



**City of Tacoma
Planning Commission**

Stephen Wamback, Chair
Anna Petersen, Vice-Chair
Carolyn Edmonds
Ryan Givens
David Horne
Jeff McInnis
Brett Santhuff
Andrew Strobel
Dorian Waller

- **Special Meeting** – This is a Special Meeting because the starting time has been changed from the regularly scheduled 5:00 p.m. to 6:00 p.m.
- **Informational Meeting** – Staff will conduct an Informational Meeting from 5:00 to 6:00 p.m., in the Council Chambers, for interested citizens to learn more about the subject of the public hearing.

AGENDA

MEETING: Special Meeting and Public Hearing

TIME: Wednesday, May 1, 2019, 6:00 p.m.

LOCATION: Council Chambers, 1st Floor, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

A. Call to Order and Quorum Call

B. Approval of Agenda and Minutes (March 20, April 3 and April 17, 2019)

C. Discussion Items

1. 2019 Amendment Public Hearing No. 1

- Description: Conduct the first of two public hearings concerning the 2019 Amendment to the Comprehensive Plan and Land Use Regulatory Code (Subject of Public Hearing: Future Land Use Map Implementation).
- Action: Conduct public hearing and leave record open through May 17, 2019
- Staff Contact: Stephen Atkinson, 253-591-5531, satkinson@cityoftacoma.org

D. Topics of the Upcoming Meeting (May 15, 2019)

(1) 2019 Amendment Public Hearing No. 2; subjects include:

- Shoreline Master Program Periodic Review;
- Affordable Housing Action Strategy Incorporation into Comprehensive Plan;
- Historic Preservation Code Amendments;
- Manitou Potential Annexation; and
- Minor Plan and Code Amendments

E. Communication Items

(1) **Historic Preservation Month** – The City of Tacoma encourages residents from all ages, cultures and neighborhoods to celebrate Historic Preservation Month in May 2019. To view a roster of events that has been planned around this year's theme of Broadening Horizons and diversity in Tacoma's history, please visit www.HPMonthTacoma.com.

(2) **Tacoma Dome Link Extension (TDLE)** – Letters of Scoping Comments to Sound Transit from the Planning Commission and the Transportation Commission (attached)

(3) The next meeting of the Infrastructure, Planning and Sustainability Committee is on Wednesday, May 8, 2019, at 4:30 p.m., in Room 16; tentative agenda (subject to change) includes:
Environmental Services Strategic Plan Update.

F. Adjournment



The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 591-5056 (voice) or (253) 591-5820 (TTY).



City of Tacoma
Planning Commission

Stephen Wamback, Chair
Anna Petersen, Vice-Chair
Carolyn Edmonds
Ryan Givens
David Horne
Jeff McInnis
Brett Santhuff
Andrew Strobel
Dorian Waller

MINUTES (Draft)

TIME: Wednesday, March 20, 2019, 4:00 p.m.

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

PRESENT: Stephen Wamback (Chair), Carolyn Edmonds, Ryan Givens, Jeff McInnis, Brett Santhuff, Andrew Strobel, Dorian Waller

ABSENT: Anna Petersen (Vice-Chair), David Horne

A. CALL TO ORDER AND QUORUM CALL

Chair Wamback called the Planning Commission's meeting to order at 5:00 p.m. A quorum was declared.

B. APPROVAL OF AGENDA

The agenda was approved.

C. JOINT SESSION OF PLANNING COMMISSION AND TRANSPORTATION COMMISSION

The subject of the joint session being transportation related, it was decided that Co-Chair Jane Moore of the Transportation Commission would preside over. Co-Chair Moore called the joint session to order. A quorum of the Transportation Commission was declared. Commissioners introduced themselves.

1. Public Comments

Comments were received from the following citizens regarding the Tacoma Dome Link Extension (TDLE) project:

- Jori Adkins – Ms. Adkins lives in the Dome District, and believed the TDLE will affect the district significantly and should go underground. There are multiple transit services in the area, but only two streets running north-south because of the many facilities and various construction in the area. The Dome District had worked with multiple entities on the Amtrak Station Design, which had worked well, but this time the TDLE isn't a light rail; it's a heavy train that only works well in suburban areas with wide open streets. She believed the TDLE with elevated tracks and stations would be too detrimental to the transit-oriented development opportunity and the heavy density of urban living in the Dome District.
- Chris Karnes – Mr. Karnes is a co-chair for the Sustainable Tacoma Commission and a member of the Citizen Oversight Panel for Sound Transit. His primary concern is the lack of parking associated with the TDLE in Tacoma area. People will be relying on high capacity transit for accessing the TDLE, so the need to site the project for a short walk from other modes of transportation is absolutely critical. Mr. Karnes also indicated that among the alternatives currently presented by Sound Transit, TD-3 and TD-4 Off-street options are the worthiest of the attention.

2. Tacoma Dome Link Extension

Austin Neilson and Claire Chase from Sound Transit provided a briefing of the Tacoma Dome Link Extension (TDLE) project. The presentation included:

- Project Overview and Timeline;
- Alternatives Development Process, which includes Early Scoping, Pre-Screening, Alternative Evaluation – Conceptual Level 1, Alternative Evaluation – Detailed Level 2, and Scoping;

- Results of the various phases of the Alternative Development Process; and
- Next Steps.

Ms. Chase highlighted the results of Level 2 Evaluation, indicating that for the Tacoma Dome station area, TD-2 and TD-3 are alternatives with more potential, and TD-1 and TD-4 (with three variations) are alternatives with greater challenges. Similarly, for the East Tacoma station area, ET-3A/3B are alternatives with more potential, and ET-1, ET-2, ET-5 and ET-6 are alternatives with more challenges. Mr. Neilson reviewed the next steps for the TDLE, which included, tentatively, EIS Scoping period from April 1 to May 1, the Elected Leadership Group's (ELG) meetings on May 31 and June 14, and the Sound Transit Board's decision in July 2019 on the preferred alternative and other alternatives for EIS.

3. Discussion

Brian Boudet, Manager of the Planning Services Division and the City's lead in the planning and environmental analysis phase of the TDLE, noted that the City Council had received a similar briefing of the TDLE at the study session on March 19, 2019. He highlighted some of the comments made by the Council, e.g., (a) multimodal connectivity in the East Tacoma station area, especially for pedestrians and with the area on the south side of I-5; (b) the lack of parking for both the East Tacoma and the Tacoma Dome station areas; (c) the need for more adequate connections between the Tacoma Dome station area and the Downtown Core; (4) acknowledging the Tacoma Dome area is a regional transportation hub with great transit-oriented development potential and opportunity; and (5) acknowledging the community's interest in advancing the underground ("cut-and-cover") alternative into the EIS process.

Discussion ensued. Sound Transit staff responded to a number of questions raised by members of the Planning and Transportation Commissions, relative to such issues as impacts to business operations, vehicular access in the station areas for pick-up and drop-off, connection to bus stops, impacts and delays to freight /trucking mobility, pedestrian safety and street crossings, population ad traffic projections, and the lack of parking.

