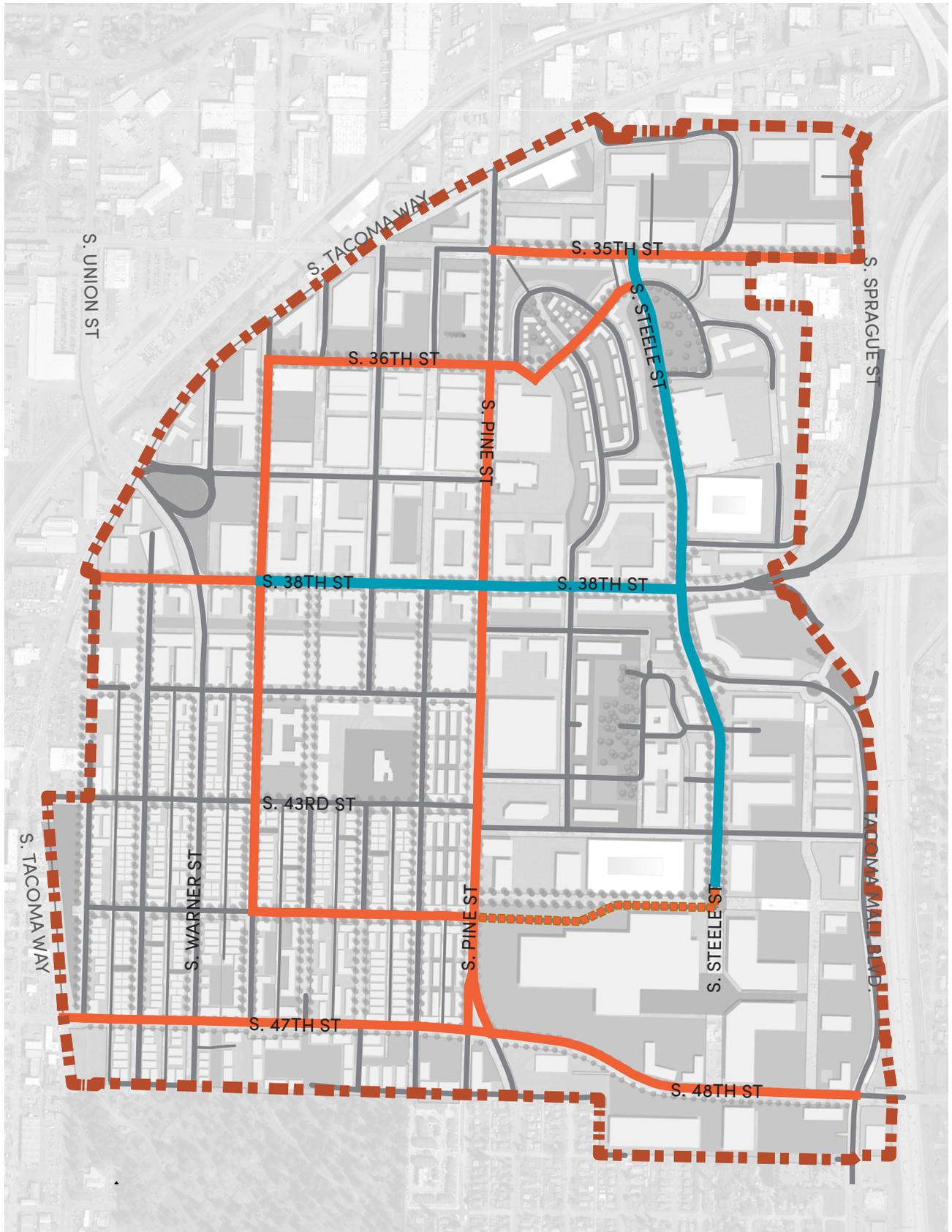
ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

1. Restrict front doors facing alleys
2. Remove the proposed minimum Commercial Floor Area Ratio requirement
3. Revise the preliminary designated Pedestrian Streets proposal

Material Support:

Design Standard Updates Summary
Updated Pedestrian Streets Map

DESIGNATED PEDESTRIAN STREETS MAP



-  Pedestrian Street
-  Core Pedestrian Street

RESIDENTIAL AND COMMERCIAL DESIGN STANDARDS UPDATES SUMMARY

RESIDENTIAL DESIGN STANDARDS UPDATES

Street orientation and relationship:

Strengthen requirements for townhouses and multifamily 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 townhouse permit applicants demonstrate that garbage and recycling and utilities will be sited in a functional, unobtrusive manner.

This has been an issue in the Mall Neighborhood, as this example shows.



Front doors facing alleys:

Allow townhouse front doors to face alleys only if the alley is paved and attractive, with a pedestrian pathway from the unit out to the public sidewalk.

This will require more than 20 feet of alley width which is common in the Mall Neighborhood.



Pedestrian site 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.



Functional and attractive yard space:

Strengthen code language to require that yard space be functional and attractive.



Street trees with townhouse development:

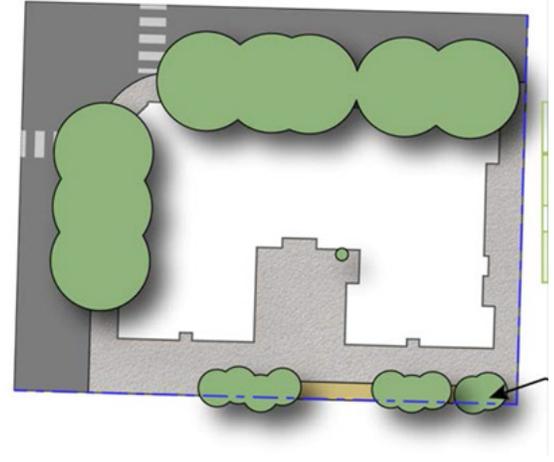
Extend the street tree planting requirement to include 1, 2 and 3-family development (which is currently exempt).



Canopy coverage in URX Districts:

Require 15% onsite canopy coverage in the proposed URX District to promote livability and green stormwater goals.

The Landscaping Code provides flexibility including a fee in lieu option if tree planting is not feasible.



RESIDENTIAL AND COMMERCIAL DESIGN STANDARDS UPDATES SUMMARY

COMMERCIAL DESIGN STANDARDS UPDATES

Designate Pedestrian Streets:

Designate Pedestrian and Core Pedestrian Streets to heighten pedestrian-oriented design features and to restrict some land uses in order to promote an urban “main street” experience.



Drive-through design standards:

Require drive through stacking lanes adjacent to the building to be partially enclosed within a decorative or vegetated building or trellis structure, or to be enclosed within the building structure.



Parking lot pedestrian standards:

Increase standards for pedestrian access within large surface parking lots to promote shorter walking distances to businesses, provide distinct paving materials and landscaping, and to locate sidewalks adjacent to drive aisles (similar to public streets).



DISCUSSION ITEM

Action T-10

Implement transportation network projects based on the near, mid, and long-term prioritization recommendations of this plan.

3

OVERVIEW

The Subarea Plan followed a multimodal layered network approach to evaluate the transportation network and identified the following goals:

1. Support land use, urban design and environmental goals
2. Complete streets design
3. Improve Safety
4. Complete the bike and pedestrian network
5. Promote transit usage
6. Address traffic on arterials
7. Improve network connectivity

One key strategy is City leadership in proactively implementing the priority capital projects identified in the Subarea Plan. The Plan positions the City for success in seeking grant funding by clearly demonstrating the need, a coordinated and well-planned approach to address it, and showing both regional policy consistency and community support and partnership.

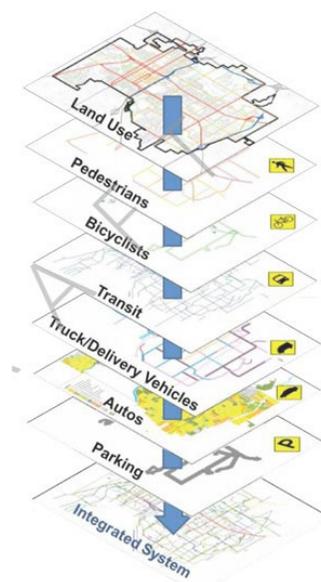
A list of capital improvement projects and an implementation plan has been developed, with stakeholder input, to achieve these goals. The near-term (0- 5 year) capital improvement projects will address the immediate transportation needs and lay the groundwork for future action. The medium to long-term (5 -20 year) capital improvement projects, along with additional connectivity achieved through redevelopment, will complete the 2040 transportation network.

ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

1. Discuss the prioritization of the capital projects list.

Material Support:

Priority Capital Projects List
Near, Mid and Long-term Projects Maps



Layered Network Concept

OVERALL PRIORITY PROJECT LIST

This section describes the overall project priority list for the Tacoma Mall Neighborhood. This list highlights the major projects that the project team identified as being necessary to achieve the urban form and travel choice outcomes identified in this plan. This list was developed by a subcommittee of the project team created who created project prioritization matrix that aligns with the Plan’s goals and actions. All of the projects were evaluated based on the following criteria:

1. Advances land use objectives
2. Safety
3. Storm water management (regional and sub-area treatment)
4. Advances Mode Split
5. System Completeness and Connectivity
6. Urban Design Opportunities
7. Leverage Partnerships (WSDOT, Pierce Transit, Sound Transit, Pierce County, FTA, etc.)
8. Capacity Enhancements
9. Capital Cost to City
10. Feasibility
11. Promotes Transit-Oriented Development

The projects were then ranked by their final score and organized in terms of near, mid, and long-term priorities. The results can be seen in Table 3. This is a snapshot of today’s priorities and may change over time as the Tacoma Mall Neighborhood redevelops. These projects serve various modes, and help meet goals set in the Network Priorities section. Table 3 and Figure 51 highlight the highest rated projects identified by the team. A brief description of several of the major projects follows the table.

Project	Description	Potential Partners	Cost (\$ thousands)	Phase
Near-Term Priorities (0-5 years)				
1. Loop Road Demonstration Project	Initial implementation of a section of the Loop Road – would include a study to identify the best location	Property Owners	\$1,500	Design, Right-of-way, Construction
2. I-5 Direct Access/HOV Ramp – Phase 1	Preliminary engineering study for new direct access/ high occupancy vehicle freeway off ramp	WSDOT, Transit Providers, Property Owners	\$900	Design
3. Madison District—Green Stormwater Infrastructure Streets – Phase 1	Initial implementation of permeable pavement and rain garden bulb-outs of residential streets	Property Owners	\$5,000	Design, Right-of-way, Construction
4. S. 38th Street / S. Steele Street Intersection	Revise intersection channelization to improve vehicle operations; may require new turn lane	Property Owners	\$500-1,500	Design, Right-of-Way, Construction

5. S. Sprague Avenue Bike Connection	Add bicycle connection from I-5 Bike/Ped Bridge along Sprague Ave to Steele Street, S 35 th St and S Tacoma Way	Property Owners	\$2,100	Design, Right-of-Way, Construction
6. Tacoma Mall Transit Center – Phase 1	Location study and preliminary design for new transit center (in conjunction with ST3 high capacity transit study)	Transit Providers, Property Owners	\$900	Design
Mid-Term Priorities (5-15 years)				
7. I-5 Direct Access/HOV Ramp	New direct access/High Occupancy Vehicle freeway	WSDOT, Transit Providers, Property Owners	\$27,650	Design, Right-of-Way, Construction
8. Tacoma Mall Transit Center	New transit center with six bus bays, shelter, layover space, and passenger amenities	Transit Providers, Property Owners	\$28,000	Design, Right-of-Way, Construction
9. I-5 Transit Connector	Enhancements for transit speed and reliability between I-5 and new transit center location	Transit Agencies, Property Owners	\$2,450	Design, Right-of-Way, Construction
10. Transit- Supportive Actions	Speed and reliability enhancements to support planned high capacity transit routes	Transit Providers	TBD	Design, Right-of-Way, Construction
11. S. 38th Street Complete Streets/ Gateway Project	Complete Streets redesign and incorporate gateway features on S 38th Street between S. Tacoma Way and I-5	Property Owners	\$10,660	Design, Right-of-Way, Construction
12. Loop Road – Phase 2	Complete Loop Road –multimodal internal connector emphasizing bike, pedestrian and green stormwater features	Property Owners	\$12,700	Design, Right-of-Way, Construction
13. Madison District—Green Stormwater Infrastructure Streets – Phase 2	Permeable Roadway Facilities in the Madison Neighborhood	Property Owners	\$3,230	Design, Right-of-Way, Construction
14. Lincoln Heights—Green Stormwater Infrastructure Streets	Permeable Roadway Facilities in the Lincoln Heights Neighborhood	Property Owners	TBD	Design, Right-of-Way, Construction
15. Pine St & 42 nd St Signal	Add a signal at the intersection of Pine St and 42 nd St.	Transit Providers, Property Owners	\$300	Design, Right-of-Way, Construction

