AGENDA

MEETING:  Regular Meeting

TIME:       Wednesday, April 17, 2019, 5:00 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

C. Public Comments
   • Comments are accepted on all discussion items, and are limited to 3 minutes per person.

D. Discussion Items

1. Tacoma Dome Link Extension
   • Description:  Review the draft letter of scoping comments.
   • Action:  Approval
   • Staff Contact:  Lihuang Wung, 253-591-5682, lwung@cityoftacoma.org

E. Topics of the Upcoming Meeting (May 1, 2019)
   (1) 2019 Amendment Public Hearing No. 1 – Future Land Use Map implementation.

F. Communication Items
   (1) Tacoma Dome Link Extension (TDLE) – Sound Transit will hold an open house for the TDLE scoping in Tacoma on Wednesday, April 17, 2019, 6-8 PM, at the Tacoma Convention Center, 1500 Commerce Street. For more information, please visit www.SoundTransit.org/TDLink. (See attached flyer.)
   (2) Tideflats Interim Regulations Extension – The City Council will conduct a public hearing on the proposed 6-month extension of the current Tideflats Interim Regulations on Tuesday, April 23, 2019, at approximately 5:15 PM, in the Council Chambers. (See attached news release.)
   (3) Planning Commission Vacancies – The City Council is looking to fill three positions on the Planning Commission before they become vacant on June 30, 2019 due to term expiration. The positions represent District No. 4, the Environmental Community, and the expertise of Architecture, Historic Preservation, and/or Urban Design. Appointees will serve a three-year term from July 2019 to June 2022. Applications must be submitted to the City Clerk’s Office by Wednesday, April 24, 2019. To apply, visit cityoftacoma.org/cbcapplication. (See attached news release.)

(Continued on the Back)
(4) **Manitou Annexation Area Walk-about** – A site visit to the Manitou Potential Annexation Area will be conducted by staff and co-hosted by Council Member Chris Beale on Friday, April 26, 2019, at 4-6 PM. For more information, please visit [www.cityoftacoma.org/Manitou](http://www.cityoftacoma.org/Manitou). (See attached letter.)

(5) **2019 Amendment Public Hearings** – The Planning Commission will conduct two public hearings on the 2019 Amendment, which consists of six applications. Public Hearing No. 1 on May 1, 2019 will address one application, and Public Hearing No. 2 on May 15, 2019 will address the other five applications. For more information, please visit [www.cityoftacoma.org/2019Amendments](http://www.cityoftacoma.org/2019Amendments). (See attached public hearing notices.)

(6) **VISION 2050 Draft SEIS** – The City Manager submitted a letter of comments on April 2, 2019, to the Puget Sound Regional Council concerning the Draft Supplemental Impact Statement for VISION 2050 Update. For more information, please visit [www.PSRC.org/Vision](http://www.PSRC.org/Vision). (See attached letter.)

(7) **Accessory Dwelling Unit regulations** – On March 19, 2019, the City Council adopted Amended Ordinance No. 28576 enacting a package of changes to the City’s ADU regulations. The changes will go into effect on May 1, 2019. Meanwhile, City staff are preparing guidance documents to help interested parties understand and work with the regulations. For more information, visit [www.cityoftacoma.org/DADU](http://www.cityoftacoma.org/DADU).

(8) **Pierce County Community Plan Updates** – Pierce County has issued a Draft Environmental Impact Statement (DEIS) for their Community Plan Updates proposal. The proposal pertains to a large unincorporated area south of Tacoma, and includes a portion of Tacoma’s Potential Annexation Area. A public open house will be held on Saturday, April 13, 2019. Comments on the DEIS are due by May 20, 2019. For more information, visit [www.co.pierce.wa.us/5736/Environmental-Impact-Statement-EIS](http://www.co.pierce.wa.us/5736/Environmental-Impact-Statement-EIS).

(9) The next meeting of the Infrastructure, Planning and Sustainability Committee is on Wednesday, April 24, 2019, at 4:30 p.m., in Room 16; tentative agenda (subject to change) includes: Sustainable Tacoma Commission Work Plan; and Rename of Puyallup River Bridge.