Commissioner Santhuff of the Planning Commission brought up a set of specific comments, concerns and suggestions, including: (1) "sense of place" and "urban form/fabrics" are not being referenced; (2) the vision and zoning for the East Tacoma station area should be revisited based on the impact and potential benefits of the station location; (3) impacts on development should be minimized; (4) future extension of the TDLE to the Tacoma Mall area should be considered; (5) need to understand the impacts (visual and otherwise) of elevated station and track alignment on the Dome District and any potential extension; (6) introducing a new transportation system such as the TDLE will have significant negative impacts, so the below-grade alternative should be evaluated in the EIS process equally as elevated alternatives; and (7) as currently presented, alternatives TD-2, TD-4 (elevated or underground), and ET-3 are more preferred.

Discussion concluded with the suggestion that the Planning Commission and the Transportation Commission could provide their thoughts to the City Council for incorporation into its recommendation to Sound Transit. Potentially, a joint task force could be formed to formulate the thoughts for review and approval by both Commissions at the next joint session that could be scheduled for April 17, 2019.

4. Adjournment of Joint Session

Co-Chair Moore adjourned the joint session at 6:25 p.m.

After a brief recess, the Planning Commission's meeting was resumed at 6:34 p.m.

D. APPROVAL OF MINUTES

Minutes for the February 20, 2019 meeting were approved as submitted.

E. PUBLIC COMMENTS

None.

F. DISCUSSION ITEMS

1. Shoreline Master Program – 2019 Periodic Review

Elliott Barnett, Planning Services Division, Teresa Vanderburg, lead consultant from ESA, and Shannon Brenner, Development Services Division, facilitated the Planning Commission's continued (from February 20, 2019) review of the subject, focusing on two outstanding topics: (1) proposed updates to geologically hazardous area standards; and (2) proposed updates related to regulatory review of vegetation removal not associated with a development.

Ms. Brenner introduced issues relating to geological hazards. She reviewed the improved mapping regarding geological hazards which showed the susceptibility for these areas. Ms. Vanderburg reviewed the recommended updates to the Shoreline Master Program (SMP), with respect to: classifications and subcategories, buffers and standards, and new regulations relating to erosion and landslide hazards. Mr. Barnett reviewed the stakeholder engagement strategy, including DOE consultation on the proposals, some 2019 amendments outreach/workshops, and the proposed joint City/DOE public hearing on May 1, 2019. Ms. Vanderburg reviewed some of the updated information regarding floating homes, and why they removed that text from the SMP, and discussed the State Review.

Upon conclusion of discussion, Commissioner Edmonds made a motion to release the packet for public review and comment, Commissioner McInnis seconded, and the motion passed unanimously.

2. Future Land Use Map (FLUM) Implementation

Stephen Atkinson, Planning Services Division, reviewed the project approach, and the future land use map (FLUM) based on existing policies. He noted that they have potentially lost certain developments because the zoning hadn't been put in place earlier. He suggested that the next steps would be to release the proposals as-is with general cleanups, set the hearing, then finish the cleanups for public release.

Mr. Atkinson also provided a report of the 2019 Amendment Open House Series that staff had conducted in February and March 2019. He identified the themes of comments received at the open houses, including:

- Existing density not recognized
- Impacts to schools, police, fire
- Parking impacts
- View impacts to east side
- Desire for infrastructure improvements or amenities
- Mix of opinions on new density

Mr. Atkinson also provided the growth context, the zoning context, and the neighborhood context associated with this project. He also reviewed the Tacoma FLUM Story Map (an online tool) in full detail, including categories, criteria, and tabbing features. He reviewed some of the potential cleanups for the mapping. The Commission acknowledged that this is an excellent tool.

Discussion ensued regarding whether or not this proposal should be released for public review. Chair Wambach noted that, with new tools and maps added throughout the project, the project has evolved from the original scope of cleanup into conversation itself. He suggested that this project be released for public review and packaged with a notion that this is still a work in progress and a decision has not been made.

Commissioner Edmonds made a motion to release the proposal for public review, Commissioner Santhuff seconded, and the motion passed unanimously.

3. 2019 Annual Amendment Package

Mr. Atkinson reviewed the 2019 Annual Amendment process that had started in May 2018 and has resulted in the following six public-initiated applications having been released by the Commission for public review: (1) Future Land Use Map Implementation; (2) Shoreline Master Program Periodic Review; (3) Affordable Housing Action Strategy Incorporation into Comprehensive Plan; (4) Historic Preservation Code Amendments; (5) Manitou Potential Annexation; and (6) Minor Plan and Code Amendments.

Mr. Atkinson requested that the Commission release the entire package for public review and set a date for the public hearing to receive public comments. After some discussion, it was decided that the Commission would conduct two public hearings – Public Hearing No. 1 on May 1, 2019, concerning the Future Land Use Map Implementation, and Public Hearing No. 2 on May 15, 2019, concerning the other five applications; that Public Hearing No. 2 would be conducted in five consecutive sessions, pertaining to each of the five respective applications; that the first session in Public Hearing No. 2 concerning the Shoreline Master Program Periodic Review would be a joint public hearing with the Department of Ecology; that both public hearings would begin at 6:00 p.m., following an informational meeting conducted by staff from 5:00 to 6:00 p.m. for interested citizens to learn more about the subjects of the hearings; and that the locations of the hearings are to be determined.

Commissioner Edmonds made a motion to that effect, Commissioner McInnis seconded, and the motion passed unanimously.

G. TOPICS OF THE UPCOMING MEETING (APRIL 3, 2019)

Mr. Boudet reviewed the contents of the two planned agenda items for the next meeting on April 3, 2019, i.e., Residential Infill Pilot Program Phase 2, and Urban Design Program. The Commission concurred. The Commission also suggested that the Tacoma Dome Link Extension be added to the agenda for the Commission to consider formulating a joint letter of comments with the Transportation Commission, and that Commissioner Santhuff would compile the comments he had made at the joint session today into a draft letter as a base for the Commission's review on April 3.

H. COMMUNICATION ITEMS

The Commission acknowledged receipt of the information as provided on the agenda. Mr. Boudet also provided that the City Council had adopted the Detached Accessory Dwelling Units Regulations on March 19, 2019, and that the City Council will conduct a study session on March 26, 2019 to receive a work plan update on the Tideflats Subarea Plan.

I. ADJOURNMENT

The meeting adjourned at 8:58 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:
http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/*



**City of Tacoma
Planning Commission**

Stephen Wamback, Chair
Anna Petersen, Vice-Chair
Carolyn Edmonds
Ryan Givens
David Horne
Jeff McInnis
Brett Santhuff
Andrew Strobel
Dorian Waller

MINUTES (Draft)

TIME: Wednesday, April 3, 2019, 5:00 p.m.