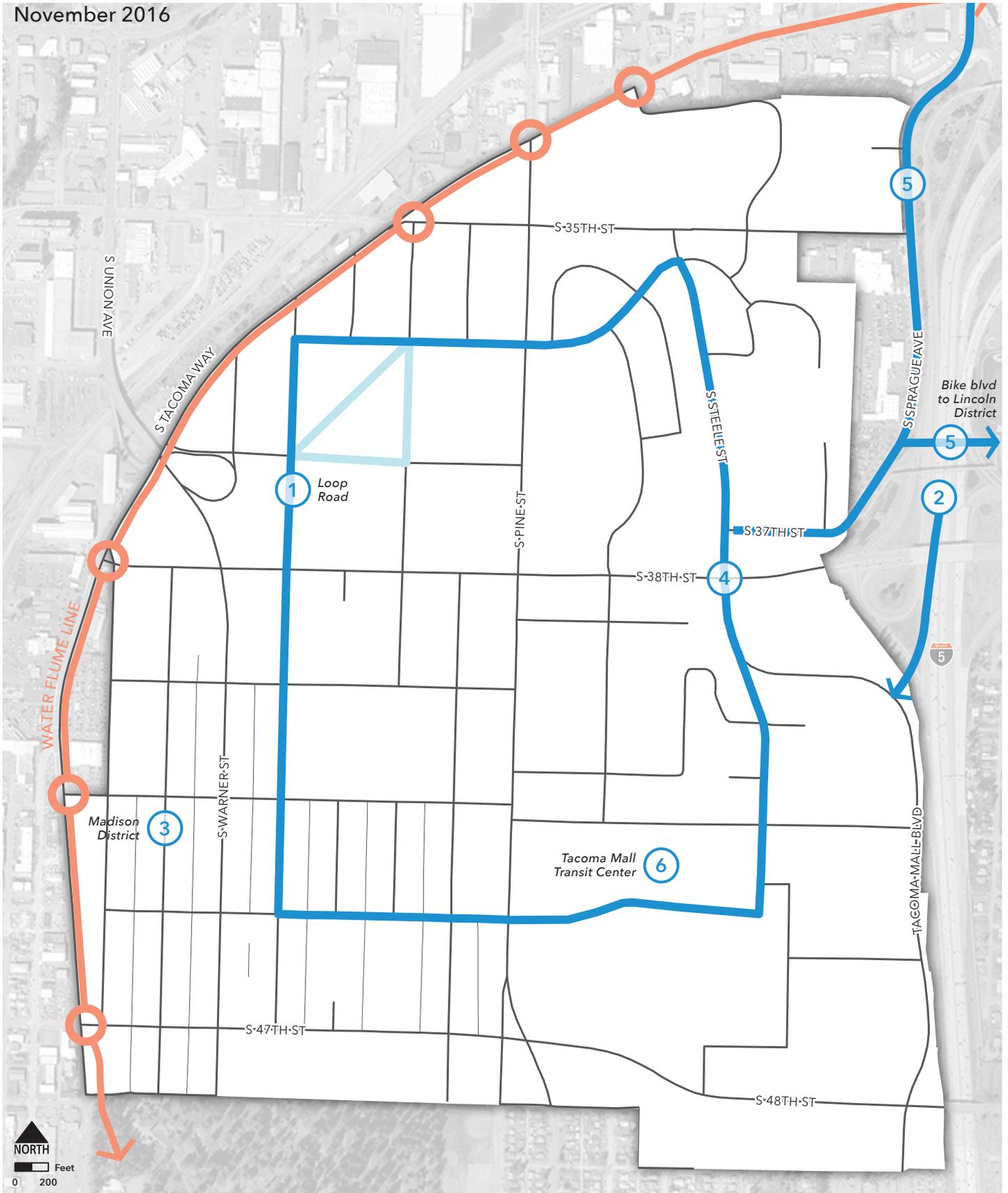
16. Pine Street—Complete Streets/ Gateway Project	Complete Streets redesign including bicycle and transit service	Transit Providers, Property Owners	\$2,640	Design, Right-of-Way, Construction
17. S. 47th/48th Street Complete Streets/Bike Connection	Complete Streets redesign incorporating bike connection from I-5 bridge to Water Flume Trail	Property Owners	\$5,040	Design, Right-of-Way, Construction
18. S. 48th Street Overpass	Widen existing overpass of I-5 or build a new adjacent bridge for improved bicycle/ pedestrian connection to the subarea	WSDOT	\$1,810	Design, Right-of-Way, Construction
19. Area-wide sidewalk gaps	As development occurs, connect sidewalk system, addressing gaps and substandard conditions	Property Owners	\$14,230	Design, Right-of-Way, Construction
Long-Term Priorities (15+ years)				
20. S. 35th Street Bike Corridor	Add bicycle facility and extend corridor to South Tacoma Way	Property Owners	\$2,720	Design, Right-of-Way, Construction
21. S Fife St to S 48 th St Bike Connection	Add bicycle connection between the Lincoln Heights and Mall Districts to S 48 th St	Property Owners	\$570	Design, Right-of-way, Construction
22. S 40 th St Bike Connection	Add bicycle connection from S Tacoma Way to S Fife St	Property Owners	\$1,250	Design, Right-of-way, Construction
23. Warner St Bike Connection	Add bicycle connection from S 38 th St to S 47 th St	Property Owners	TBD	Design, Right-of-way, Construction
24. Area-wide Active Transportation Pathways	Add pedestrian pathways and missing link bike connections called for in the Subarea Plan	Property Owners	TBD	
25. Area-wide street grid connections	As development occurs, add new street connections to enhance overall mobility for all modes	Property Owners	\$39,110	Design, Right-of-Way, Construction

Notes:

1. These are order of magnitude cost estimates for planning purposes. No right of way costs are included.
2. The City will pursue funding opportunities as they become available and projects may begin sooner than anticipated.

NEAR-TERM PRIORITIES MAP

November 2016

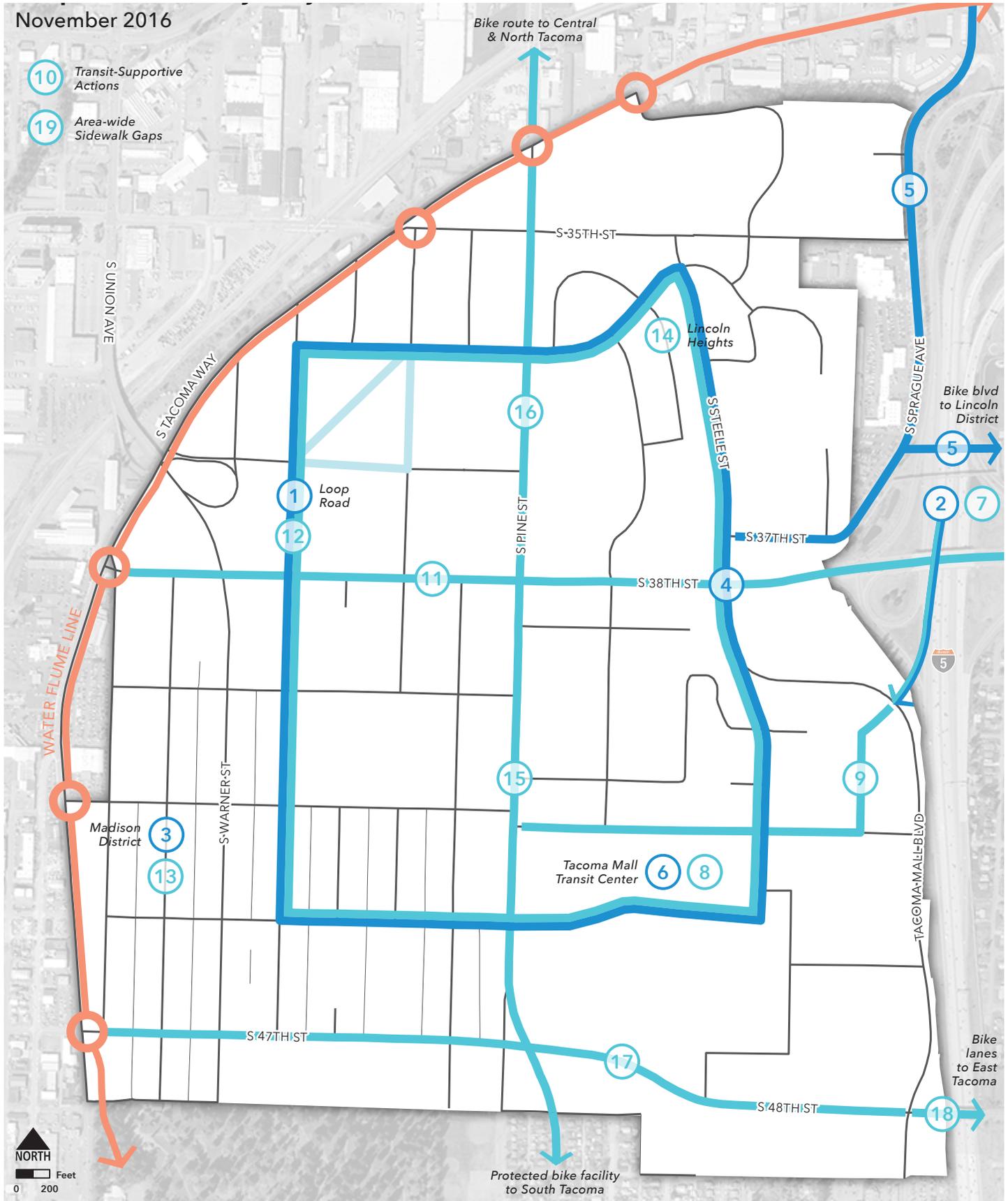


LEGEND

- Expanded Neighborhood Subarea
- Water Flume Trail
- Potential Non-Motorized Trail Access Point
- Alternate Loop Road
- # Project Number
- Projects by Priority Type**
- Near-Term

MID-TERM PRIORITIES MAP

November 2016

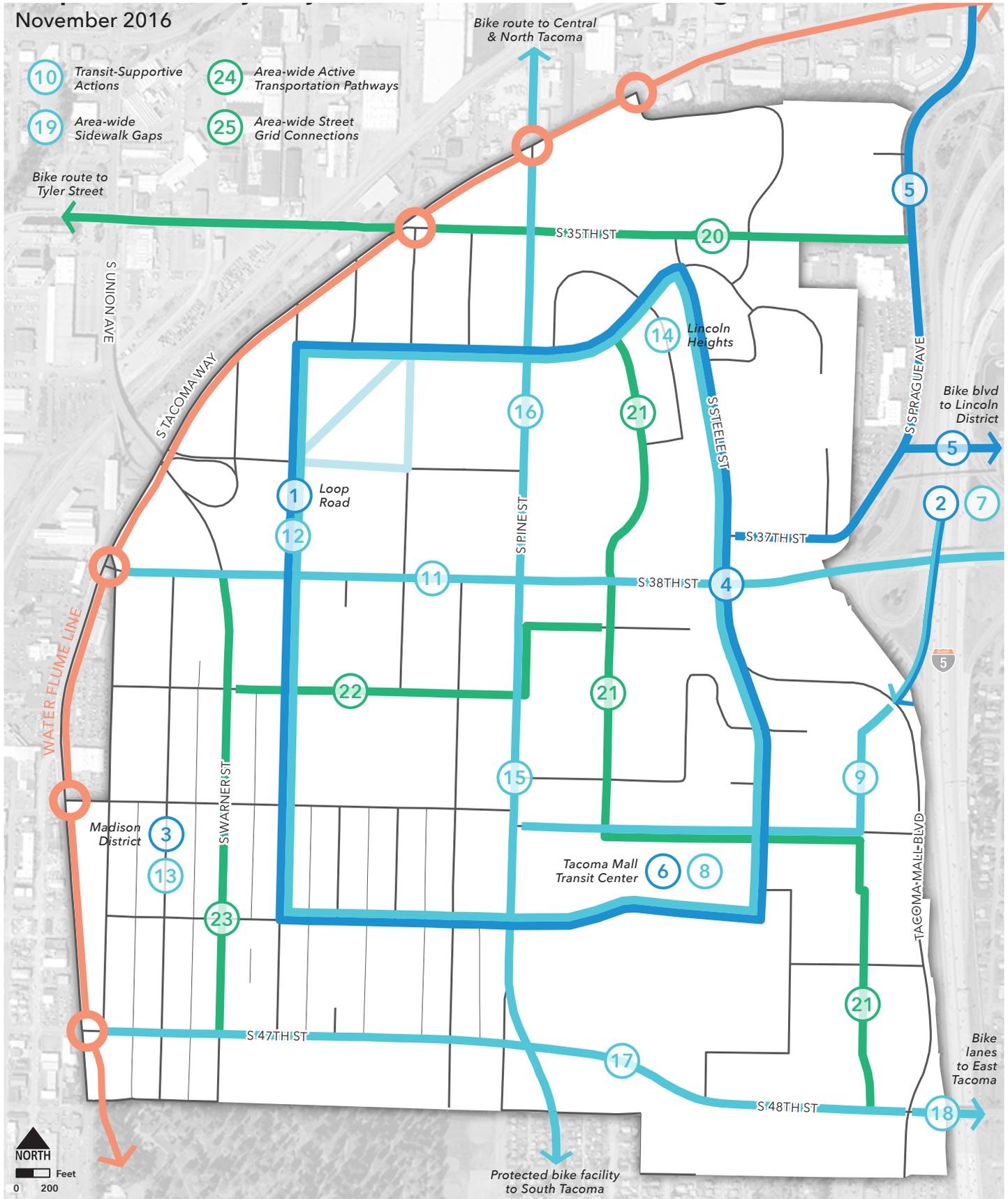


LEGEND

- Expanded Neighborhood Subarea
- Water Flume Trail
- Potential Non-Motorized Trail Access Point
- Alternate Loop Road
- # Project Number
- Near-Term
- Medium-Term

LONG-TERM PRIORITIES MAP

November 2016



LEGEND

- Expanded Neighborhood Subarea
- Water Flume Trail
- Potential Non-Motorized Trail Access Point
- Alternate Loop Road
- Project Number
- Projects by Priority Type
 - Near-Term
 - Medium-Term
 - Long-Term

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DISCUSSION ITEM

Action T-16

Reconnect the grid where present (residential) and extend north/south streets north across 38th to create new similarly-scaled blocks.

4

Action T-17

Create new connections, for example the S 35th Street extension.

4

Action T-18

Utilize a range of options for developing the new grid network – including via private property using criteria-based connectivity requirements or City-led public projects.

4

OVERVIEW

A well-connected transportation network is a prerequisite for a dense, multi-modal neighborhood pattern. While some areas retain an urban-scale block pattern, much of the Subarea is characterized by large blocks without through connections. This makes walking less attractive, limits access to potential development sites, and channels more traffic onto major arterials. To complete the street network, the plan proposes proactive City investment intended to catalyze and coordinate with private investment as part of major property redevelopment, over the life of the plan.

On January 18, 2017 the Planning Commission gave direction on how to shape the connectivity approach to make progress on connectivity goals in a manner that is equitable, avoids negative impacts to businesses and property owners. The Commission also gave input on the street network tiers concept, connectivity principles, the Loop Road alignment, and on how to calibrate the proposed connectivity requirement. Staff have integrated that input into a proposed Connectivity approach. In addition, the Commission recommended development of Medium and Long-term Visions to help communicate that change will take place incrementally and be driven by development interest rather than City requirements.

See the 01/18/17 Commission packet for background information.

ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

1. Confirm connectivity approach (or options) to include in public review draft
2. Assess the economic impacts of infrastructure and regulatory proposals prior to finalizing the proposal

Material Support:

Proposed Connectivity Approach Summary
Draft Street Network Tiers Map

PROPOSED CONNECTIVITY APPROACH SUMMARY

The following summarizes Commission input from the January 18th Connectivity Facilitated Exercise. There are many fine points to determine, and any proposal will likely generate some controversy. At this stage, staff are seeking general concurrence to develop a connectivity requirement approach based on the following principles and recommendations.

Connectivity Principles

City actions to establish new street network connectivity shall be governed by the following Connectivity Principles:

- Accommodate growth, support transportation, urban form and land use goals
- Build on and integrate with existing street and pedestrian patterns
- Seek to achieve multiple benefits
- Plan proactively for projects of citywide significance
- Support existing businesses by avoiding requirements that make it overly costly to operate, improve and expand to a reasonable extent
- Balance predictability and flexibility in determining future street connections
- Share costs proportionally with the benefits at the Subarea, quadrant and site levels
- Avoid or compensate for disproportional impacts
- Design new connections per complete streets principles to support the planned future uses, travel modes and traffic volumes
- Allow design flexibility for local access (Tier 3) connections
- Reflect nexus and proportionality land use legal principles

Loop Road Northwest Quadrant Alignment

The initial implementation of the Loop Road will follow existing rights-of-way (Lawrence to S. 36th St in the Northwest District) in the Northwest District.