G. Adjournment
To: Planning Commission

From: Lihuang Wung, Planning Services Division

Subject: Tacoma Dome Link Extension

Date: April 11, 2019

For the Meeting of: April 17, 2019

Action Requested: Approval

Discussion:
At the next meeting on April 17, 2019, the Planning Commission will review and consider approving a draft letter of scoping comments to be forwarded to Sound Transit concerning the Tacoma Dome Link Extension (TDLE) project.

The letter, as attached, is prepared based on (1) the briefing of the project provided by Sound Transit to the Planning Commission and the Transportation Commission on March 20, 2019; (2) the letter of comments provided by Commissioner Brett Santhuff to the Planning Commission on March 27, 2019; (3) the deliberations of the subject among members of the Planning Commission and the Co-Chairs of the Transportation Commission at the last meeting on April 3, 2019; and (4) thoughts and comments from individual members of the Planning Commission based on their understanding of the project and their participation in various public engagement opportunities provided by Sound Transit.

Project Summary:
TDLE connects Pierce County to the regional light rail network, including direct access to Sea-Tac Airport and Downtown Seattle. The project will extend regional light rail approximately 10 miles from the Federal Way Transit Center to the Tacoma Dome, with stations at South Federal Way, Fife, East Tacoma and Tacoma Dome. The project also includes two parking facilities in South Federal Way and Fife.

TDLE is currently in the alternatives development phase. As part of this phase and likely in summer 2019, the Sound Transit Board will identify a preferred route and stations and options to evaluate further through an Environmental Impact Statement (EIS). Sound Transit is currently hosting a scoping period from April 1 to May 1, 2019. Scoping comments will be summarized to inform the Elected Leadership Group’s recommendation and the Sound Transit Board’s decision regarding which alternatives to continue studying in the EIS, including a preferred alternative.

The Sound Transit Board will select the project to be built following the completion of the EIS and federal Record of Decision, which is currently expected to occur in 2022. Construction is expected to begin in 2025 and service is scheduled to start in 2030.

(Continued on the back)
Prior Actions:
- April 3, 2019 – Review of a draft letter prepared by Commissioner Brett Santhuff
- March 20, 2019 – Review of TDLE status by Planning and Transportation Commissions
- February 21, 2018 – Review of scope of TDLE by Planning Commission

Staff Contact:
- Lihuang Wung, lwung@cityoftacoma.org, (253) 591-5682

Attachment:
1. Draft Letter of Scoping Comments April 17, 2019

c. Peter Huffman, Director
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 station pedestrian, bike and transit connections 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 property 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 larger 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. 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 averts 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 property 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 tightly knitted 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 City Council, City of Tacoma
    Elizabeth Pauli, City Manager, City of Tacoma
    Tacoma Transportation Commission
    Brian Boudet, Planning Manager, City of Tacoma Planning and Development Services Department
    Lisa O’Hanlon, City of Tacoma Government Relations Office
Tacoma Dome Link Extension
Regional light rail is coming to the South Sound. We want to hear from you on potential routes and stations.

Comment by May 1
See map inside

There are multiple ways to participate by May 1

• Comment on route and station alternatives to study in the Environmental Impact Statement (EIS), areas of the natural and built environment to evaluate, and the project’s draft Purpose and Need.
• Sound Transit will compile a summary of comments received which will be available to the public and the Sound Transit Board.

Online: tdlink.participate.online
In person: Stop by any time during an open house from 6-8 p.m.
There will be a short overview presentation at 6:30 p.m.:

Tues., April 16 // Fife
Fife Community Center
2111 54th Ave. E., Fife

Wed., April 17 // Tacoma
Tacoma Convention Center
1500 Commerce St., Tacoma

Tues., April 23 // Federal Way
Performing Arts and Events Center
31510 Pete von Reichbauer Way S., Federal Way

Email: TDLEScoping@soundtransit.org
Mail: Sound Transit, Elma Borbe,
401 S. Jackson Street, Seattle, WA 98104
Phone: (206) 903-7118