PLACE: Council Chambers, Tacoma Municipal Building, 1st Floor, 747 Market Street, Tacoma, WA 98402

PRESENT: Stephen Wamback (Chair), Anna Petersen (Vice-Chair), Ryan Givens, David Horne, Jeff McInnis, Brett Santhuff, Andrew Strobel, Dorian Waller

ABSENT: Carolyn Edmonds

A. CALL TO ORDER AND QUORUM CALL

Chair Wamback called the meeting to order at 5:02 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES

The agenda was approved. The minutes for the meeting of March 6, 2019 were approved as submitted.

C. PUBLIC COMMENTS

The following comments were received:

- Rick Semple – Mr. Semple is a resident and developer in the Dome District and wanted to comment on Commissioner Santhuff's draft letter regarding the Tacoma Dome Link Extension (TDLE). He noted its importance and relevance to things coming up, especially the section regarding the Tacoma Dome Station siting and alignment. He commented that it is the Commission's job to make sure that the Sound Transit planning allows for a good playing field for development in the area and asked that the Commission stresses a cut-and-cover option, noting that it may cost more now but the tax benefit would make up for it long term.

D. DISCUSSION ITEMS

1. Residential infill pilot program 2.0

Mesa Sherriff, Planning Services Division, provided an overview and scope of the Infill Pilot Program. He reviewed Version 1.0 of the program, going over the purpose, background, and the pilot program process with the Commission.

Mr. Sherriff then spoke about some of the projects that have been reviewed under the program. He went into detail on each of these projects, showing diagrams and elevation. He also went over the pilot program findings from 2017-2019, noting that creating more flexibility and possibly overlapping with affordable housing strategies will make it easier for citizens.

Mr. Sherriff provided the Commission with three options for how the program can move forward. Those being (1) add spots to existing categories, (2) open new spaces and add new categories, and (3) open new spaces and add flexible categories.

The Commission discussed these options. They generally preferred a combination of options 1 and 3, noting that they like the flexibility of option 3 and also recommending that possibly three spaces be added for each category per council district. Mr. Sherriff noted that he will come back to the Commission with an update at a future meeting.

2. Urban design studio

Mesa Sherriff, Planning Services Division, began with his project overview. He listed the milestones from 2015-2019 and then gave an overview of the current project team and scope of work including: urban design studio and operations manual, design review program manual, draft code recommendations and modifications, and draft design guidelines. Mr. Sherriff highlighted the schedule that has been put together for the Project Advisory Group (PAG) and the Technical Advisory Group (TAG).

Mr. Sherriff then moved on to the options for establishing the PAG. Option 1 would have the committee initiated by the Planning Commission with the committee members being approved by the Director of Planning and Development Services. With Option 2, the committee would be appointed and confirmed by Council and would require 2 council meetings to complete. There was a consensus by the Commission on Option 1.

Mr. Sherriff asked the Commission to weigh in on the PAG seats. Discussion ensued. Chair Wamback, Vice-Chair Petersen, and Commissioners McInnis and Santhuff noted that they would be interested in being on the committee. The Commission also suggested that the PAG include representation from Landmarks Preservation and Sustainable Tacoma Commissions. After some discussion on the role and functions of the PAG, the Commission also noted that because of the limited timeline the number of seats should be capped at some point and that the group should include people who are already familiar with Tacoma and interested in these issues.

Then Mr. Sherriff went on to review the project scope and strategies to identify significant projects. He provided five examples, public projects, neighborhood centers, pedestrian corridors, zone transitions, and mixed use centers. The Commission discussed the options and benefits of focusing on each of these projects. Brian Boudet, Planning Manager, noted that there is no shortage of important projects and a decision on this does not have to be made right now.

Vice-Chair Petersen made a motion to advise staff to move forward on creating the PAG based on Option 1 with the council districts and various interest groups and commissions as possible components. Commissioner Waller seconded the motion. The motion passed unanimously.

(The meeting was recessed at 6:40 and resumed at 6:46)

3. Tacoma dome link extension

Lihuang Wung, Planning Services Division, Jane Moore, co-chair of the Transportation Commission, and Gerrit Nyland, co-chair of the Transportation Commission, came before the Commission to discuss the letter of comments on the Tacoma Dome Link Extension (TDLE). Mr. Wung provided an overview of the joint session of the two commissions on March 20, 2019. Both commissions made comments at this meeting, and at the end both commissions indicated they would like to provide comments to Sound Transit, but it was not concluded at that time if that would be through a joint letter or two separate letters.

The Commission reviewed the draft letter prepared by Commissioner Santhuff, which included comments about the East Tacoma Station, the Tacoma Dome Station, and other topics of interest. Commissioners provided feedback and suggestions addressing such issues as connection between the East Tacoma station area to the area south of I-5, the need to emphasize the cut-and-cover option because Sound Transit has not done the same level of analysis on it as for other alternatives, the need for parking in proximity to the station locations, the concern about planning for auto-oriented environment, the need for looking forward and thinking long-term, the need to identify restrictions associated with future expansion of the system, and TD-2, TD-4 and ET-3 appearing to be more preferred. Co-Chairs Moore and Nyland indicated that the draft letter was largely in line with what the Transportation Commission had discussed and that the Transportation Commission also emphasized the importance of safe and convenient pedestrian connections with weather protection. Mr. Wung also indicated that Commissioner Edmond who was absent had provided a letter of comments, which was mainly in agreement with Commissioner Santhuff's letter.

Mr. Wung then went on to review the TDLE's website, which includes information about the upcoming open houses (online and in-person) as well as the 3-D drawings of the the proposed station locations.

Mr. Wung moved onto the coordination with the Transportation Commission. He reviewed both options and what having either a joint letter of comments or separate letters would entail. The point was made that separate letters could appear strong by referencing the letter of the other commission. The Commission discussed both options and submitting separate letters was the consensus.

It was decided that the two commissions would share drafts of their letters and that the final letter would be discussed at the April 17th meeting. The co-chairs of the Transportation Commission were invited to come back for the first 30 minutes of that meeting.

E. TOPICS OF THE UPCOMING MEETING (APRIL 17, 2019)

- (1) Tacoma Dome Link Extension – Approving a letter of comments.

F. COMMUNICATION ITEMS

The Commission acknowledged receipt of the information. In addition, Mr. Boudet provided the following:

- The Tideflats Subarea Plan is moving forward. There was a great discussion with City Council at the study session on March 26th about this and the opportunity it provides with the five governments.
- The Affordable Housing Action Strategy is scheduled for the City Council's adoption on April 16th. This may affect the Commission Work Program.
- The application deadline for the 2020 Annual Amendment was April 1st. Two applications have been received, concerning the proposed area-wide rezone at the Heidelberg Park area and the proposed building height reduction in the West Slope view sensitive district. These will be brought forward to the Commission in the next few months.

G. ADJOURNMENT

The meeting adjourned at 8:04 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:*

http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/



**City of Tacoma
Planning Commission**

Stephen Wamback, Chair
Anna Petersen, Vice-Chair
Carolyn Edmonds
Ryan Givens
David Horne
Jeff McInnis
Brett Santhuff
Andrew Strobel
Dorian Waller

MINUTES (Draft)

TIME: Wednesday, April 17, 2019, 5:00 p.m.