Connectivity Plan Requirement Thresholds

Required with major development on large block sites. Major development is defined as follows:

- Construction of new buildings;
- Substantial exterior additions (> 50% increase in building footprint) to a single building within or adjacent to a Tier 1 or 2 street connection; or,
- Substantial exterior addition to a site with multiple buildings (> 15% increase in total building size)

Dedication and Construction Requirement Thresholds

Dedication and construction required when the impacts of major new construction create significant transportation impacts requiring mitigation.

Street Network Tiers

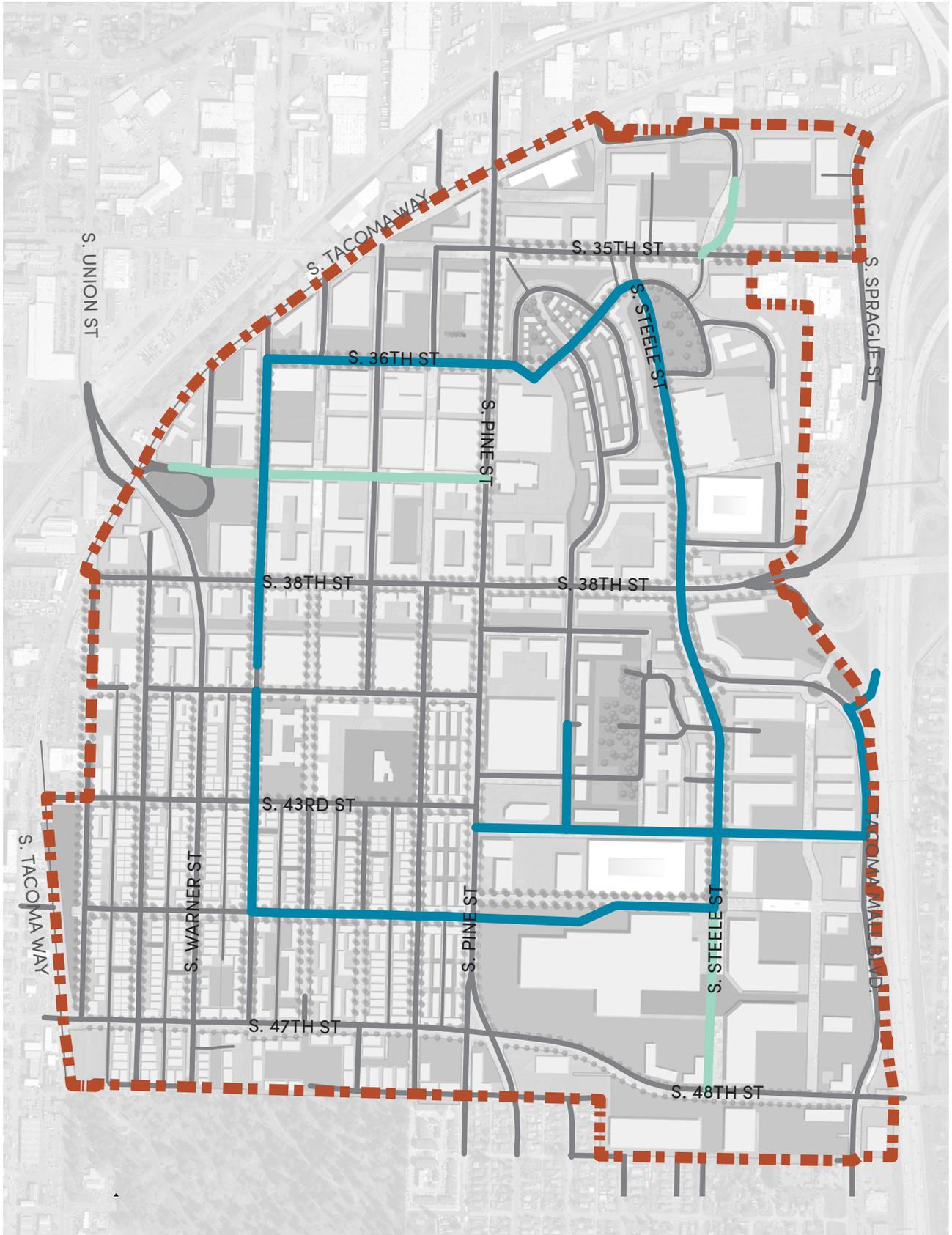
The Street Network Tiers establish the priority of new street connections and provide general direction for design, ownership and funding roles (see attached map).

- ***Tier 1 – Neighborhood-wide Significance***
 - o Necessary to accommodate 2040 growth
 - o Public ownership
 - o City leadership on funding

- ***Tier 2 – Urban Framework***
 - o Provides quadrant level transportation benefits
 - o Generally 600 by 600 scale (as mapped with 100 feet of flexibility in either direction)
 - o Costs shared
 - o Public ownership

- ***Tier 3 – Site Access and Mode Shift***
 - o Not mapped in advance, planned with development
 - o Privately funded
 - o Public or private ownership acceptable
 - o Flexible performance standards
 - o Priority is pedestrian access (typically every 300 feet)
 - o The optional DRA process allows intent to be met with flexibility
 - o A Design Review Program would facilitate Tier 3 connectivity review

STREET NETWORK TIERS MAP



-  Tier One
-  Tier Two

DISCUSSION ITEM

Action E-4

Prioritize the construction of permeable pavement in the Madison District residentially zoned areas, as well as in other areas where land use and soil infiltration conditions are ideal.

5

OVERVIEW

The proposed Subarea Plan has caught the attention of the State Department of Commerce, Cities in Rain, and the national Green Infrastructure Leadership Exchange, for demonstrating how cities can achieve multiple wins without having to choose between growth, livability and the environment. Tacoma's planning strategy integrated stormwater, transportation, and land use in a coordinated area-wide analysis. The result is a sustainable stormwater management approach, grounded in a solid understanding of existing conditions and supportive of planned growth.

The neighborhood is located in two sensitive watersheds, is above the South Tacoma aquifer, and has an extremely high amount of impervious surface coverage with limited tree canopy. Though soil conditions are ideal for infiltration, prior to the Subarea Plan green infrastructure was not an option due to existing zoning. Proposed zoning changes, recommended for multiple reasons, make green stormwater approaches feasible. The zoning capacity analysis demonstrated that 2040 growth targets could be exceeded several times over with the proposed zoning approach.

The stormwater strategy supports multiple goals including livability and health, protecting and recharging the aquifer, reducing localized flooding, preparing for climate change, extending infrastructure life, increasing funding opportunities, and catalyzing development. This approach also helps to reduce the strain on the stormwater system and receiving waters by providing flow control and water quality for these roadways.

The Madison District is where the most benefits align. The strategy proposes to reconstruct a substantial portion of its streets as complete (permeable) streets which would provide major stormwater benefits to Flett Creek, make the neighborhood more livable, and allow for substantial growth.

See the Environment Chapter of the preliminary draft for more information.

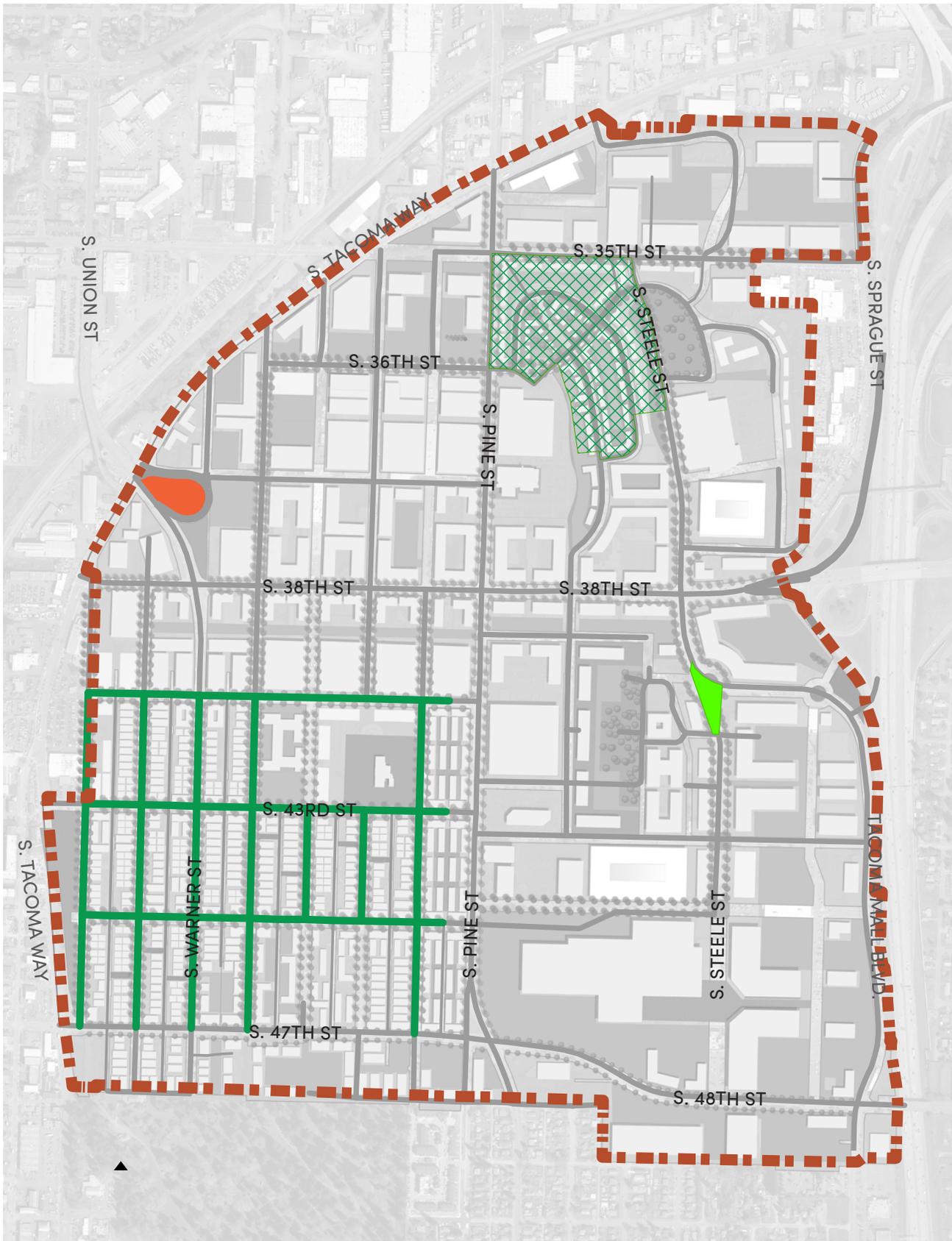
ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

1. Confirm land use approach for the Madison District
2. Update the draft Area-wide Stormwater Strategy Map

Material Support:

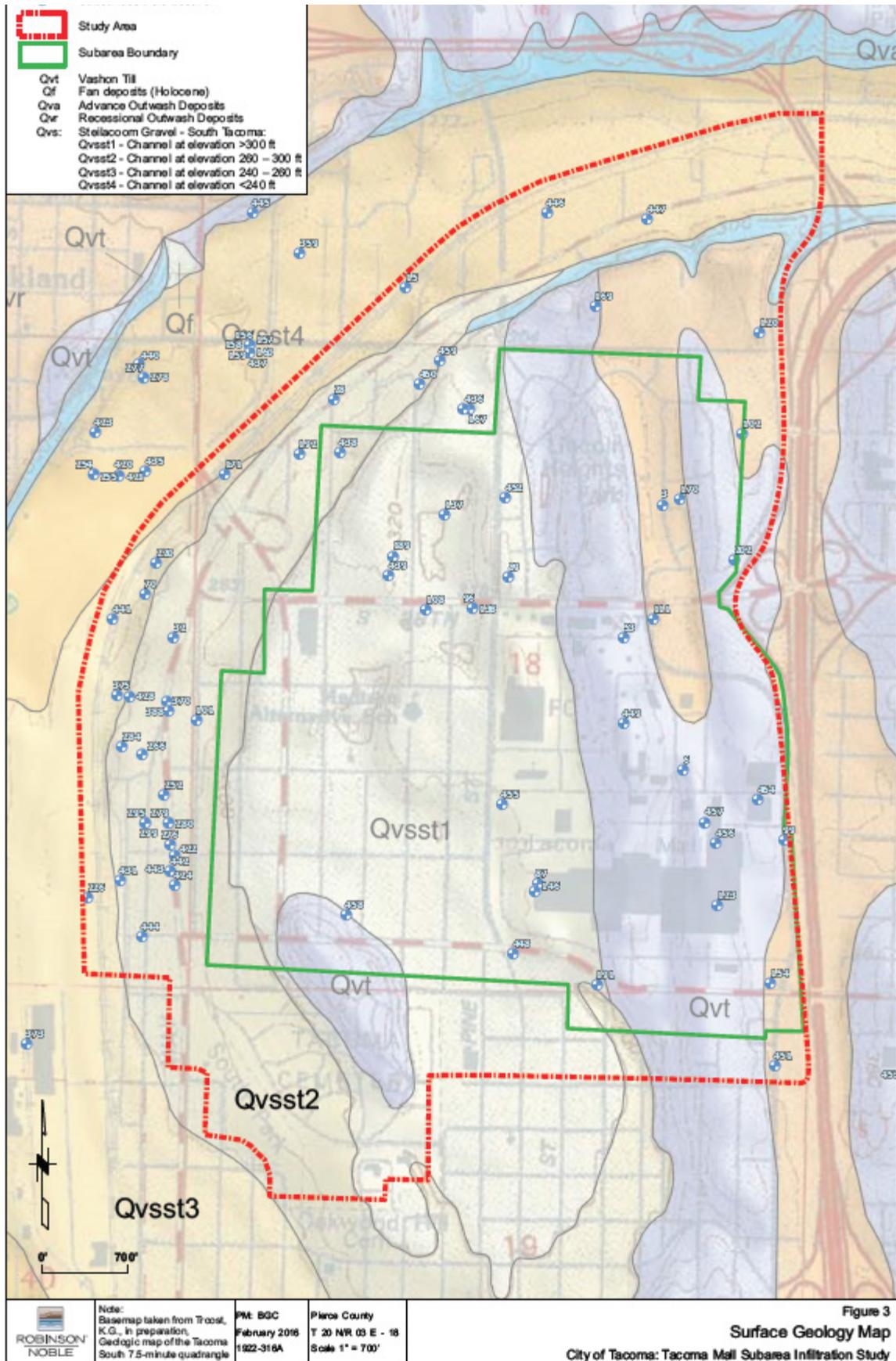
Updated Area-wide Stormwater Strategy Map
Stormwater Infiltration Study (excerpts)