Project information
Request a project briefing or information in other formats.
For more information about Sound Transit projects or services, visit soundtransit.org
For information in alternative formats, call 1-800-201-4900 / TTY Relay 711 or email accessibility@soundtransit.org.
¿Su grupo está interesado en obtener más información sobre la extensión de los servicios del tren ligero en South Sound? ¡Nos reuniremos con ustedes! Programe una presentación con el personal de Sound Transit, comunicándose con nosotras a través de TDLEScoping@soundtransit.org.
여러분의 그룹은 South Sound에 경전철을 도입하는 것에 더 알아보실 의향이 있으시나? 저희가 여러분을 만나서 간단히 이전에 주로로 Sound Transit 직원에게 연락하여 프로필에 대한 예약을 활용하시는 TDLEScoping@soundtransit.org

Project information
Request a project briefing or information in other formats.
For more information about Sound Transit projects or services, visit soundtransit.org
For information in alternative formats, call 1-800-201-4900 / TTY Relay 711 or email accessibility@soundtransit.org.
**Light rail routes and stations under consideration**

The Tacoma Dome Link Extension (TDLE) will connect congestion-free regional light rail to south Federal Way, Fife and Tacoma. Your input on the latest station and route options during this public comment or “scoping” period will help the Sound Transit Board determine which alternatives to study in the Draft Environmental Impact Statement (EIS). Over the past year, Sound Transit has worked with partner agencies, local stakeholders and the public to consider and further refine route and station alternatives.

Comment online or attend an open house to learn about route and station alternatives. When you attend an open house, you’ll hear a project presentation, be able to ask questions of project staff and provide comments. Following the scoping period, the Sound Transit Board will consider comments received and other information to identify a preferred alternative for routes and stations, and other alternatives to study in the Draft EIS. A Final EIS will respond to comments received on the Draft EIS. The EIS process documents TDLE’s potential impacts to the natural and built environment and will take about three years to complete.

**See reverse for ways to participate**

### What is TDLE?
- This project will extend the regional light rail system nearly 10 miles via mostly elevated tracks between Federal Way and Tacoma. This project includes four new light rail stations in areas near south Federal Way, Fife, east Tacoma and the Tacoma Dome.
- Stations will provide connections to other transit services in the region such as Sounder, Tacoma Link, Sound Transit Express, King County Metro, Pierce Transit, Intercity Transit and Amtrak.
- Stations will feature pickup and drop-off zones and provide access for those traveling by foot, bike, paratransit and other modes.
- The future South Federal Way and Fife stations each include approximately 500 parking spaces.

**What are the benefits of regional light rail?**

When Tacoma Dome Link service starts in 2030, it will offer fast and frequent travel to destinations across the region, including:
- South Federal Way to Tacoma Dome Station in 20 minutes.
- Fife to Tacoma Dome Station in six minutes.
- Tacoma Dome Station to Sea-Tac Airport in 35 minutes.

**What can I expect as a project neighbor?**
- If you are a resident, business or property owner near a TDLE route or station alternative, we encourage you to sign up for project email updates and comment online or attend one of three in-person open houses.
- The EIS will evaluate property impacts of potential alternatives in detail following further design work.
- An official decision by the Sound Transit Board about which route and stations to build for TDLE will occur following the issue of the Final EIS scheduled for 2022.

### Project timeline

- **VOTERS APPROVAL**
- **APPROVAL**
- **PLANNING** 2019-2022
- **PUBLIC INVOLVEMENT**
- **DESIGN** 2022-2023
- **PUBLIC INVOLVEMENT**
- **CONSTRUCTION** 2023-2026
- **START OF SERVICE** 2026

### See route and station options
tdlink.participate.online

Your input is needed to help determine routes and stations. One route and station will operate in each area in 2030.
News Release
From the City of Tacoma, Washington
cityoftacoma.org

FOR IMMEDIATE RELEASE
April 10, 2019

MEDIA CONTACTS
Tanisha Jumper, Media and Communications, tjumper@cityoftacoma.org, (253) 591-5152
Stacy Ellifritt, Media and Communications, stacy.ellifritt@cityoftacoma.org, (253) 591-2005

Public Hearing for Tideflats Interim Regulations Extension on April 23

The Tacoma City Council will hold a public hearing during the City Council meeting on Tuesday, April 23, 2019, to gather public comments on the proposed 6-month extension of the current Tideflats Interim Regulations. This City Council meeting will be held in the Tacoma Municipal Building Council Chambers (747 Market St., 1st Floor) and will begin at 5 p.m. with the public hearing beginning at approximately 5:15 p.m.