PLACE: Council Chambers, Tacoma Municipal Building, 1st Floor, 747 Market Street, Tacoma, WA 98402

PRESENT: Stephen Wamback (Chair), Carolyn Edmonds, Ryan Givens, David Horne, Jeff McInnis, Brett Santhuff, Andrew Strobel, Dorian Waller

ABSENT: Anna Petersen (Vice-Chair)

A. CALL TO ORDER AND QUORUM CALL

Chair Wamback called the meeting to order at 5:02 p.m. A quorum was declared.

B. APPROVAL OF AGENDA

The agenda was approved with a modification to begin discussion item D-1 first to allow time for discussion with the Co-Chairs of the Transportation Commission and then go back to Public Comments before finishing D-1.

C. PUBLIC COMMENTS

None.

D. DISCUSSION ITEMS

1. Tacoma Dome Link Extension

Lihuang Wung, Planning Services Division, facilitated the Planning Commission's review of the draft letter of scoping comments to be forwarded to Sound Transit concerning the Tacoma Dome Link Extension (TDLE) project. Also present were Jane Moore and Gerrit Nyland, Co-Chairs of the Transportation Commission, to provide feedback and discuss what the Transportation Commission's draft letter would entail. Mr. Wung provided an overview of the project, highlighting the timeline and upcoming Environmental Impact Statement (EIS) process in which Sound Transit will continue to study the preferred stations and routes for the project.

Mr. Wung went over the draft letter, which was prepared based on the letter drafted by Commissioner Santhuff, reviewed at the April 3, 2019 meeting, as well as observations and comments from Commissioners and Transportation Commission Co-Chairs.

Both Co-Chairs agreed that overall the letters are very similar and share the same message, but differ in the fact that the Transportation Commission's letter will not include anything about the cut-and-cover station option, as the commission has not yet reached an agreement on the subject.

(The Co-Chairs then excused themselves for the Transportation Commission's meeting and the discussion was paused for public comments.)

The Commission resumed discussion. The consensus was that the letter turned out well, and everyone's efforts were appreciated. It was noted that it is important to make a strong statement, especially on the subject of the cut-and-cover station option. The point was made that the urging should be for Sound Transit to give an equal amount of study to the cut-and-cover option as other alternatives, and not necessarily to choose cut-and-cover as the only station option. The Commissioners discussed examples of wording changes in section 8 of the draft letter. Specifically,

changing the first sentence in section 8, paragraph 3, to read: "We strongly recommend a below-grade, cut-and-cover station and track facility option be studied."

The Commission also reviewed who the letter will be sent to, noting that the letter should be sent to the Sound Transit Board Members in Pierce County in addition to the recipients currently listed.

Commissioner Santhuff moved to authorize the letter on the TDLE with the discussed changes, Commissioner Edmonds seconded the motion, and the motion passed unanimously.

E. TOPICS OF THE UPCOMING MEETING (May 1, 2019)

- (1) 2019 Amendment Public Hearing No. 1 – Future Land Use Map Implementation

F. COMMUNICATION ITEMS

The Commission acknowledged receipt of the information.

G. ADJOURNMENT

The meeting was adjourned at 5:51 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:
http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/*



City of Tacoma
Planning and Development Services

To: Planning Commission
From: Stephen Atkinson, Planning Services Division
Subject: **2019 Amendment Public Hearing No. 1 – Future Land Use Map**
Date: April 24, 2019

For the Meeting of: May 1, 2019
Action Requested: Conduct a public hearing to receive oral testimony and continue to accept written comments through May 17, 2019.

Discussion:

At the next meeting on May 1, 2019, the Planning Commission will conduct a public hearing on the Proposed Amendments to the Comprehensive Plan and Land Use Regulatory Code for 2019 ("2019 Amendment"). This is Public Hearing No. 1 for the 2019 Amendment, and the subject of the hearing is the "Future Land Use Map (FLUM) Implementation" application. Public Hearing No. 2 will be conducted on May 15 for the remaining five applications of the 2019 Amendment.

The May 1st meeting is a **Special Meeting** because the starting time is changed from the regularly scheduled 5:00 p.m. to 6:00 p.m. An **Informational Meeting** will be conducted by planning staff between 5:00 and 6:00 p.m. to provide an opportunity for interested citizens to learn more about the subject of the public hearing.

Public Review Document

The Public Review Document prepared for the 2019 Amendment is available on the Planning Division webpage at www.cityoftacoma.org/2019Amendments.

Environmental Evaluation

Pursuant to Washington Administrative Code (WAC) 197-11 and Tacoma's SEPA procedures, a Preliminary Determination of Environmental Nonsignificance was issued on April 19, 2019 (SEPA File Number LU19-0068), based upon a review of an environmental checklist. The City will reconsider the preliminary determination based on timely public comments regarding the checklist and determination that are received by 5:00 PM on May 17, 2019 and unless modified, the preliminary determination will become final on May 24, 2019.

Notification

Notification for the public hearing has been conducted to reach a broad-based audience, through the following efforts:

1. **Public Notices** – The notices for both Public Hearing No. 1 and No. 2 were mailed to approximately 23,000 individuals and entities either directly affected by the proposal or within 1,000 feet of a potential rezone, and mailed and emailed to the Planning Commission's interested parties list that includes the City Council, Neighborhood Councils, area business district associations, the Puyallup Tribe of Indians, adjacent jurisdictions, City and State departments, and others.
2. **Library** – A request was made to the Tacoma Public Library on April 22, 2019 to make the public hearing notices available for patrons' review at all branches.
3. **News Media** – The City of Tacoma issued a News Release on April 17, 2019. An online advertisement was placed on The News Tribune to run between April 17 and May 15. A legal



notice concerning the SEPA Checklist and the public hearings will be posted on the Tacoma Daily Index on April 26, 2019.

4. **Social Media:** A Facebook event page for the Public Hearing is available at [First Public Hearing & Informational Meeting-2019 Amendments](#) AND [Second Public Hearing & Informational Meeting-2019 Amendments](#)
5. **60-Day Notices** – A “Notice of Intent to Adopt Amendment 60 Days Prior to Adoption” was sent to the State Department of Commerce (per RCW 36.70A.106) on April 19, 2019. A similar notice was sent to the Joint Base Lewis-McChord (per RCW 36.70A.530(4)) on April 19, 2019, asking for comments within 60 days of receipt of the notice.

Project Summary:

The City considers changes, additions, and updates to the *One Tacoma* Comprehensive Plan and Land Use Regulatory Code on an annual basis pursuant to the State Growth management Act. Periodic review and evaluation are important in order to ensure that the *One Tacoma* Plan and the implementing regulations maintain their effectiveness. The intent of the amendment process is to review all of these changes simultaneously, where appropriate, so that the cumulative effects can be considered.