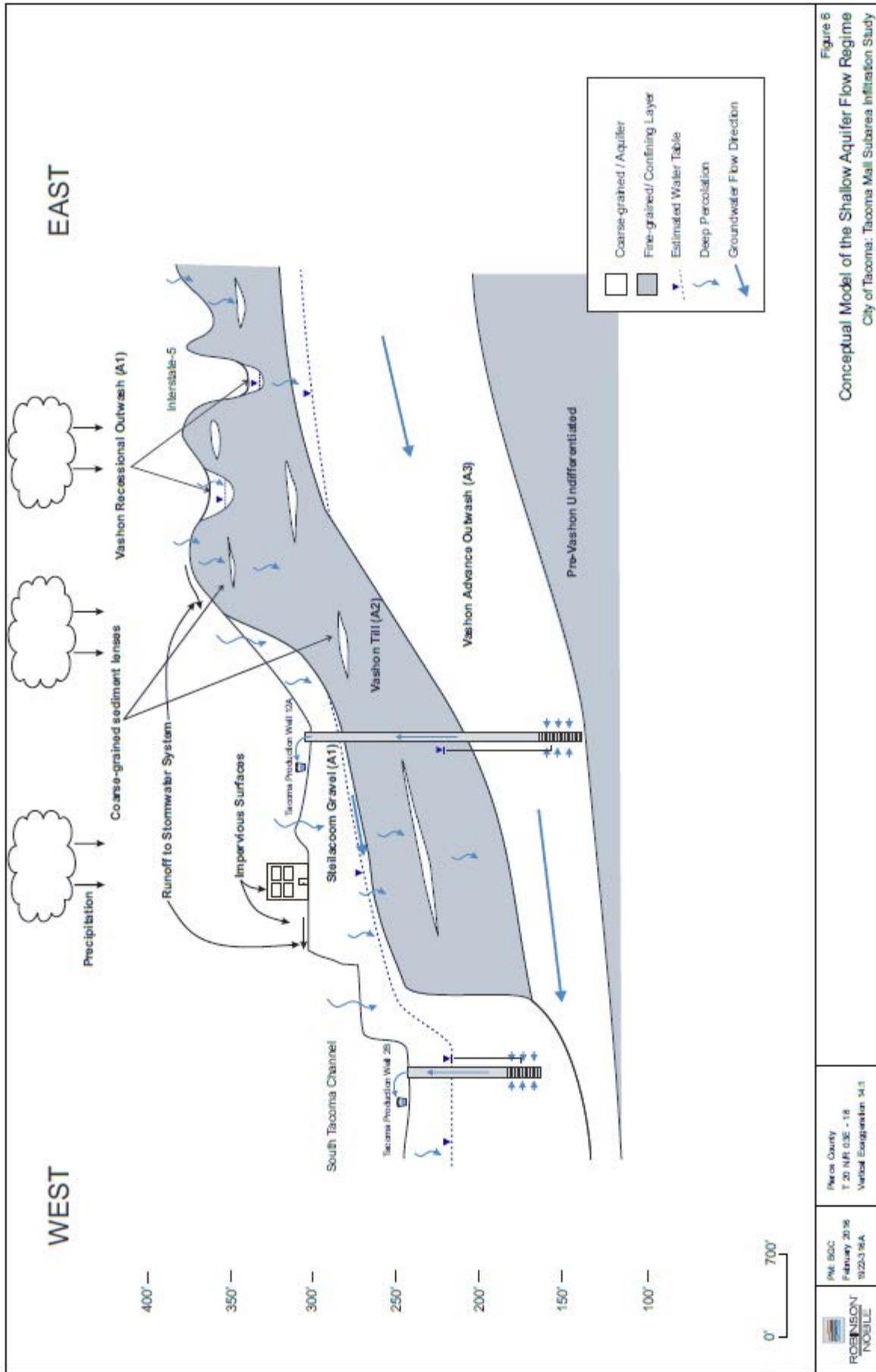
UPDATED AREA-WIDE STORMWATER STRATEGY MAP



-  Green Stormwater Infrastructure Priority Area
-  Green Streets
-  Regional Stormwater Treatment Facility
-  Bioretention Facility

STORMWATER INFILTRATION STUDY (EXCERPTS)



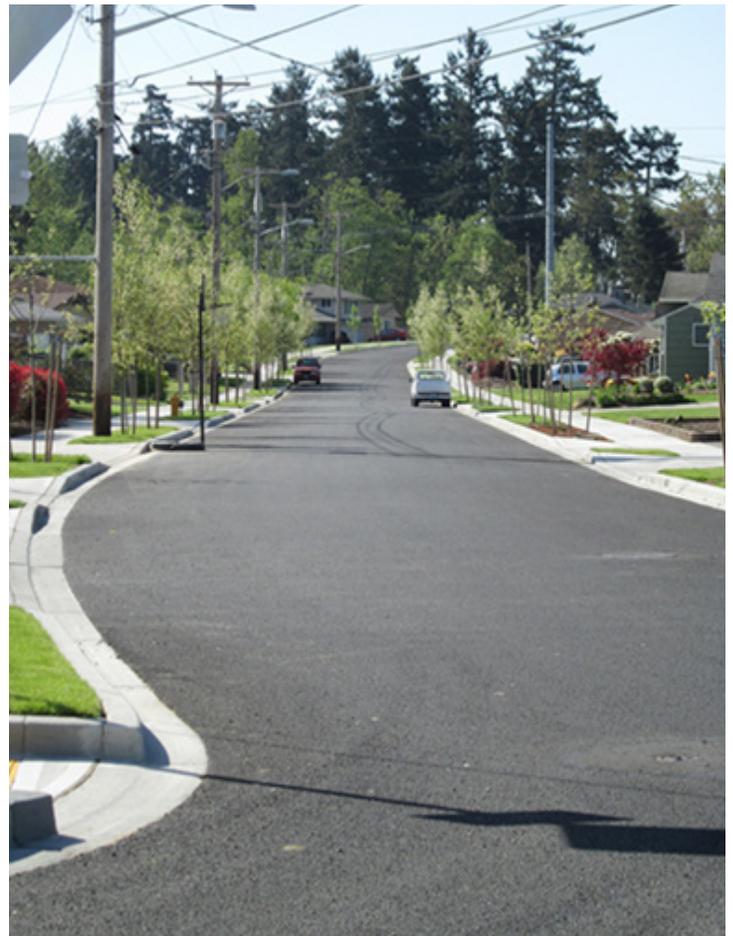


Pike County
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 Verbal Exemption 14.3

PMI BOC
 February 2016
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GREEN STORMWATER INFRASTRUCTURE EXAMPLES



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DISCUSSION ITEM

Action CV-25

Collaborate with Metro Parks Tacoma and others to consider adopting the following parks planning principles for the Tacoma Mall Neighborhood:

- Evenly distributed among the four Tacoma Mall Neighborhood districts
- Located along the Loop Road to create a continuous string of green public spaces
- Provides green stormwater infrastructure and tree canopy
- Enhances sense of place and urban design
- Meets the recreational needs of a dense, diverse urban neighborhood

6

Goal CV-7

Collaborate with Metro Parks Tacoma, the Tacoma School District, civic partners and the community to develop innovative plans, implementation, funding and maintenance strategies for parks and open spaces in the Tacoma Mall Neighborhood.

6

OVERVIEW

Parks and open spaces are critical components of healthy livable neighborhoods. Residents have identified addressing the need for safe places for children, as well as additional green features as a high priority need. The community also identifies the Madison School site as an important community gathering place and recreational amenity.

The proposal calls for the adoption of parks and open space principles which would direct a coordinated interagency implementation effort. The strategy calls for enhancing existing parks and Madison School as well as establishing new parks in the Northwest and the Mall Districts. Parks would be linked by the Loop Road to maximize their benefits and to link the four districts.

Since the December draft input has indicated that the need for parks needs to be articulated more strongly, and also that the strategy needs to be better grounded in terms of feasibility and cost of establishing new parks and to link and enhance existing parks first.

See the Community Vitality Chapter of the preliminary draft for more information.

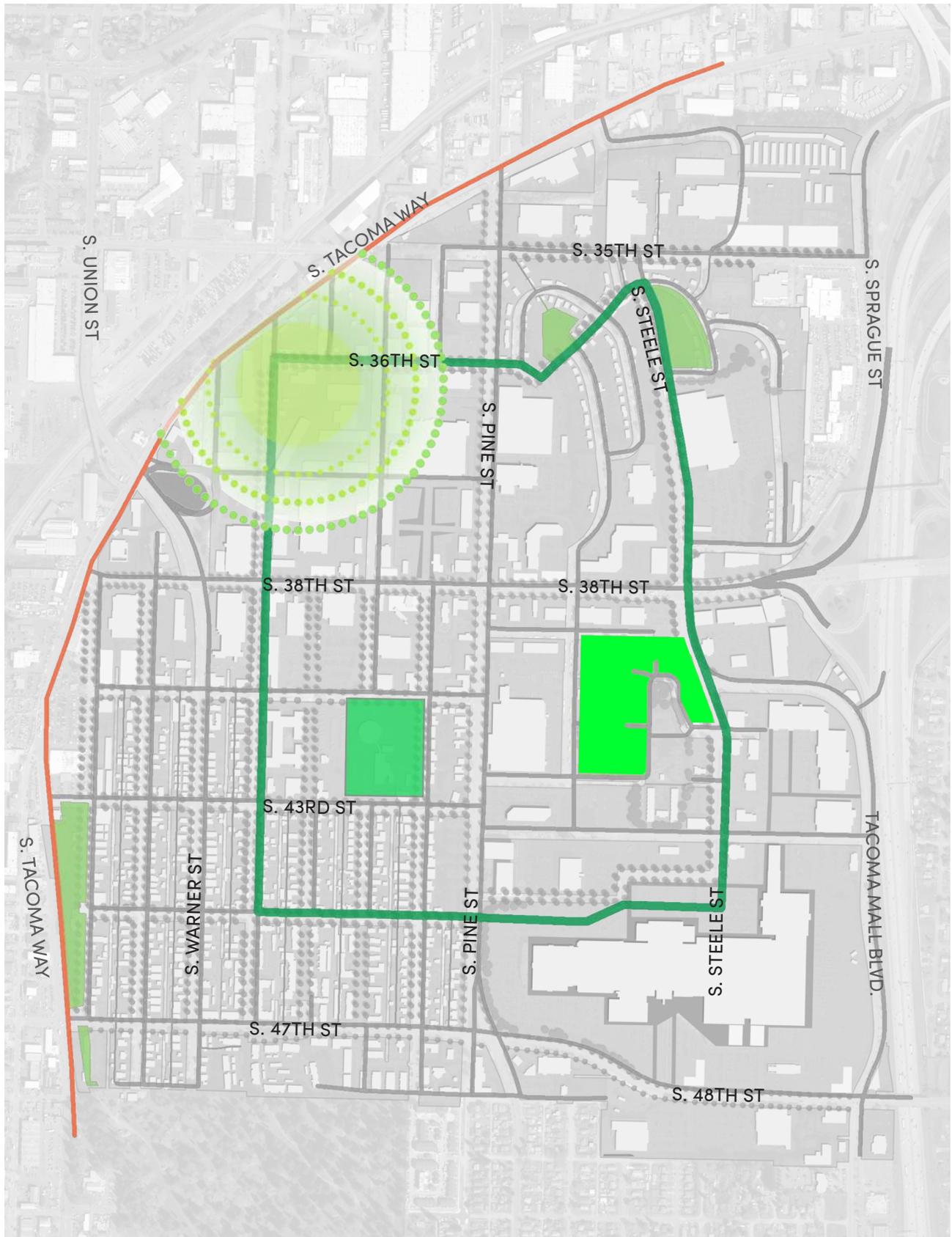
ISSUES & RECOMMENDATIONS (SINCE THE 2016 PRELIMINARY DRAFT):

1. Coordinate actively with Metro Parks and the Tacoma School Districts
2. Update parks map to a more appropriate level of specificity
3. Improve existing parks first
4. Development scenarios for Madison School site
5. Better connections to South Park, Wapato Hills Park and the cemetery
6. Recognize roll of private open space
7. Call for joint use/surplus of public facilities

Material Support:

Revised Parks Map

PARKS AND OPEN SPACE MAP



-  Potential Park Location Area
-  Loop Road
-  Madison School
-  Existing Parks
-  Potential Park Location

DISCUSSION ITEM

Action SP-2

Promote businesses and employment in locations that support character district cohesion.

7

OVERVIEW

The draft Plan calls for establishing a vision building on distinct qualities of each of the four quadrants, while strengthening neighborhood-wide identity and promoting unifying design features.

SIDEBAR: The Urban Form Chapter calls out the following Foundational Neighborhood Elements:

- 5-minute Walking Neighborhoods
- Place-based Character Districts
- Focused Density & Transitions
- Loop Road & Parks System
- Complete & Connected Street Network
- Green Infrastructure
- Neighborhood Edges & Transitions
- Central station location hub

Since the December draft, comments have indicated that additional focus is needed on the Northwest and Lincoln Heights Districts vision. In addition, more clarification is needed on the intent of the district vision concepts, which is to show growth potential rather than to require specific design features or to require residential in all districts.

See the Urban Form Chapter of the preliminary draft for more information.

