After meeting notes summarizing discussion of the Off-site improvement group exercise at the July 8, 2021 Tacoma Permit Advisory Task Force meeting.

**Goal: Consistency and Predictability**

1. **Fee in Lieu**
   - Sidewalks to nowhere
   - Need to find an acceptable way to pay for infrastructure improvements
   - The City of Puyallup model was presented as an example

2. **Off Site Improvements Scoping/Variance Process**
   - Non-conforming driveways – why do they have to be removed and relocated
   - Non-conforming parking lots – same question
   - Need different requirements for an existing parking lot versus a new parking lot
   - Why are we required to demo existing sidewalks that are minor non-conforming – should not need to
   - Frontage improvements
   - Clarity on ADA requirements
   - Why do we have to pay for all four corners of an intersection when we only have one
     ADA ramp/corner on our project
   - Patching ordinance is a PSE issue and should not be an issue for others
   - Curb cuts – a PW issue with new COT initiatives and the time it takes to get PW approval for them
   - Need a greater degree of flexibility on smaller projects regarding curbs and ramps, etc.
   - Patching for utilities should be scaled to the project size
   - ADA ramps should always be associated with striped crosswalks – should be a requirement
   - Red curb painting should be a component of the OSI requirements
   - Importance of the OSI Scoping exercise PRIOR to the land purchase (private) or bond planning (public) – all departments represented
   - Need to have a Variance Process to the OSI Process for escalation of OSI scope of work issues or lack of alignment

3. **Intake/Permitting Process**
   - Need to be able to receive a BLDG permit without the requirement to have the SDEV permit – SDEV should not hold up BLDG
   - The same is true regarding the WO and the BLDG permit – the former should not hold up the latter
   - What is the relationship between the WO, SDEV, BLDG, ROC and the many other permits -

4. **Shared Assets for Development**
   - Should be able to permit work that utilizes shared assets – parking specifically was targeted for this purpose
   - Are there any roadblocks to making the case for shared assets