The 2019 Amendment includes the following six public-initiated applications: (1) Future Land Use Map Implementation, (2) Shoreline Master Program Periodic Review, (3) Affordable Housing Action Strategy Incorporation into Comprehensive Plan, (4) Historic Preservation Code Amendments, (5) Manitou Potential Annexation, and (6) Minor Plan and Code Amendments.

The Future Land Use Map in the *One Tacoma Plan* illustrates the City's intended future land use pattern through the geographic distribution of residential and commercial areas, the designation of mixed-use and manufacturing/industrial centers, as well as shoreline and single-family detached designations. The map is to be used in conjunction with the adopted policies of the *One Tacoma Plan* for any land use decision, including rezoning. This project seeks to apply appropriate area-wide rezone that implement the Future Land Use Map and *One Tacoma Plan* policies where the current zoning is inconsistent with the adopted Plan. This may result in amendments to the City's official zoning map throughout the City. This phase of the project is intended to primarily address areas planned for multi-family residential development.

Prior Actions:

- March 20, 2019 – Approved FLUM update proposal for public review purposes and set May 1, 2019 as the date for the public hearing
- February 6, 2019 – Reviewed FLUM update proposal
- December 19, 2018 – Reviewed FLUM update proposal
- September 19, 2018 – Reviewed criteria for developing FLUM update
- September 5, 2018 – Reviewed background information regarding FLUM
- June 20, 2018 – Completed assessment of the 2019 Amendment
- June 6, 2018 – Conducted a public scoping hearing on 2019 Amendment
- May 2, 2018 – Reviewed draft scope of work for 2019 Amendment

Staff Contact:

Stephen Atkinson, Principal Planner, 253-591-5531, satkinson@cityoftacoma.org

Attachment:

- Notice of 2019 Amendment Public Hearing No. 1
- c. Peter Huffman, Director

2019 Comprehensive Plan and Land Use Regulation Amendments

www.cityoftacoma.org/2019amendments



PUBLIC HEARING

FUTURE LAND USE IMPLEMENTATION AND AREAWIDE REZONES

PLANNING COMMISSION PUBLIC HEARING

FLUM/REZONES ONLY

Wednesday, May 1, 2019

6:00 PM

City Council Chambers

747 Market Street, 1st floor

INFORMATIONAL MEETING

Wednesday, May 1, 2019

5:00 - 6:00 PM

City Council Chambers

747 Market Street, 1st floor

Join Us!

In support of the 2019 Amendments, the Planning Commission will be conducting two public hearings to accept comments and testimony on the proposals.

PUBLIC HEARING #1: FLUM/REZONES

If you would like to provide comments on the Future Land Use/Rezones project, please attend the public hearing on May 1, 2019.

Comments will be accepted until May 17, 2019 at 5:00 PM.

WHAT IS THE 2019 AMENDMENT PROCESS?

The 2019 Amendment to the Comprehensive Plan and Land Use Regulatory Code is a process through which the City considers changes, additions, and updates to the One Tacoma Plan and the Land Use Code. The Planning Commission will consider public testimony prior to formalizing a recommendation to the City Council. The City Council will also conduct a public hearing prior to taking action on any proposals. You are receiving this notice because the proposed amendments may affect your property.

WHAT IS THE FUTURE LAND USE IMPLEMENTATION PROJECT?

The Future Land Use Map in the One Tacoma Plan illustrates the City's intended future land use pattern through the geographic distribution of residential and commercial areas, the designation of mixed-use and manufacturing/industrial centers, as well as shoreline and single-family detached designations. The map is to be used in conjunction with the adopted policies of the Comprehensive Plan for any land use decision, including rezoning.

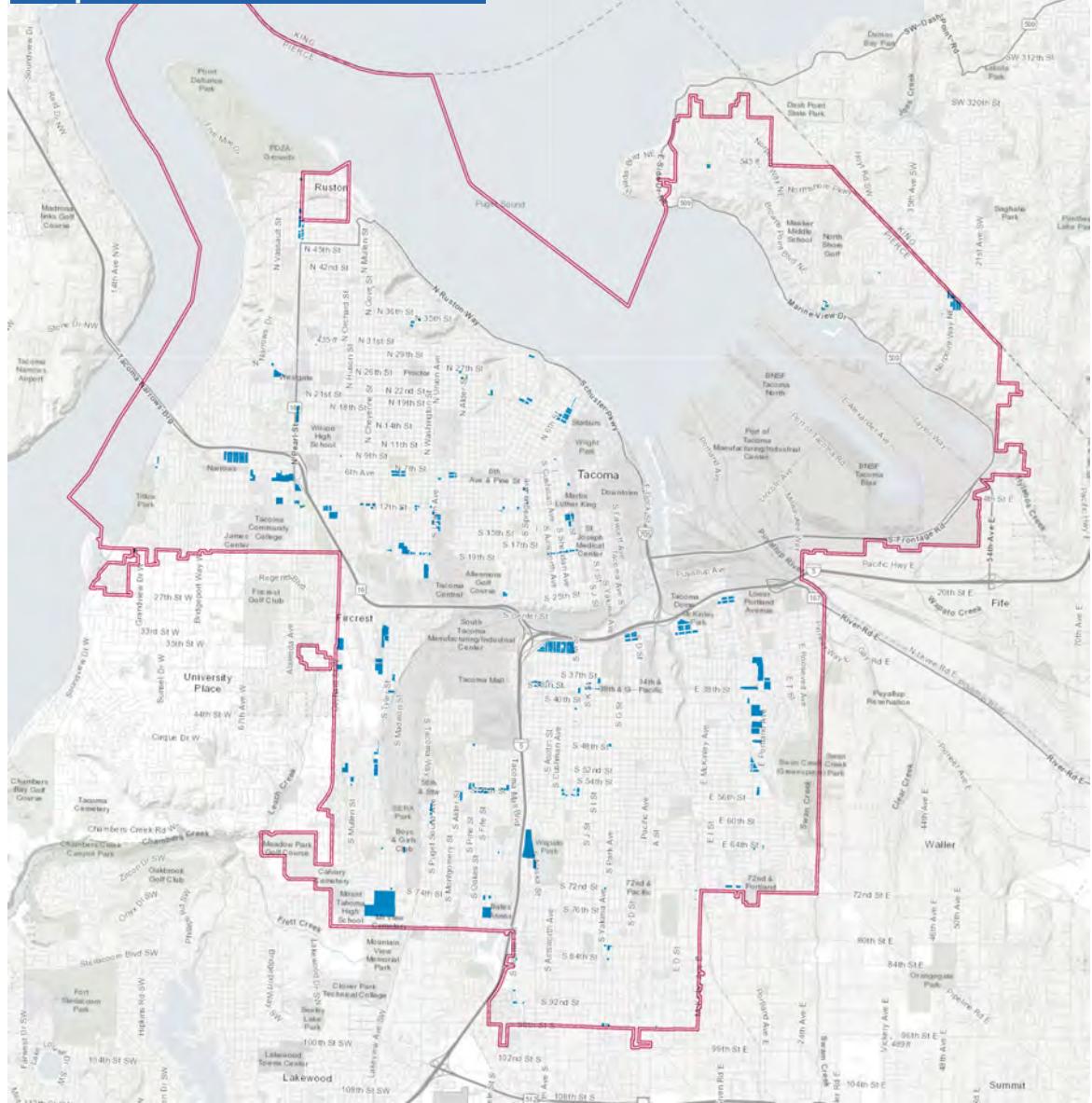
This project seeks to apply appropriate area-wide rezone that implement the Future Land Use Map and One Tacoma Plan policies where the current zoning is inconsistent with the adopted Plan. This may result in amendments to the City's official zoning map throughout the City. This phase of the project is intended to primarily address areas planned for multi-family residential development.