ISSUES & RECOMMENDATIONS

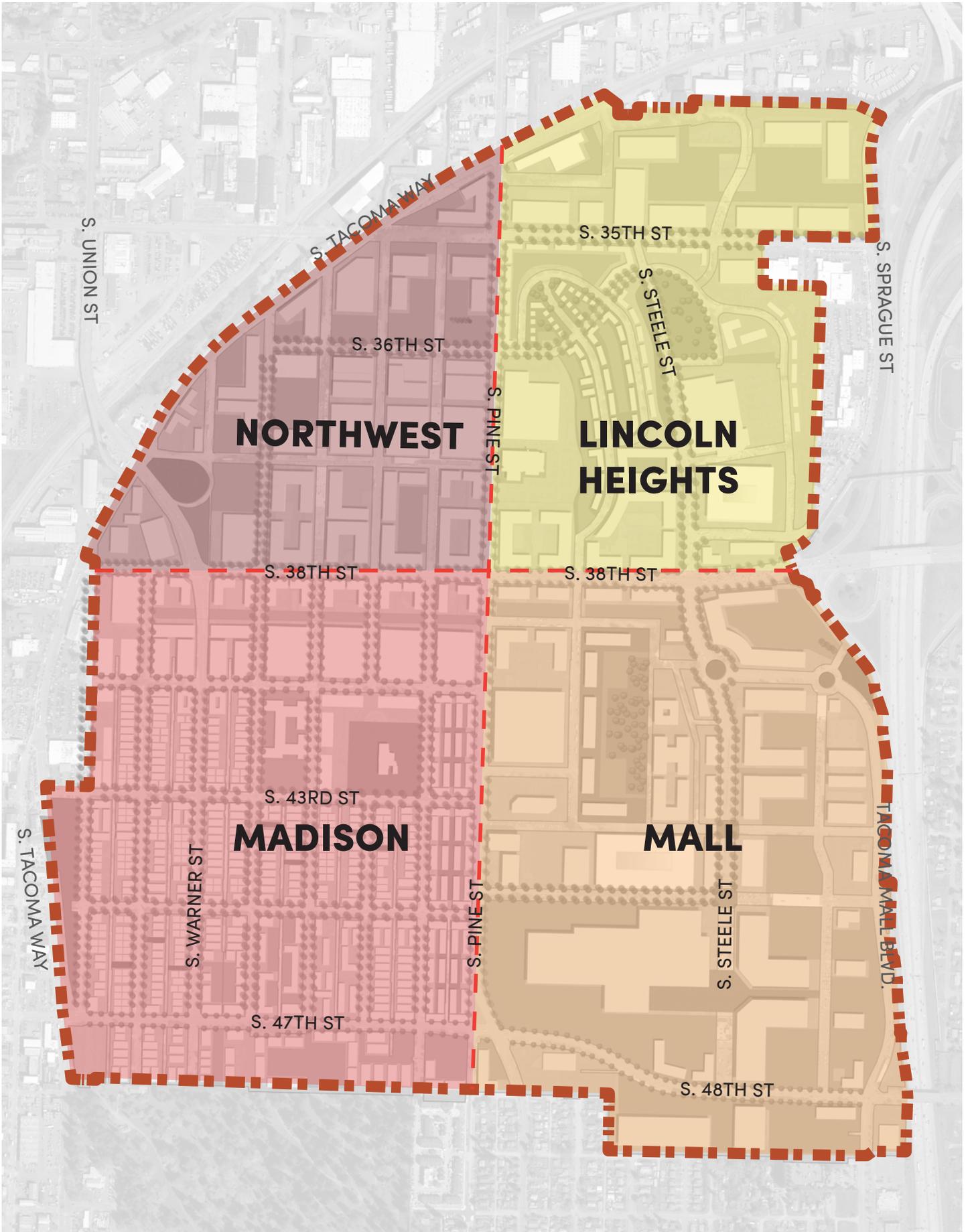
1. Develop Medium and Long-term Illustrative Vision Maps
2. Update the conceptual vision for the Northwest and Lincoln Heights Districts
3. A mixed-use neighborhood is not necessary mixed-use everywhere

Material Support:

Character Districts Map

Updated Concept Graphics (UNDER DEVELOPMENT)

CHARACTER DISTRICTS MAP



DISCUSSION ITEM

Action SP-14

Prioritize and focus City business recruitment efforts on key catalyst sites.



Action SP-15

Adopt catalyst site development criteria to ensure that sites are re-integrated into the urban fabric.



Action SP-16

Prioritize City investments that increase access and value to catalyst sites.



OVERVIEW

The draft Subarea Plan is intended to catalyze both residential and commercial growth. It is as much an economic development plan as a livability, community and sustainability plan. The Shared Prosperity Chapter articulates a range of actions to support economic development in a manner that benefits businesses, property owners, residents and the broader community.

Key goals and strategies include:

- Improve neighborhood image
- Grow businesses & jobs
- Support the four districts vision
- Promote Transit Oriented Development
- Infrastructure as catalyst
- Diversify employment opportunities
- Focus on catalyst sites

Through the planning process commercial stakeholders have shared insights into how to support business growth and to calibrate Subarea Plan actions to avoid negative impacts to existing businesses.

See the Shared Prosperity Chapter of the preliminary draft for more information.

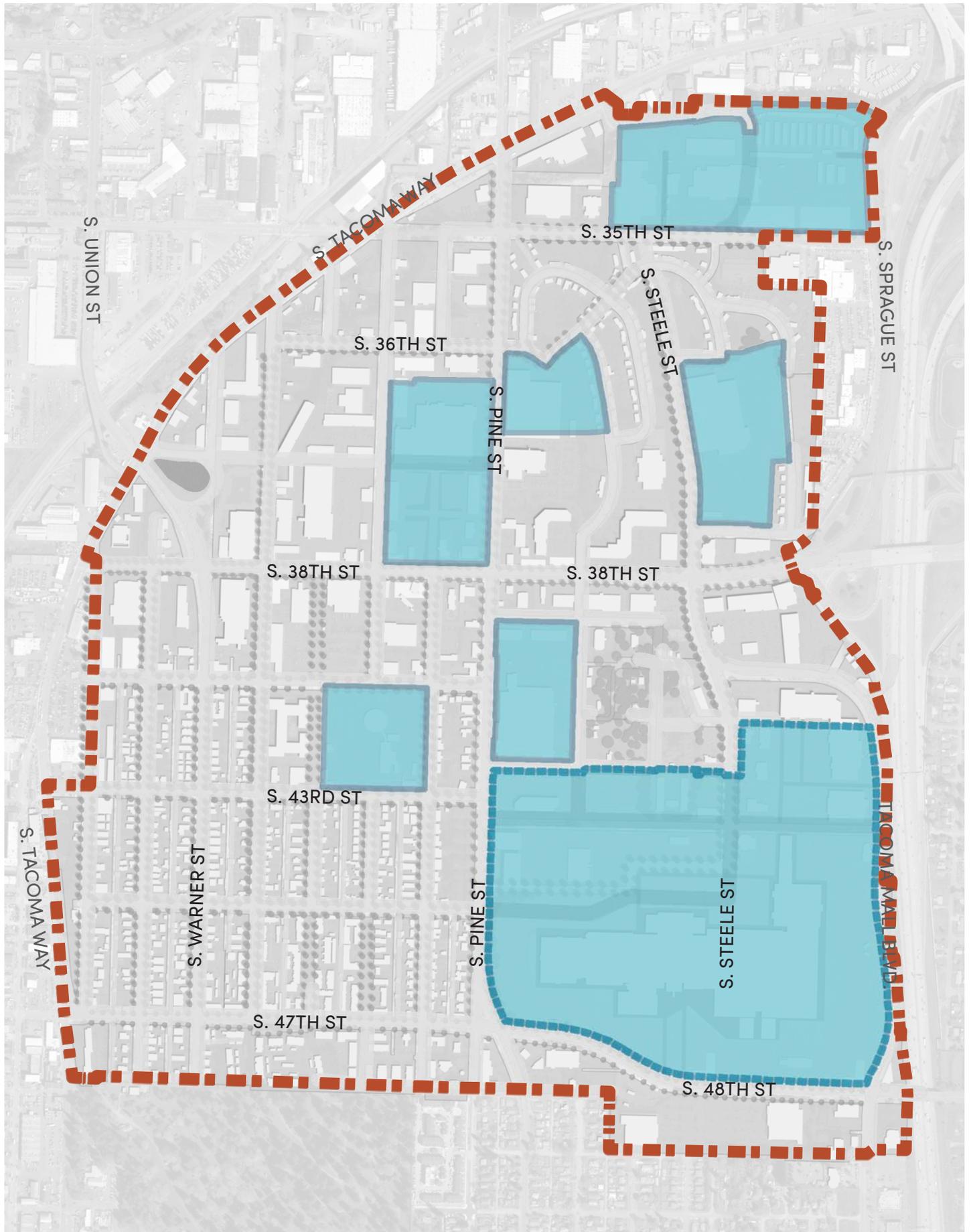
ISSUES AND RECOMMENDATIONS

1. Update the Plan to articulate how planned actions will address economic development barriers
2. Assess of the economic impacts of the Subarea Plan
3. More emphasis on supporting existing businesses
4. Identify opportunities to streamline and simplify development
5. Ensure the Plan maximizes flexibility for property owners
6. Bolster the current retail market by pre-actively working to recruit, retain and expand retail
7. Refine the catalyst sites strategy

Material Support:

Updated Catalyst Sites Map

UPDATED CATALYST SITES MAP



LARGE-SCALE RETAIL STORES CAN BE DESIGNED TO ORIENT TO THE STREET



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Tacoma Mall Neighborhood Subarea Plan Environmental Impact Statement Mitigation Summary *June 2017 DRAFT*

INTRODUCTION

Consistent with the requirements of the State Environmental Policy Act (SEPA), the Tacoma Mall EIS identifies potential impacts and mitigation measures for the two alternatives the City of Tacoma is considering as part of the Tacoma Mall Neighborhood Subarea planning process.

PROPOSED ACTION

The proposed action consists of several related actions, including:

1. Adoption of a Tacoma Mall Neighborhood Subarea Plan, consistent with the City's Comprehensive Plan, Vision 2040 (the regional development plan) and the Washington State Growth Management Act (GMA).
2. A set of code changes that would be adopted concurrent with the Subarea Plan to support its implementation. These include an area-wide rezone that would include new zoning boundaries, height limits and minimum density requirements; new large parcel connectivity standards; additional pedestrian street designations; and new design standards for townhouses, tree cover, landscaping, parking lots, drive through facilities and other features.
3. Updates to the City's Comprehensive Plan Future Land Use Map to make the following related changes:
 - a. Expand the Mixed Use Center Tacoma Mall Regional Growth Center designation by 116 acres, consistent with the study area

- considered in this EIS.
- b. Reduce the area of the South Tacoma Way Manufacturing and Industrial Center by 82 acres, and
 - c. Reduce the area of the South Tacoma Way Neighborhood Center by 2 acres.
4. Approval of the EIS as a document that is adequate for SEPA compliance, decision-making and implementation of an upfront SEPA process authorized by RCW 43.21C.420, and including additional SEPA tools authorized by RCW 43.21C.021 (planned action) and RCW 43.21C.229 (infill exemption).

PROJECT BACKGROUND

Vision 2040 & Regional Growth Center Designation

In 1995, the Puget Sound Regional Council (PSRC) designated the Tacoma Mall Regional Growth Center, identifying that the area plays an important role as a center for the region's most significant business, governmental and housing growth under PSRC's Vision 2040 plan.

Vision 2040 describes regional growth centers as follows:

Regional growth centers are areas of higher-intensity development and contain a mix of land uses and services. Major regional investment for transportation and other infrastructure should be prioritized for these locations. (PSRC)

Consistent with this regional designation, the Tacoma Comprehensive Plan also designates the Tacoma Mall Regional Growth Center and assigns a significant amount of the City's planned employment and residential growth to this Center.

The One Tacoma Plan includes multiple policies consistent with this direction, including the following:

Policy UF-5.1 Strive to achieve the Tacoma Mall Regional Growth Center's regional allocation of employment and population growth and continue its role as a retail destination while expanding economic opportunities and services. The center should have the largest concentration of housing in South Tacoma.

NEP Grant & Subarea Planning Process

In 2014, the City was awarded a National Estuary Program (NEP) Puget Sound Watershed Protection and Restoration Grant to prepare an innovative subarea plan and EIS that sets the stage for transition of the Tacoma Mall RGC into a compact, complete neighborhood consistent with Vision 2040, the Puget Sound Action Agenda, the City of Tacoma Climate Action Plan and Comprehensive Plan. The

subarea planning process is intended to promote a healthy environment and support regional efforts to reduce stormwater impacts to freshwater systems. The EIS is intended to identify the environmental impacts associated with planned growth and development on an area-wide basis and provide for proportional, substantive mitigation for any identified significant adverse environmental impacts.

Alternatives considered in this Draft EIS include No Action— future growth would continue based on existing development regulations—and the Action Alternative—future growth assuming a new vision for the area and updated development regulations, transportation system, stormwater infrastructure, and parks and open space network.

ALTERNATIVE 1 (NO ACTION)

Alternative 1 proposes to make no changes to the City’s existing plans and development regulations, in other words to continue with “business as usual.” As such, if the City chooses to move forward with Alternative 1 no new mitigation requirements would be triggered under SEPA. The City’s existing plans and development regulations include mitigation measures that would apply to new development in the subarea.

The EIS does identify new mitigation measures that the City could take under Alternative 1. These measures include considering adopting new policies, regulations or programs to support the neighborhood vision that was articulated during the planning process.

ALTERNATIVE 2 (ACTION)

Alternative 2 proposes adoption of a Draft Subarea Plan that establishes new policy guidance for the Tacoma Mall Neighborhood, a set of development code changes that would be adopted at the same time as the Subarea Plan to support its implementation, expansion of the Tacoma Mall Neighborhood boundary and the area officially designated by the City and the Puget Sound Regional Council as the Tacoma Mall Regional Growth Center, as well as adoption of streamlined SEPA procedures for future project-level review of development in the subarea.

The proposal includes many built-in measures to mitigate for impacts and to improve quality of life in the subarea. For instance:

- Proposed zoning changes would accommodate planned population and employment growth targets,
- Proposed development standards would work in conjunction with the City’s existing development standards to mitigate for potential land use compatibility and aesthetic impacts of future development,
- Proposed policy guidance and identified priority transportation projects would support multimodal mobility, and

- Proposed development standards would enable implementation of an area-wide stormwater strategy to better manage stormwater and water quality.

In addition to the mitigation measures that are included as part of Alternative 2, the EIS identifies additional mitigation measures that should be taken if Alternative 2 is adopted. Examples of these types of mitigation measures include prioritizing identification of funding for the facility improvements needed to serve planned growth in the study area, and monitoring operations at the intersection of S Lawrence St and S Tacoma Way and considering access restrictions if long delays materialize.

Assuming Alternative 2 is adopted as proposed with its built-in mitigation measures, and that the other recommended mitigation measures for Alternative 2 are taken, no significant unavoidable adverse impacts are anticipated from the proposal.