¿Necesitas información en español? • 한국어로 정보가 필요하십니까? • Cần thông tin bằng tiếng Việt? • Нужна информация на русском? • ក្រោចការព័ត៌មានជាអាស៊ាខ្មែរ?

planning@cityoftacoma.org • TacomaFIRST 311 @ (253) 591-5000

Future Land Use Implementation

Proposed Areawide Rezones



TO REVIEW THE PROPOSALS:

- Visit the project webpage at: www.cityoftacoma.org/FLUM
- View the full interactive exhibits online at: <https://arcg.is/0rfauf>
- The full Public Review Document for the 2019 Amendments is available at www.cityoftacoma.org/2019amendments

TO PROVIDE COMMENTS:

Comments may be submitted on the proposals on or before May 17, 2019 at 5:00 PM.

- Testify at the Planning Commission Public Hearing
- Email to: planning@cityoftacoma.org
- Mail to: Planning Commission, 747 Market Street, Room 349, Tacoma WA 98402

***NOTE:** All comments provided to staff during the Open Houses will be considered as part of the public testimony for this comment period.

Potential rezone general locations and concentrations:

- Pearl Street
- Norpoint
- Narrows
- 34th and Proctor
- 26th and Alder
- Stadium
- 6th Ave
- S 12th
- S 19th
- 35th and Wright
- Dometop
- 72nd and Alaska
- 56th and M
- Mt. Tahoma/TPU
- Portland Ave



City of Tacoma Planning Commission

Stephen Wamback, Chair
Anna Petersen, Vice-Chair
Carolyn Edmonds
Ryan Givens
David Horne
Jeff McInnis
Brett Santhuff
Andrew Strobel
Dorian Waller

April 17, 2019

Elma Borbe
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Tacoma Dome Link Extension Scoping Comments

Dear Ms. Borbe:

Thank you for the opportunity to share our thoughts in regards to the scoping for the Tacoma Dome Link Extension (TDLE) project.

The City of Tacoma's Planning Commission has been actively involved in the TDLE process. We have a Commissioner designated to the Stakeholder Group, another Commissioner involved in the Interagency Group (not representing the Commission, but the Puyallup Tribal Administration), Commission liaisons (i.e., City of Tacoma staff) involved in the Interagency Group, and other Commissioners participating in the project as interested citizens. We also appreciate the fact that Sound Transit updated the Planning Commission and the Transportation Commission about the project during a joint session of the two Commissions on March 20, 2019.

We understand that the TDLE project is at a critical juncture, wherein the Sound Transit Board will make decisions in July 2019 on preferred station locations and alignments and any alternatives to move forward into the Environmental Impact Statement (EIS) phase. Recognizing this significance, it is important for the Planning Commission to identify which station locations and alignments we would want to see studied further and any environmental or design considerations that should be specifically addressed in the EIS.

We would like to offer the following thoughts for your consideration. These thoughts were formulated based on the deliberations of the Planning Commission, conducted in coordination with the Transportation Commission.

East Tacoma Station Area:

- 1. Preferred Alternatives** – Our preferred station locations and alignments for the East Tacoma Station Area to move into the EIS process are "ET3A/3B – East 26th Street", which are the alternatives with more potential as indicated in the preliminary conclusion that Sound Transit has been able to reach through Level 1 and Level 2 analyses and community outreach. A lot of the discussion about the East Tacoma Station relates to the desire to effectively serve neighborhoods of Tacoma's east side and specifically the Lower Portland Avenue Mixed-Use Center. To that end, route alignments and station locations were offered south of I-5 for consideration. However, there appeared to be numerous obstacles to these locations, and the Stakeholder Group suggested eliminating these options from consideration. For the remaining potential station locations, there are challenges to siting and designing a station north of I-5 so that it is readily and easily accessible.

2. **Connection to Lower Portland and McKinley Hill** – Sound Transit should strengthen the pedestrian, bike and transit connections from the station area to the Lower Portland Avenue Mixed-Use Center, particularly on Portland Avenue, East R Street, and Bay Street. We acknowledge that there is strong community desire for a pedestrian bridge over I-5 at East R/Bay Streets. In addition, East L Street should be identified as an important potential access route for people using the station traveling to/from the McKinley Hill area. Sound Transit should consider ET3 station design options that might bridge Portland Avenue with access portals on each side of the street, which could facilitate better linkages to potential development areas on both sides of Portland Avenue and added accessibility for those traveling from McKinley Hill.
3. **Parking** – The lack of parking at the East Tacoma station area will significantly impact the ridership of the TDLE. We acknowledge, value and support Sound Transit's and the City's efforts in promoting the use of public transportation and enhancing the intermodal connections. However, as much as we would like to believe that the need for parking will soon be a thing of the past, the market is not moving that way very quickly. The need for parking in the area will remain for many years to come. The parking issue should be carefully assessed in the EIS and properly mitigated.
4. **Street Network** – The existing street network and traffic patterns make this area difficult and ill-suited to locating and accessing a station. Sound Transit should work closely with the City of Tacoma on larger street network/grid improvements and reconfiguration to better serve station access and address traffic flow issues in the area.
5. **Station Design** – Station design is an opportunity to create a new identity for this area with station architecture that makes a proud statement. We implore Sound Transit to honor this aspiration and fully engage the community in the station design.
6. **Vision and Zoning** – The current zoning and land-use patterns are not ideal for the type of development generally desired immediately adjacent to a station location. If a station is to be sited here, a larger community conversation should consider how to re-envision and re-invest in this area. The station could be the impetus to redesign some of the streets and intersections to better serve traffic flow, station access, and create a more pedestrian-friendly development area. The Planning Commission and the community as a whole should reconsider the vision and zoning for this area based on the impact and potential benefits of the station location. Particularly, rezoning might be considered for the area north of I-5 between East R/Bay Streets and East L Street up to the existing freight tracks. We encourage Sound Transit to participate in and contribute to the discussion.
7. **Future Connection to East Side** – From east side stakeholders, the importance of multimodal connections and how transit might integrate with a station was a recurring comment. Worthy of consideration would be how a future expansion of the Tacoma Link (streetcar) or a Bus Rapid Transit (BRT) line serving the Tacoma east side might integrate with such improvements.