Alternatives Overview

Features	Alternative 1 <i>No Action</i>	Alternative 2 <i>Action Alternative</i>
New Housing Units	4,040 new housing units by 2040	4,444 new housing units by 2040
Additional Population	8,079 additional persons by 2040	8,887 additional persons by 2040
New Jobs	7,555 new jobs by 2040	8,385 new jobs by 2040
New Commercial Square Footage	2,833,125 sf by 2040	3,144,375 sf by 2040
RGC Area	No change proposed to RGC area	The existing RGC would be expanded by approximately 116 acres to include area located along the north and west boundaries (see Figure 2-2).
Land Use + Zoning	Existing land use and zoning designations would remain unchanged	<p>Alternative 2 includes an updated land use vision, land use designations, zoning classifications, and development standards, including a set of code changes that would be adopted concurrent with the Subarea Plan, identified as Phase I amendments. Major elements of the Phase I amendments include an area-wide rezone that would include new zoning boundaries, height limits and minimum density requirements; new large parcel standards (including new review process and street connectivity requirements); additional pedestrian street designations; and new design standards for tree cover, landscaping, parking lots, drive through facilities and other features.</p> <p>A future code amendment package, identified as Phase 2 code amendments, may include a hybrid traditional/form- based code, measures to support a more modern Northwest design aesthetics, and new standards for supporting district identities.</p>
Transportation Network	Future improvements would continue to occur on an incremental basis as planned by the City's Transportation Master Plan. The No Action Alternative includes the Tier 1 projects identified in the City's Transportation Master Plan, projects which are largely within the City's control. These include the S 38th Street extension, S 48th Street pedestrian overpass, and the Pine Street and Tacoma Mall corridor improvements.	<p>In addition to the Tier 1 projects identified in the City's Transportation Master Plan, the Alternative 2 street network would be enhanced to increase connectivity, provide greater bicycle and pedestrian mobility, improve access to transit, and improve vehicle traffic flow.</p> <p>The proposal includes 25 new near-, mid- and long-term transportation projects that are proposed for incorporation into the City's Transportation Master Plan. The projects reflect Subarea Plan policy priorities such as constructing the Loop Road, improved network connectivity, greening streets as part of the area-wide stormwater strategy, locating a high capacity transit station in the subarea, and improving the multi-modal system.</p>

Features	Alternative 1 <i>No Action</i>	Alternative 2 <i>Action Alternative</i>
Stormwater Infrastructure	Stormwater improvements as required by City regulations	Alternative 2 proposes low impact development (LID) stormwater improvements, including increased green space, permeable pavement, bioretention facilities, a regional treatment facility, and amended development standards to promote sustainable stormwater management.
Parks + Open Space	No plan for new or improved parks or open space	Alternative 2 proposes an illustrative concept plan for 14 new parks and open spaces. The plan supports a coordinated partnership with Metro Parks Tacoma, the City of Tacoma, the Tacoma School District and civic partners to achieve the subarea plan parks vision and recognizes that integration of the vision into the context of citywide system planning efforts is a first step toward future parks actions.

BENEFITS + DISADVANTAGES OF DEFFERING IMPLEMENTATION

Deferring implementation of the proposal would allow for residential and commercial development to continue to occur as established by existing land use and zoning designations. In the absence of a catalyst for redevelopment and neighborhood revitalization, there is increased risk that development would occur gradually and adopted housing and employment targets may not be met. In addition, there is increased likelihood that, over time, key transportation intersections would begin to fall below adopted levels-of-service, which could result in a reduced potential for new development and growth. Deferring implementation of the proposal would also mean that pedestrian and bicycle improvements would be less likely to be developed. Consequently, there would be fewer opportunities for active transportation and related health benefits.

Benefits of new housing, employment, and civic uses—such as opportunities for improving physical, social and mental health and well-being, building social capital and a sense of community, healthy active lifestyles, and greater local employment—in the study area would occur more slowly.

City models show that current stormwater systems do not provide sufficient capacity to meet the City’s level of service standards. Stormwater improvements would likely be made as development occurs and as funding is available. Compared to the proposed approach, it is likely that this would not achieve comparable net improvements in utility service and water quality.

If the proposal is not adopted, each development would undergo separate environmental review, which would allow public comment on each individual development proposal, but would also lengthen permit review time.



City of Tacoma
Planning and Development Services

**Agenda Item
D-2**

To: Planning Commission
From: Brian Boudet, Planning Services Division
Subject: **2017-2018 Amendment and 2017-2019 Planning Work Program**
Meeting Date: June 7, 2017
Memo Date: June 1, 2017

At the meeting on June 7, 2017, the Planning Commission will take the following actions that are intertwined and need to be closely coordinated with each other:

- Completing the assessment of applications for the 2017-2018 Amendment Cycle
- Completing the mid-term adjustment to the 2016-2018 Planning Work Program

Regarding the 2017-2018 Amendment, the City received six applications from private entities, and five applications from City departments. The Commission has been reviewing individual applications since March, in accordance with *TMC 13.02.045.E – Assessment of Proposed Amendments*, and is scheduled to complete the assessment and make a determination on each application on June 7th. Attached is a draft Assessment Report to facilitate the Commission's action. Also attached is a memo from Public Works Department, providing additional information concerning the proposed amendments to the Transportation Master Plan. This is prepared in response to the request of the Commission made at the last meeting on May 17th.

Regarding the mid-term adjustment to the 2016-2018 Planning Work Program (see attached), the work program was approved by the Commission on July 20, 2016 as part of the Planning Commission's Annual Report for 2015-2016, and modified by the Council's Infrastructure, Planning and Sustainability Committee on September 28, 2016. In early April, the Commission began the discussion about the potential mid-term adjustment to the work program, in order to reflect and accommodate additional work items that had recently been or were expected to be requested by the City Council and citizens, and to help reprioritize the workload of staff and the Commission.

On June 7th, the Commission is expected to complete the mid-term adjustment to the 2016-2018 Planning Work Program, which will effectively represent the development of the 2017-2019 Planning Work Program. Attached is the proposed 2017-2019 Planning Work Program that contains six categories of projects: (a) Track 1: Interim Regulations; (b) Track 2: Subarea Plans; (c) Track 3: 2018 Amendment; (d) Track 4: 2019 Amendment; (e) On-going Planning Projects; (f) Regional and Cross-Jurisdictional Issues; and (g) Emerging and Deferred Issues.

If you have any questions, please contact me at (253) 573-2389 or bboudet@cityoftacoma.org.

Attachments:

1. Assessment Report of Applications for 2017-2018 Amendment (June 7, 2017 draft)
2. Transportation Master Plan Amendments Additional Information (May 31, 2017)
3. Planning Work Program for 2016-2018 (September 28, 2016)
4. Proposed 2017-2019 Planning Work Program (June 7, 2017 draft)

c. Peter Huffman, Director



2017-2018 AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Assessment Report

(Draft for the Planning Commission's Consideration on June 7, 2017)

Receipt of Applications

The 2017-2018 Amendment cycle for processing proposed amendments to the *One Tacoma* Comprehensive Plan and the Land Use Regulatory Code began in December 2016 when the Planning Commission began to accept applications. By the application deadline of March 31, 2017, the Commission received six applications from private entities and five applications from City departments.

Assessment of Applications

During March-May, the Planning Commission reviewed the applications against the following assessment criteria pursuant to Tacoma Municipal Code (TMC), Section 13.02.045.E, "Assessment of Proposed Amendments":

1. If the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review;
2. If there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into; and
3. If the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.

Determination

According to TMC 13.02.045, the Planning Commission shall make its decisions within 120 days of receiving the applications, as to:

- (a) Whether or not the application is complete, and if not, what information is needed to make it complete;
- (b) Whether or not the scope of the application should be modified, and if so, what alternatives should be considered; and
- (c) Whether or not the application will be considered, and if so, in which amendment cycle. The Planning Commission shall make determinations concerning proposed amendments.

Summary of Actions

Summarized in the table below are description of each of the application and the actions (assessment and determination) taken by the Planning Commission.

APPLICATION (No. & TITLE)	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT / DETERMINATION BY THE PLANNING COMMISSION
#2018-01: Car Wash Use Allowance	The Brown Bear Car Wash Enterprises, Inc.	Code	Rezone two parcels near 6 th Ave. and S. Howard St. from NCX Neighborhood Commercial Mixed-Use District to UCX Urban Center Mixed-Use District to allow car washing facilities as a permitted use.	<ul style="list-style-type: none"> • Assessment conducted on April 19, 2017. • Determination made on April 19 to accept the application and move it forward for technical analysis during the 2018 amendment cycle, with the scope of work modified to address applicant's underlying concerns through an alternative approach to the area-wide rezone.
#2018-02: Outdoor Tire Storage Code Amendment	Owners of seven used tire shops	Code	Amend the Land Use Regulatory Code to allow for outdoor tire storage (and resolve the code violation situation) for discount and used tire shops in the C-2 General Community Commercial District with screening requirement and other appropriate standards. Most of the applicants' businesses are in repurposed buildings (mostly old auto repair or service stations) on underutilized lots along arterial streets.	<ul style="list-style-type: none"> • Assessment conducted on May 3, 2017. • Determination scheduled for June 7. • Staff Recommendation: Accept the application and move it forward for technical analysis during the 2018 amendment cycle, with the scope of work slightly modified to also address the land use category and development standards concerning vehicle service and repair.
#2018-03: S. 80th Street PDB Rezone	The Cabot Properties, Inc.	Plan and Code	Rezone the property at 2615 S. 80 th Street from PDB Planned Development Business District to M-1 Light Industrial and change its Comprehensive Plan land use designation from General Commercial to Light Industrial, to better align its warehouse distribution use with existing commercial and light industrial uses on adjacent parcels.	<ul style="list-style-type: none"> • Assessment conducted on April 19, 2017. • Determination scheduled for June 7. • Staff Recommendation: Accept the application and move it forward for technical analysis during the 2018 amendment cycle, with the area of review expanded to include the adjacent properties zoned PDB.

APPLICATION (No. & TITLE)	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT / DETERMINATION BY THE PLANNING COMMISSION
#2018-04: NE Tacoma Buffer Zone	Northeast Tacoma Neighborhood Council (NETNC)	Plan and Code	Rezone parcels on the northeast side of the Hylebos Waterway in the Port/Tideflats area from M-2 Heavy Industrial and PMI Port Maritime Industrial to M-1 Light Industrial and PDB Planned Development Business District, to provide an improved buffer/transition area between the industrial uses of the Port/Tideflats and the residential neighborhoods along the top of the slope in Northeast Tacoma, as called for in the Container Port Element of the One Tacoma Comprehensive Plan.	<ul style="list-style-type: none"> • Assessment conducted on May 3, 2017. • Determination scheduled for June 7. • Staff Recommendation: Incorporate the application into the Tideflats subarea planning process as directed by the City Council, per Amended Resolution No. 39723, adopted on May 9, 2017, that requests the Planning Commission to consolidate the following issues into the Tideflats Subarea planning process: (a) creating a Northeast Tacoma Buffer Zone, (b) fulfilling the Council Consideration Request for implementing the Container Port Element of the Comprehensive Plan, and (c) codifying the Director's Rule relating to Expanded Notification for large industrial projects.
#2018-05: Design Review in MUCs	North End Neighborhood Council (NENC)	Plan	Amend the Comprehensive Plan to engage the community and enact a formal design review for buildings in the City's Mixed-Use Centers (MUCs), particularly the Proctor and the 6 th Ave. MUCs that are within the NENC boundaries.	<ul style="list-style-type: none"> • Assessment conducted on May 17, 2017. • Determination scheduled for June 7. • Staff Recommendation: (a) Incorporate the application into the scope of work for the city-wide Design Review Program, the establishment of which has been included in the City's Biennial Budget beginning in 2018, and (b) Acknowledge the community concerns about early engagement and consider additional administrative measures for soliciting community comment on new development through modified administrative procedures and/or through the code cleanup amendment.

APPLICATION (No. & TITLE)	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT / DETERMINATION BY THE PLANNING COMMISSION
#2018-06: VSD Height Measurement	Kenneth Thiem	Code	Amend how building heights are measured in the Old Town C-2 Commercial District with a VSD View Sensitive Overlay District, where the height measurement per the current code unfairly reduces the allowable building envelope on the north side of N. 30 th Street due to the topography of the area.	<ul style="list-style-type: none"> • Assessment conducted on May 3, 2017. • Determination scheduled for June 7. • Staff Recommendation: Accept the application and move it forward for technical analysis during the 2018 amendment cycle, with the scope of work and study approach modified to address the building height measurement methodology for the Old Town VSD as well as other VSDs, to study the visual impacts of modified methodologies, and to improve the cross-referencing of this subject between the Land Use Code and the Building Code.
#2018-07: Transportation Master Plan – Limited Update	Public Works Department	Plan	Amend the Transportation Master Plan, i.e., the transportation element of the Comprehensive Plan, including general text clean-up, modifying priority networks, revising the Performance Measures, adding and modifying projects in Appendix B: Detailed Project list, and updating Appendix C: Mobility Master Plan Update.	<ul style="list-style-type: none"> • Assessment conducted on May 17, 2017. • Determination scheduled for June 7. • Staff Recommendation: Accept the application and move it forward for technical analysis during the 2018 amendment cycle, with the understanding that Public Works staff will conduct an initial analysis through the Transportation Commission’s review process.
#2018-08: Code Clean- ups	Planning and Development Services Department (PDS)	Code	Amend the Land Use Regulatory Code to keep information current, address inconsistencies, correct errors and clarify code language, in order to improve code administration efficiency and enhance customer service.	<ul style="list-style-type: none"> • Assessment conducted on April 5, 2017 • Determination scheduled for June 7. • Staff Recommendation: Accept the application and move it forward for technical analysis during the 2018 amendment cycle, with the scope of work substantially scaled back from what was originally developed, due to limited staffing resources, with a focus on addressing clarifications, corrections and minor changes.

APPLICATION (No. & TITLE)	APPLICANT	PLAN / CODE AMENDMENT	DESCRIPTION OF PROPOSED AMENDMENT	ASSESSMENT / DETERMINATION BY THE PLANNING COMMISSION
#2018-09: Future Land Use Map: Area-wide Rezones – Phase 4	Planning and Development Services Department (PDS)	Plan and Code	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 to achieve consistency with the Future Land Use Map, and work to achieve the goals of the One Tacoma Plan.	<ul style="list-style-type: none"> • Assessment conducted on August 17, 2016 • Determination scheduled for June 7. • Staff Recommendation: Accept the application and move it forward for technical analysis during the 2018 amendment cycle, with the scope of work substantially scaled back, due to limited staffing resources. This phase of the project will include a focus on improving the consistency of the residential land use designations and implementing zoning. Secondly, the project will complete the analysis related to 72nd and S. Alaska Street, as requested by City Council in 2016.
#2018-10: Open Space Corridors Project	Planning and Development Services Department (PDS)	Plan and Code	The City's designated open space corridors includes a variety of areas within the City, including recreation areas, passive open spaces, wetlands, streams, 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 corridors while continuing to accommodate reasonable use of private property.	<ul style="list-style-type: none"> • Assessment conducted on March 1, 2017 • Determination scheduled for June 7. • Staff Recommendation: Accept the application and move it forward for technical analysis during the 2018 amendment cycle, with the scope work scaled back, due to limited staffing resources, to exclude specific issues pertaining to steep slopes and geologic hazards.
#2018-11: Commercial Zoning Update – Phase 1	Planning and Development Services Department (PDS)	Plan	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 more context-sensitive commercial zoning.	<ul style="list-style-type: none"> • Assessment conducted on August 17, 2016 • Determination scheduled for June 7. • Staff Recommendation: Accept the application and move it forward for technical analysis during the 2018 amendment cycle, with the scope work substantially scaled back, due to limited staffing resources. This phase of the project will develop a recommended concept for realigning the City's commercial zoning districts.



City of Tacoma
Public Works Department

Memorandum

TO: Brian Boudet, Planning Services Manager
FROM: Joshua Diekmann, P.E. PTOE, Assistant Division Manager/City Traffic Engineer
SUBJECT: Comprehensive Plan Amendments – Transportation Master Plan Amendments
DATE: May 31, 2017

Public Works staff is providing additional information to questions raised by the Planning Commission at the May 17, 2017, meeting related proposed amendments of the Transportation Master Plan (TMP). The Committee meets again regarding this topic on June 7, 2017. Attached is a summary of the proposed amendments.

2018 Transportation Master Plan Proposed Amendments

PROPOSED AMENDMENT SECTION	AMENDMENT DESCRIPTION	REQUESTED BY
Modal Networks	Add or modify networks for pedestrian, bicycle, transit, freight, and cars based on BPTAG/Staff/Transportation Commission/public requests. Additions and modifications may include projects generated from the Tacoma Mall Subarea Plan, Puyallup Avenue Corridor Study, and additional review.	BPTAG, Transportation Commission, City Staff
Performance Measures	Add or modify existing performance measures for consistency with other plans and City projects, such as the Environmental Action Plan, Safe Routes to School Implementation Plan, and City Council target priorities; and for ease of measure and applicability. Proposed amendments would not change the <i>Big Picture Topical Areas</i> outlined in the TMP.	Transportation Commission, Infrastructure, Planning, and Sustainability Council Committee
Appendix B: Project Details	Add or modify projects to be consistent with modifications to the modal networks. Revise the layout of the table for better readability.	BPTAG, Transportation Commission, City Staff
Appendix C: Mobility Master Plan Updates	Revise Appendix C to Bicycle Implementation and Action Strategies by maintaining the bicycle component of Appendix C and transferring the pedestrian information to Appendix D.	City Staff
Appendix D: City Pedestrian Safety Improvement Project	Revise Appendix D to Pedestrian Implementation and Action Strategies by incorporating the pedestrian components previously contained in Appendix C and updating the Pedestrian Safety Improvement Project criteria and project list.	City Staff



Planning Work Program for 2016-2018

September 28, 2016

(Staff Note: The following section, *Part II. Planning Work Program for 2016-2018*, was part of the Planning Commission's Annual Report for 2015-2016, dated July 20, 2016. The annual report was presented to the City Council's Infrastructure, Sustainability and Planning Committee for review on September 28, 2016. The IPS Committee approved of the report with a modification to Item B.14, concerning "Citizen Participation and Public Outreach Enhancements", by adding a supplemental proviso as shown in parentheses. The IPS also acknowledged that this planning work program is subject to further changes as it is carried out within next two years.)

Part II. Planning Work Program for 2016-2018

The Planning Work Program for 2016-2018 contains projects and planning activities that are slated for completion or in substantial progress during the timeframe of July 2016 through June 2018. These projects and activities are primarily mandated by legislation or initiated by the City Council and are within the Planning Commission's review and recommendation authority. The Planning Work Program is subject to change, in response to changing conditions and factors, such as legislative requirements, community requests, Council priorities, budget constraints, staffing resources, and emergency situations.

A. 2017-2018 Amendment

Proposed amendments to the Comprehensive Plan and Land Use Regulatory Code will be processed through a 2-year amendment cycle, beginning in 2017. Since the Comprehensive Plan has been substantially updated through the extensive 2015 Annual Amendment process, resulting in the *One Tacoma Plan*, there is no imminent need to amend it on an annual basis into the foreseeable future. The shift from the annual to the biennial process also will allow more efficient use of the limited staffing resources, more comprehensive analysis of the proposed amendments, more time for public outreach and notification, and better alignment with the City's biennial budget process.

For the 2017-2018 Amendment, the Planning Commission plans to accept applications in March 2017, conduct technical analyses in May-December 2017, and forward its recommendations to the City Council in March 2018. The City Council's review and adoption process is anticipated to occur in April-May 2018.

Tentatively, the 2017-2018 Amendment would include the following items:

1. Applications for Proposed Amendments submitted by public and private entities
2. Proactive Rezones (including commercial zoning and zoning/standards for large institutions)
3. Downtown Plan Integration with Subarea Plans
4. Street Typology and Designation System Review
5. Urban Design Program
6. Plan and Code Cleanups

B. On-going and Emerging Planning Issues

1. Tacoma Mall Neighborhood Subarea Plan and EIS
2. Residential Infill Pilot Program
3. 20-minute Neighborhood Baseline Analysis
4. Environmental/Urban Forestry (including landscaping, open space, steep slopes, and watershed-level planning)
5. Unified Development Code
6. Capital Facilities Program for 2018-2023
7. Six-Year Comprehensive Transportation Program for 2017-2022
8. Transfer of Development Rights (TDR) and Tax-Increment Financing (TIF) Program Review
9. Sign Code Update
10. Signature Trails Development
11. Link Expansion Streetscape project

12. **Historic Preservation** (in coordination with the Landmarks Preservation Commission and including Demolition Review, TDR, project-level design and permit reviews, educational programs, etc.)
13. **Transportation Master Plan Implementation** (in coordination with the Transportation Commission and potentially involving impact fees, transportation network planning, streetscape design guidance, etc.)
14. **Citizen Participation and Public Outreach Enhancements** (with specific engagement efforts focusing on the Proctor District)
15. **Marijuana Regulation Implementation Status**
16. **Joint Meetings of the Planning Commission with appropriate groups** (e.g., the Landmarks Preservation Commission, the Transportation Commission, and the Community Council)

C. Regional and Cross-Jurisdictional Issues

1. Port/Tideflats Area Land Use Review (scope to be determined)
2. Regional transportation issues (e.g. LINK Light Rail Expansion and Amtrak Station amenities)
3. PSRC Regional Centers Framework Update
4. PCRC Centers of Local Importance Update
5. JLUS Study Implementation
6. Metro Parks Tacoma and Tacoma School District strategic plans updates



Proposed Planning Commission Work Program (2017-2019) *June 7, 2017*

The Planning Commission Work Program contains projects and planning activities that are slated for completion in or substantial progress during the timeframe of June 2017 through 2019. The work program is developed in concert with the Tacoma Planning Commission and the City Council's Infrastructure, Planning and Sustainability Committee, and may change in response to other legislative requirements, community requests, Council priorities, budget and staff constraints, or other situations.

The summary below is provided as a basic outline of the proposed timing of various projects. Further explanation of each project is provided on the following pages.

Track 1: Interim Regulations (*off-cycle*)

- Correctional Facilities Regulations – Interim and Permanent Regulations
- Tidelands Uses and Standards – Interim Regulations
- Marijuana Uses and Playground Buffers – Interim and Permanent Regulations
- Emergency Temporary Shelters – Interim and Permanent Regulations

Track 2: Subarea Plans (*off-cycle*)

- Tacoma Mall Neighborhood Subarea Plan
- Tidelands Subarea Plan

Track 3: 2018 Amendment Cycle

- Car Wash Use Allowance – Private Application #2018-01
- Outdoor Tire Storage Code Amendment – Private Application #2018-02
- South 80th Street PDB Rezone – Private Application #2018-03
- View Sensitive District (VSD) Height Measurement – Private Application #2018-06
- Future Land Use Map Implementation: Area-wide Rezones – Phase 4
- Commercial Zoning Update – Phase 1
- Open Space Corridors Implementation
- Transportation Master Plan – Limited Update
- Code Clean-ups

Track 4: 2019 Amendment Cycle (*tentative*)

- Future Land Use Map Implementation: Area-wide Rezones – Phase 5
- Commercial Zoning Update – Phase 2
- Urban Design Studio – Establishment
- Residential Infill Pilot Program – Phase 2

- JBLM Joint Land Use Study Implementation
- Shoreline Master Program – 2019 Periodic Update
- Critical Areas Amendments – Geologic Hazards
- Code Clean-ups

On-going Planning Issues

- Historic Demolition Review (*may be coordinated with 2018 Amendment Cycle*)
- Capital Facilities Program for 2018-2023 (*off-cycle*)
- Six-Year Comprehensive Transportation Program for 2017-2022 (*off-cycle*)
- Joint Meetings of the Planning Commission with appropriate groups (e.g., the Landmarks Preservation Commission, the Transportation Commission, and the Neighborhood Councils)
- Transportation Master Plan Implementation, in coordination with the Transportation Commission (e.g. impact fees study, transportation network planning, streetscape design guidance, signature trails development, etc.)
- Link Expansion Streetscape project (including the Links to Opportunity Program and the SGA Technical Assistance Program)
- Historic Preservation, in coordination with the Landmarks Preservation Commission (e.g. TDR, integration of Historic Preservation Plan with *One Tacoma* Plan, educational programs, etc.)
- Residential Infill Pilot Program (implementation)
- Citizen Participation and Public Outreach Enhancements (with specific engagement efforts focusing on the Proctor District)

Regional and Cross-Jurisdictional Issues

- Metro Parks Tacoma and Tacoma School District strategic plans updates
- Pierce County Parkland/Spanaway/Midland (PSM) Community Plan
- Regional Transportation Issues, in coordination with the Transportation Commission (e.g. Tacoma LINK and Central LINK Light Rail Expansions, Pacific Avenue BRT Study)
- PSRC Regional Centers Framework Update
- PCRC Centers of Local Importance/County-level Centers Update

Emerging and Deferred Issues

- 20-minute Neighborhood Baseline Analysis
- Urban Growth Baseline Analysis
- Mixed-Use Centers Implementation Programming
- Mixed-Use Centers Height Bonus Program Review
- Institutional Campus Zoning Update
- Urban Forestry Implementation (including landscaping, tree-preservation, open space, etc.)
- Watershed-level Environmental Planning
- Parking Update (including RPA, refinements along light rail, design, etc.)
- Downtown Plan Integration with Subarea Plans
- Street Typology and Designation System Review
- Unified Development Code
- Transfer of Development Rights (TDR) and Tax-Increment Financing (TIF) Program Review
- Sign Code Update
- Annexation Planning

Track 1 Projects: Off-Cycle Projects

Correctional Facilities – Interim and Permanent Regulations

Summary:

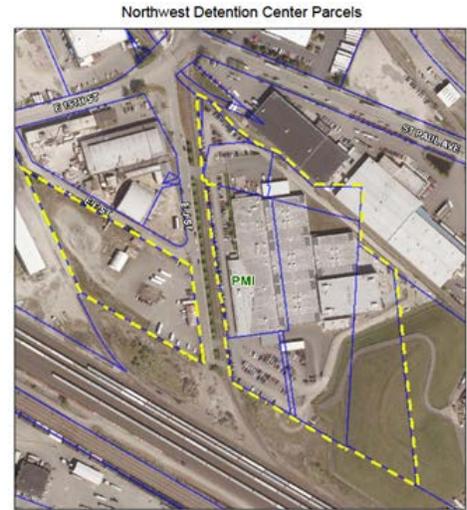
The City Council enacted emergency interim zoning regulations pertaining to public and private correctional facilities on March 7, 2017, per Ordinance No. 28417, and subsequently adopted some modifications to the regulations on May 9, per Ordinance No. 28429. This project will develop permanent regulations for the City Council's consideration based on the issues and approach outlined in Ordinance No. 28429 prior to the expiration of the interim regulations in March 2018.

Primary Staff Contact:

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

General Project Timeline:

March 2017 – March 2018



Tideflats Uses and Standards – Interim Regulations

Summary:

This project will explore the need for interim regulations in the Port/Tideflats Manufacturing and Industrial Center during the early stage of the development of the Tideflats Subarea Plan. Potential interim regulations could include use restrictions, modified permit procedures and enhancements to public notice, and limits on development in adjacent slopes and transition areas.

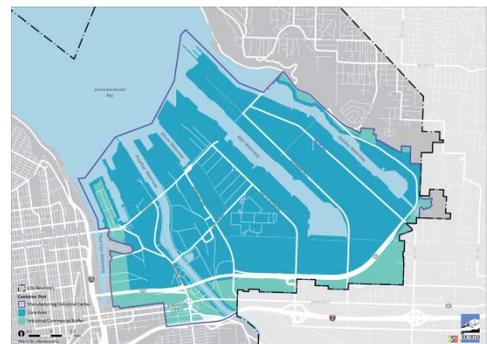
Note: The associated permanent regulations will be addressed as part of the final adoption of the Tideflats Subarea Plan.

Primary Staff Contact:

Stephen Atkinson, Senior Planner
satkinson@cityoftacoma.org

General Project Timeline:

June 2017 – September 2017



Marijuana Uses and Playground Buffers – Interim and Permanent Regulations

Summary:

This project would consider amending the zoning code on an interim basis by adding definitions of “Playground” and “Recreation center or facility,” in order to ensure that recreational marijuana buffers apply to Metro Parks Tacoma owned playgrounds and recreation centers and facilities to the level intended by the State, but currently not covered by State definitions. The associated permanent regulations may be, from a timing perspective, coordinated with the 2018 Amendment Cycle.

Primary Staff Contact:

Lihuang Wung, Senior Planner
lwung@cityoftacoma.org

General Project Timeline:

Yet to be determined



Emergency Temporary Shelters – Interim and Permanent Regulations

Summary:

The City Council adopted Ordinance No. 28430 on May 9, 2017, declaring a public health emergency relating to the conditions of homeless encampments. As part of the follow-up actions, this project will develop interim and permanent regulations for the Council’s consideration concerning the zoning and development standards for permitting emergency temporary shelter facilities and sites.

Primary Staff Contact:

John Harrington, Principal Planner
jharring@cityoftacoma.org

General Project Timeline:

Yet to be determined



Track 2: Subarea Plans

Tacoma Mall Subarea Plan

Summary:

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.