Tacoma Dome Station Area and Future System Expansion:

8. **Cut-and-Cover Consideration** – There are many important considerations to the siting of the TDLE facility in the Tacoma Dome Station Area, however, one of the first key questions is "What type of station is appropriate for this neighborhood?"

To the question, the elevated station and alignment alternatives as currently presented should be a non-starter. An elevated solution may be technically feasible and probably cost advantageous,

however, we have concern for both the visual and development impacts on the current and future neighborhood. The Dome District cannot accommodate additional at-grade crossings in an area already congested with vehicular, rail, and streetcar traffic. There are route alignments and station locations among the presented alternatives that because of topography are likely more viable for below-grade stations.

We believe a below-grade, cut-and-cover station and track facility is more appropriate to the urban fabric, urban design, the sense of place, the intermodal connectivity, and the level of residential and commercial development envisioned for the Dome District. We strongly recommend that the cut-and-cover alternative be further studied in the EIS process. The cut-and-cover consideration fulfills and reinforces many policies and provisions articulated in various elements of the *One Tacoma Plan*, the City of Tacoma's Comprehensive Plan, as exemplified below:

- The cut-and-cover facility can be reasonably construed as a type of "utility" as referred to in this policy: "Whenever feasible, ensure that utilities in designated centers, business districts, and priority pedestrian areas are undergrounded." (Policy PFS-7.15, Public Facilities and Services Element, p. 9-18)
- In the same way, the cut-and-cover can be considered an action to "prioritize undergrounding of utilities in designated centers" that would "reduce and minimize visual clutter related to utility infrastructure." (Policies DD-6.6 and DD-6.5 respectively, Design and Development Element, p. 3-18)
- The cut-and-cover concept is intended to "design for people" and "encourage a creative approach to density." ("Overall Urban Design Goals", Downtown Element, p. DT-45)
- The cut-and-cover facility would "infuse the City's built environment with creative expression and design that encourages expressions of creativity and results in vibrant public spaces where people want to be." (Goal DD-14, Design and Development Element, p. 3-27)
- The cut-and-cover facility supports this policy: "Centers must remain compact enough to increase densities, facilitate economical and efficient provision of utilities, public facilities and services, and support more walking, bicycling, and transit use." (Policy DD-5.17, Design and Development Element, p. 3-15)
- The cut-and-cover facility would help achieve this policy: "Encourage transit stations in centers to provide high density concentrations of housing and commercial uses that maximize the ability of residents to live close to both high-quality transit and commercial services." (Policy UF-9.4, Urban Form Element, p. 2-47)
- The cut-and-cover facility presents a great opportunity to be "located and designed to complement the aesthetics, social interactions and urban design of the community." ("Designed and Located for Community Values", Public Facilities and Services Element, p. 9-17)
- The cut-and-cover facility avoids the concern that "as the downtown grows, poor siting of bulky or tall buildings can adversely impact the environmental quality of surrounding public realm through the loss of sky view and shadowing." ("Livability Criteria to Guide Building and Public Realm Design", Downtown Element, p. DT-23)

- The cut-and-cover consideration implements this policy: "In collaboration with Pierce Transit and Sound Transit design transit stops and inter-modal connections integrated with the public realm, providing gathering spaces and an improved end-to-end transit experience." (Policy 2.3G.A, Downtown Element, p. DT-34)

We have heard conversations during Stakeholder Group meetings and community open houses that suggest cut-and-cover a potentially viable option. We urge Sound Transit to pursue this in the next phase; if not, there will not be the same level of analysis done on both elevated options and below-grade options for the Sound Transit Board to make an informed final decision.

9. Over-the-Sounder Consideration – The Over-the-Sounder concept has also been brought up as a potentially viable option for the TDLE alignment in the Tacoma Dome Station area. With this option, an elevated track facility would be constructed along and above the existing Sounder Commuter tracks and an elevated station adjacent to Freighthouse Square. Similar to the cut-and-cover option, the Over-the-Sounder option would result in less impact to the urban fabric, streetscape, and development potential for the area than would elevated alternatives running above existing street corridors. The elevated station would provide the same intermodal connectivity as the existing commuter rail station to the E. 25th Street and Puyallup Avenue area, while allowing more effective connections to the uphill area near E. 26th Street and Tacoma Dome. We encourage Sound Transit to think outside the box and include the Over-the-Sounder option in the EIS evaluation process.

10. Future Expansion – Another key factor in the consideration for the siting of the TDLE facility in the Tacoma Dome Station Area is the future potential expansion of the system into the Tacoma Mall Regional Growth Center area and beyond. We appreciate the fact that the study for such expansion has been funded in the ST3 package and Sound Transit has already factored the future expansion in all alternatives as currently presented. However, how an alignment would cross I-705, one of the determining factors for alignment selection, does not seem to have been explicitly articulated in the Level 2 evaluation. We recommend that this issue be specifically addressed in the EIS.

Furthermore, we would like to draw your attention to the Brewery District. As anticipated in the *One Tacoma Plan* (Urban Form Element, p. 2-21), the Brewery District is situated between the UWT/Museum District and the Dome District, and has the potential to serve as an important connector between them while it continues to develop into a higher intensity transit-oriented neighborhood in its own right. In recognition of the City's desire to better serve downtown as a residential and employment center, we suggest that Sound Transit consider incorporating a South Downtown/Brewery District Station (perhaps near Tacoma Avenue and S. 27th Street) in the future expansion of the line. This could require a segment of tunnel as part of the alignment which seems more feasible if a below-grade station is the solution for the Tacoma Dome Station Area.

11. Preferred Alternatives – If the cut-and-cover option is moved forward for EIS evaluation, the station location alternatives would be identified and determined, depending on the alignment of tracks and tunnels, the surface access points, underground utilities, water table, topography, and many other factors. We would suggest that "TD4 – East 26th Street In-street" may be a viable, competitive alternative, based on grade changes and due to its centralized location from the surrounding transportation facilities, tourist attractions, and residential and commercial development. If the elevated type of facility is to be moved forward, our preferred alternative is "TD2 – 25th Street West", which is identified as one of the alternatives with more potential. We acknowledge that "TD3 – 25th Street East" is also identified as an alternative with more potential. We do not

necessarily object to that notion, nor would we rule out the possibility of the final station location (if this alignment is selected) being somewhere between TD2 and TD3. We would submit that TD3 may not allow as full an opportunity as TD2 for transit-oriented development near the station area and seamless connections between other modes.

12. Parking – The existing parking garages at the Tacoma Dome station area have been well utilized and operating at capacity on a regular basis. The anticipated lack of sufficient parking in the area will significantly impact the ridership of the TDLE. We acknowledge, value and support Sound Transit's and the City's efforts in promoting the use of public transportation and enhancing the intermodal connections, especially in the Tacoma Dome Station area, which is one of the principal multimodal transportation hubs of the region. We are also fully aware and supportive of the vision for the Dome District area which is to continue to grow and develop into a true urban environment. However, as much as we would like to believe that the need for parking will soon be a thing of the past, the market is not moving that way very quickly. The need for parking in the area will remain for many years to come. The parking issue should be carefully assessed in the EIS and properly mitigated.