Primary Staff Contact:

Elliott Barnett, Associate Planner
elliott.barnett@cityoftacoma.org

General Project Timeline:

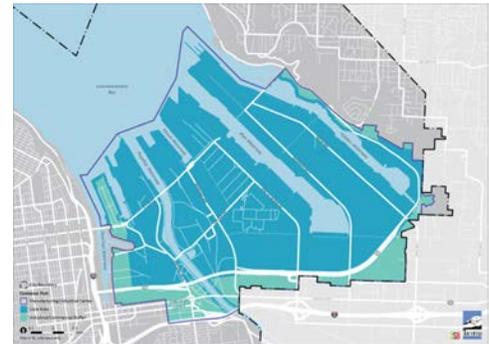
June 2015 – December 2017



Tideflats Subarea Plan

Summary:

The City Council adopted Amended Resolution No. 39723 on May 9, 2017, initiating the Tideflats subarea planning process. The resolution requests the Planning Commission to consolidate several planning initiatives currently underway for the area; requests the Commission to begin discussion of the need for interim regulations for the area; requests the City Manager to identify resources need for the subarea planning; and requests the City Manager to negotiate an Interlocal Agreement with the Port and the Puyallup Tribe for the collaboration of the project. The scope of work for the subarea plan is yet to be determined.



Note: This project incorporates consideration of the issues highlighted in:

- NETNC's "NE Tacoma Buffer Zone" Application #2018-04
- The Council Consideration Request pertaining to the implementation of the Port Container Element
- PDS Director's Rule on Heavy Industrial Expanded Notification

Primary Staff Contact:

Stephen Atkinson, Senior Planner
satkinson@cityoftacoma.org

General Project Timeline:

Fall 2017 – TBD

Track 3: 2018 Amendment Cycle

Car Wash Use Allowance (Private Application #2018-01)

Summary:

This application seeks to amend the Land Use Regulatory Code to allow car wash facilities in the Neighborhood Commercial Mixed-use Zoning District (NCX). The amendments could include changes to the definitions, core-pedestrian street restrictions, and potential design and development standards.

Primary Staff Contact:

Lihuang Wung, Senior Planner
lwung@cityoftacoma.org

General Project Timeline:

April 2017 – June 2018



Outdoor Tire Storage Code Amendment (Private Application #2018-02)

Summary:

The application seeks to amend the Land Use Regulatory Code concerning development standards for Vehicle Service and Repair businesses, with a focus on discount and used tire shops in the C-2 General Community Commercial District. There are seven applicants associated with this amendment. All are small business owners and/or landlords of discount/used tire sales operations in the C-2 District. Most of these businesses are in repurposed buildings (mostly old auto repair or service stations) on underutilized lots along arterial streets.

Primary Staff Contact:

Lihuang Wung, Senior Planner
lwung@cityoftacoma.org

General Project Timeline:

April 2017 – June 2018



S. 80th Planned Development Business District Rezone (Private Application #2018-03)

Summary:

This project seeks to rezone an area along S. 80th Street from Planned Development Business District (PDB) to a more appropriate district that is consistent with the recommendations from the Joint Base Lewis-McChord Joint Land Use Study and the current use makeup of the area.

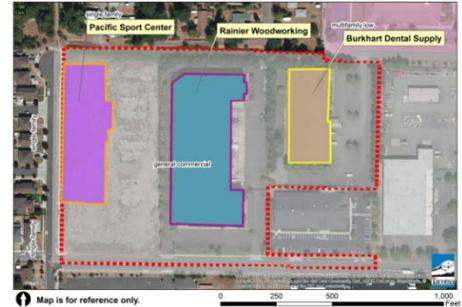
Primary Staff Contact:

Lauren Flemister, Senior Planner
lflemister@cityoftacoma.org

General Project Timeline:

April 2017 – June 2018

City of Tacoma | Planning and Development Services
Study Area 3: PDB Future Land Use



View Sensitive District Height Measurement (Private Application #2018-06)

Summary:

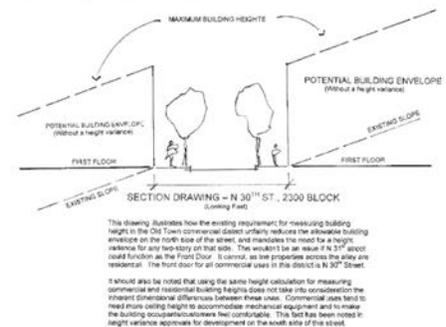
The application seeks to amend the Land Use Regulatory Code concerning how building heights are measured View-Sensitive Overlay District (VSD), which has a reduced height limit (25-feet) and a measurement methodology that is unique from other districts.

Primary Staff Contact:

Lihuang Wung, Senior Planner
lwung@cityoftacoma.org

General Project Timeline:

April 2017 – June 2018



Future Land Use Map Implementation: Phase 4 – Residential Areas

Summary:

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 to achieve consistency with the Future Land Use Map, and work to achieve the goals of the One Tacoma Plan.

This phase of the project will include a focus on improving the consistency of the residential land use designations and implementing zoning. Secondly, the project will complete the analysis related to the area around 72nd & S. Alaska Street, as requested by City Council in 2016.

Primary Staff Contact:

Stephen Atkinson, Senior Planner
satkinson@cityoftacoma.org

General Project Timeline:

January 2017 – June 2018



Commercial Zoning Update – Phase 1

Summary:

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 more context-sensitive commercial zoning.

The first phase will develop a recommended framework for realigning the City's commercial zoning districts, to ensure that the City's commercial zoning districts appropriately reflect the different types of commercial areas envisioned. The framework may involve the creation of new zoning districts and/or elimination of existing zoning districts.

Primary Staff Contact:

Stephen Atkinson, Senior Planner
satkinson@cityoftacoma.org

General Project Timeline:

July 2017 – June 2018



Open Space Corridors Implementation

Summary:

The City's designated open space corridors includes a variety of areas within the City, including recreation areas, passive open spaces, wetlands, streams, 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 corridors while continuing to accommodate reasonable use of private property.

Primary Staff Contact:

Elliott Barnett, Associate Planner
elliott.barnett@cityoftacoma.org

General Project Timeline:

July 2017 – June 2018



Transportation Master Plan – Limited Update

Summary:

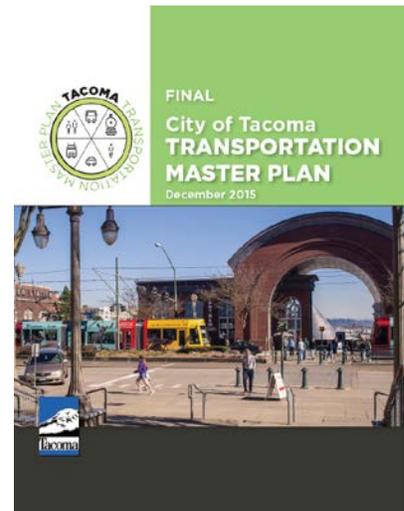
The Transportation Master Plan (TMP) is the transportation element of the *One Tacoma* Comprehensive Plan. The purpose of this project is not a major update or overhaul to the TMP, but smaller modifications including cleanups and updates to address work that has been completed since the last update, including the new Environmental Action Plan, the upcoming Safe Routes to Schools Implementation Plan, the Pedestrian Safety Improvement Program, and some increased funding opportunities. The Transportation Commission will coordinate a significant portion of the work and make a recommendation to the Planning Commission.

Primary Staff Contact:

Josh Diekmann, Traffic Engineer
jdiekmann@cityoftacoma.org

General Project Timeline:

March 2017 – June 2018



Code Clean-ups

Summary:

As part of the 2018 Amendment, this proposal would amend the Land Use Regulatory Code to keep information current, address inconsistencies, correct errors and clarify code language, in order to improve code administration efficiency and enhance customer service.

Primary Staff Contact:

Lihuang Wung, Senior Planner
lwung@cityoftacoma.org

General Project Timeline:

April 2017 – June 2018



Track 4: 2019 Amendment Cycle (tentative)

Future Land Use Map Implementation: Area-wide Rezones, Phase 5

Summary:

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 to achieve consistency with the Future Land Use Map, and work to achieve the goals of the One Tacoma Plan.

This phase of the project will focus on improving the consistency between areas designated for commercial and industrial uses and the implementing zoning districts. This will include rezones that implement the commercial zoning framework adopted as part of the 2018 Amendment Cycle (Track 3).

Primary Staff Contact:

Stephen Atkinson, Senior Planner
satkinson@cityoftacoma.org

General Project Timeline:

March 2018 – June 2019



Commercial Zoning Update – Phase 2

Summary:

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 more context-sensitive commercial zoning standards.

This phase will seek to build on and implement the zoning framework adopted in Phase 1 (Track 3) and may include modifications to use allowances, scale and massing of new development, building coverage, and site design elements.

Primary Staff Contact:

Stephen Atkinson, Senior Planner
satkinson@cityoftacoma.org

General Project Timeline:

January 2018 – June 2019



Urban Design Studio – Establishment

Summary:

The Urban Design Studio is a proposed long-term program with a focus on delivering urban design services to customers in the Planning and Development Services Department, to other City departments, and through external public and private partnerships.

The initial phase of this project will include extensive public engagement, development of design guidelines, administrative procedures, and municipal code amendments.

Note: This project will incorporate consideration of the issues highlighted in Private Application #2018-05 “Design Review in MUCs”

Primary Staff Contact:

Lauren Flemister, Senior Planner
lflemister@cityoftacoma.org

General Project Timeline:

January 2018 – June 2019



Residential Infill Pilot Program – Phase 2

Summary:

The purpose of the Pilot Program is to promote innovative residential infill development types. The program was adopted in 2015 and the first phase of implementation is in progress. Four projects submitted by interested developers have been selected to move into the permitting process.

This phase of implementation will consider lessons learned from completed projects, code amendments to the infill code and guidelines, and recommendations for continued implementation of the program.

Primary Staff Contact:

Lauren Flemister, Senior Planner lflemister@cityoftacoma.org

General Project Timeline:

January 2018 – June 2019



JBLM Joint Land Use Study Implementation

Summary:

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 (APZ).

Primary Staff Contact:

Lauren Flemister, Senior Planner
lflemister@cityoftacoma.org

General Project Timeline:

March 2018 – June 2019



Shoreline Master Program – 2019 Periodic Update

Summary:

The State Shoreline Management Act requires local governments to periodically review their shoreline master programs and make any adjustments deemed necessary to reflect changing local circumstances, new information or improved data. Per RCW 90.58.080, the City of Tacoma is required to conduct a periodic review on or before June 30, 2019. The initial public scoping phase of the project will inform what information, issues, and topics are pertinent for this periodic review.

Primary Staff Contact:

Stephen Atkinson, Senior Planner
satkinson@cityoftacoma.org

General Project Timeline:

January 2018 – June 2019

SHORELINE MASTER PROGRAM

An Element of the Comprehensive Plan and
Title 13 of the Tacoma Municipal Code



Critical Areas Amendments – Geologic Hazards

Summary:

This project will compile and review the best available science pertaining to the management of geologic hazards and recommend modifications to the City's Critical Areas Ordinance, TMC 13.11. The project will include an assessment of climate change on the risk factors associated with these hazards.

Primary Staff Contact:

Elliott Barnett, Associate Planner
elliott.barnett@cityoftacoma.org

General Project Timeline:

January 2018 – June 2019



Code Clean-ups

Summary:

As part of the 2019 Amendment, this proposal would amend the Land Use Regulatory Code to keep information current, address inconsistencies, correct errors and clarify code language, in order to improve code administration efficiency and enhance customer service.

Primary Staff Contact:

Lihuang Wung, Senior Planner

lwung@cityoftacoma.org

General Project Timeline:

July 2018 – June 2019



From: locsinann@gmail.com [<mailto:locsinann@gmail.com>]

Sent: Wednesday, May 31, 2017 9:21 AM

To: Atkinson, Stephen

Cc: McCarty Yvonne; Berglund Mel and Suzanna; Migliaccio Giovanni; Thoms, Robert; Mello, Ryan

Subject: NE Tacoma Buffer Zone Proposal -interim regulations

Hi Stephen-

Can you please forward this email to the City of Tacoma Planning Commission?

Dear Planning Commission-

I am writing to you regarding the City Council recommendation to consolidate our proposal into the Newly created subarea planning process. Should you decide to do so, I am requesting that interim regulations be developed for the area related to our proposal.

"Section 2. That the Planning Commission is hereby requested to immediately begin discussion regarding, and consideration of the need for interim regulations related to the Container Port Element in the Tideflats Subarea while the Subarea planning process is underway, and prior to the Subarea Plan's finalization."

Our proposal was grounded in the Container Port Element for what pertains Goal CP-2 and its policies as well as policy CP-1.4. Therefore, it would be most appropriate that interim regulations be established for this buffer zone area so that residents are not subjected to new harmful developments until the subarea process is completed over the next several years. It is critical that your commission intervenes on our behalf.

Thank you for your consideration,

Ann Locsin

Resident and Taxpayer, NE Tacoma



To: Planning Commission
Re: Design Review and Concept Review

Planning Commission Members,

The North End Neighborhood Council strongly supports the Planning Department's and the Planning Commission's efforts to build a system of Design Review for the City of Tacoma. We also strongly support a Concept Review component of the Design Review process, where community members and developers and planners can work together in the earliest stages of the process to reach the best solutions for our built environment.

However, we recognize that a thoughtful and effective system of Design Review won't be ready for probably two years, maybe even longer. During those two years, Tacoma is likely to continue developing, especially considering the real estate market and the growth of Pierce County. So to help jump start the design process, we are seeking the Planning Commission's support for more immediate implementation of a trial form of Concept Review.

There are clear benefits to this early implementation. Other than some initial help from the Planning Department with framing the process, Concept Review will not place much burden at all on the City's resources. Neighborhood Councils can host meetings with developers and then provide feedback to the Planning Department, which will help build the local information that will help inform the planning for Design Review. By having conversations with developers, the Neighborhood Councils also will learn more about the development community and will learn what pieces of Concept Review will be important for the final plan.

We know that much of this initial work with Concept Review, before the City has formalized the process with Design Review, will be voluntary in nature. But if developers can be encouraged to attend a neighborhood meeting at the concept phase of their projects, and if the developers can see the value of engaging the neighbors before they've spent time and money on plans and designs, this early implementation of Concept Review could work in positive ways to build wide support for the Design Review that's coming. Also, it seems clear that there is ample support in the TMC for Concept Review at the Neighborhood Council level. Particularly relevant sections are TMC 1.45.040 ("Neighborhood Councils will serve in an advisory capacity to City government...") and 1.45.070.B.2 ("...solicit the position and reasoning of affected

Neighborhood Councils...") and 1.45.070.B.3 ("...encourage the proponents (of development) to discuss their proposal with the affected Neighborhood Council(s)").

At the Planning Commission meeting on June 7th, please support, as part of the City's Long Range Planning Work Program, early implementation of a pilot program for Concept Review.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Price', with a long horizontal flourish extending to the right.

Kyle Price
NENC Chair, on behalf of the NENC