13. Station Design – Station design is an opportunity to create a new identity for this area with station architecture (elevated option) or station entrance plaza (below-grade option) that makes a proud statement and reinforces the fact that this is the most urban station location in the South Corridor. We implore Sound Transit to honor this aspiration and fully engage the community in the station design.

14. Additional Factors – In addition to the aforementioned suggestions, we would offer the following factors for Sound Transit's consideration for the evaluation and selection of station locations and alignments:

- All potential station locations in the Dome District are in very close proximity to one another. The primary considerations from an advantages and disadvantages standpoint should be how the station would integrate with transfer to other modes and what impact an alignment and station location would have on the character of this area and development potential.
- To achieve the Dome District's vision as a dense urban neighborhood, it is critical that the TDLE project be integrated in a way that facilitates a tight-knit collection of residential, commercial, and institutional uses that maximize the use of private property. Therefore, preference should be given to station locations and alignments that utilize rights-of-way (ROWS) and minimize impact to parcels and their potential development.
- Visual impacts of elevated station and track alignment on the Dome District should be sensibly addressed. This includes the visual impacts of the tail-segment of the track facility reserved for the train switch-back operation and future expansion of the line.
- The Dome District street network is already congested and complicated with frequent signaled intersections, shallow blocks, and track crossings for the streetcar and rail. A grade separated solution should be considered.
- Consideration for the siting of the station and how it relates to transit connections and points of access are critical. This includes a better understanding and analysis of routes of

travel to the district from Downtown and from South Tacoma via South Tacoma Way/26th Street or from McKinley Hill via D Street.

The Tacoma Dome Link Extension is a 50+ year investment. We applaud Sound Transit for striving to fully engage the community and collaborate with jurisdictions and agencies in the development of this important transportation project. Tacoma, as the largest growth center of the South Puget Sound, is a destination served by TDLE, not just a terminal on the line. While we appreciate Sound Transit's conduct of business in a pragmatic and fiscally responsible manner, we encourage Sound Transit to envision big, look long-term, think outside the box, and stay flexible.

Sincerely,



Stephen Wamback, Chair
Tacoma Planning Commission

- c. Mayor Victoria Woodards and Members of the Tacoma City Council
 - Elizabeth Pauli, Tacoma City Manager
 - Co-Chairs Jane Moore and Gerrit Nyland and Members of the Tacoma Transportation Commission
 - Brian Boudet, Planning Manager, Tacoma Planning and Development Services Department
 - Lisa O'Hanlon, Tacoma Government Relations Office
- Pierce County Representatives on the Sound Transit Board of Directors:
 - Bruce Dammeier, Pierce County Executive
 - Kent Keel, University Place Mayor
 - Kim Roscoe, Fife Mayor
 - Victoria Woodards, Tacoma Mayor



City of Tacoma
Transportation Commission

April 24, 2019

Ryan Mello, Chair
Infrastructure, Planning, and Sustainability Council Committee
747 Market Street, Suite 1000
Tacoma, WA 98402

Re: Sound Transit Tacoma Dome Link Extension

Dear Chair Mello,

Formed in 2013, the City of Tacoma Transportation Commission leads community efforts to ensure the transportation system investments in the City of Tacoma prioritize safety, efficiency and effectiveness. This letter identifies Tacoma Dome Link Extension station location preferences, and the rationale behind those choices.

In 2016, the Transportation Commission urged the City Council and then Mayor Strickland to fight for Tacoma Dome Link Extension completion by 2028. While the plan is for 2030, this Commission continues to prize timely completion, which requires focusing on only the most desirable locations. Therefore, the Transportation Commission recommends advancing just two elevated station locations at the East Tacoma Station and two elevated station locations at the Tacoma Dome Station for analysis in the next stage. The following recommendations prioritize safe and speedy pedestrian access to destinations and other modes of transit.

City of Tacoma Transportation Commission Recommendation 1

- Move forward East Tacoma Stations ET3A and ET3B for further analysis, with neither being prioritized as our top priority.

City of Tacoma Transportation Commission Recommendation 2

- Move forward Tacoma Dome Station TD2 as our top priority and Tacoma Dome Station TD3 as a secondary priority for further analysis.

For Recommendation 1, the Transportation Commission prefers the East Tacoma Stations ET3A and ET3B. These stations provide the best pedestrian connection to residential development in East Tacoma and to the Puyallup Tribe of Indians casino, a major employment and regional destination. With changing zoning to the west and north of the ET3A and ET3B station positions, this location also promotes future development. In addition to recommending these locations, the Transportation Commission highly recommends:

- A grade separated pedestrian route to the station from both the east and west side of Portland Avenue.

- An enhanced pedestrian and bicycle route to the south, either over I-5 or along existing routes under I-5 with improvements for both safety and the perception of safety.
- Design a pedestrian and bicycle route to the north to connect with the future Tacoma to Puyallup connection.

The other East Tacoma options fail to adequately connect to the East Tacoma neighbors, the primary target of this station location.

For the station location choices in Recommendation 2, the Transportation Commission prioritizes safe and efficient pedestrian movement between the Link, fixed route service, the new Bus Rapid Transit, the Tacoma Link, parking, the Sounder, Sound Transit Express buses, taxis and ride shares. While other stations may appear advantageous, they provide challenges that would cause riders to navigate multiple grade connections (more than one elevator or escalator needed), vehicular conflicts, and longer distances.

Furthermore, TD2 provides the least impact to current and future development. Other stations may require right of way acquisition that would demolish current structures or prevent development in an area designed for density. TD2 also appears to best provide for the potential future Link extension toward the Tacoma Mall area, a continuing Transportation Commission priority.

In designing TD2, the Transportation Commission highly recommends the routes between the Light Rail Platform to the platforms of other modes of transit include:

- No more than one elevator ride.
- No pedestrian/vehicular conflicts.
- A covered route.

Additionally, the Commission recognizes the historic importance of this area in relation to the Puyallup Tribe of Indians. This project should take the utmost care to work in consultation with the Puyallup Tribe of Indians to provide the least amount of disruption to the members of the Tribe, their historical lands, their reservation, and the lands they own.

Overall, the East Tacoma Station options ET3A and ET3B combined with the Tacoma Dome Station option TD2 provide the best connection to local and regional destinations, allow pedestrians the most efficient and safest routes, and will minimize issues that may prevent on-time and on-budget completion. For these reason we urge Sound Transit to choose these stations for additional analysis in the Environmental Impact Statement.

Sincerely,

Dr. Jane Moore
Co-Chair
Transportation Commission

Gerrit Nyland
Co-Chair
Transportation Commission

cc: Mayor Victoria Woodards
Tacoma City Councilmembers
Tacoma City Manager
Steve Wamback, Planning Commission Chair
Claire Chase, Sound Transit