The intent of the interim regulations, which were enacted by the City Council in November 2017, is to limit the establishment of certain new industrial uses, limit potential residential encroachment on industrial uses within the Port of Tacoma and Tideflats area, and prevent the conversion of industrial properties to non-industrial uses, until such time as the Tideflats Subarea Plan is completed.

Written comments may also be submitted at the hearing, or beforehand to the City Clerk’s Office at cityclerk@cityoftacoma.org or 733 Market Street, Room 11, Tacoma, WA 98402, by 3 p.m. on Tuesday, April 23.

For more information on the Tideflats Interim Regulations, visit cityoftacoma.org/tideflatsinterim, or contact Senior Planner Stephen Atkinson at (253) 591-5531 or satkinson@cityoftacoma.org for more information.

###
FOR IMMEDIATE RELEASE
April 10, 2019

MEDIA CONTACT
Lihuang Wung, Staff Liaison, lwung@cityoftacoma.org, (253) 591-5682

Applicants Sought for the Planning Commission

The Tacoma City Council is looking to fill three positions on the Planning Commission – the District No. 4 position, the Environmental Community position, and the Architecture, Historic Preservation, and/or Urban Design position. All positions are to serve three-year terms from July 1, 2019 through June 30, 2022. Applicants seeking the District No. 4 position must reside in that district. Those seeking the other two positions must also be residents of Tacoma and preferably have some experience and knowledge in the respective fields of expertise.

The Planning Commission develops and updates the Comprehensive Plan and its elements; and formulates effective and efficient land use and development regulations and processes that implement the Comprehensive Plan. This Commission reviews various planning issues, such as area-wide zoning reclassifications, moratoria, interim zoning, pre-annexation planning, historic district designation, urban design, and transportation and capital facilities programs. Meetings occur the first and third Wednesday of each month beginning at 5:00 p.m.

For additional information on the Commission, please visit their website or contact Lihuang Wung, Planning and Development Services, at (253) 591-5682 or lwung@cityoftacoma.org.

Applications must be submitted to the City Clerk’s Office by Wednesday, April 24, 2019. To apply, visit cityoftacoma.org/cbcapplication or contact Jessica Jenkins at (253) 591-5178, servetacoma@cityoftacoma.org, or the City Clerk’s Office, Room 11, Tacoma Municipal Building North, 733 Market St., Tacoma, WA 98402.

###
April 11, 2019

To Residents, Property Owners and Stakeholders of the Manitou Area:

I would like to inform you of the following two events related to the subject of the potential annexation of the Manitou area that you may find interesting:

1. Manitou Area Walk-about, Friday, April 26, 2019, 4-6 PM
2. Planning Commission Public Hearing No. 2, Wednesday, May 15, 2019, 6 PM

1. Manitou Area Walk-about:

You are invited to join me for a walk-about in the Manitou Potential Annexation Area on Friday, April 26, 2019, from 4:00 to 6:00 p.m. This site visit has been suggested and will be co-hosted by Tacoma Council Member Chris Beale (District No. 5). The purpose is for interested parties to gain some knowledge and perspectives about the existing residential and commercial development in the area and be better prepared to review and comment on the proposed zoning schemes that would be applicable to the area if and when the annexation becomes effective.

In a letter on February 14, 2019, I provided you a heads-up about the proposed zoning schemes that the Tacoma Planning Commission is currently deliberating – two options as illustrated in small prints here. During the walk-about, we will discuss which option, or the combination of any components thereof, would serve the neighborhood better in the long run. You can take advantage of this site visit to prepare yourself for making comments at the Planning Commission’s public hearing on May 15, 2019. (See the back side of this letter.)

We would also take the opportunity to review the architectural styles in Manitou and discuss other topics of interest. The walk-about is informational and educational; there will no decision made on the proposed zoning scheme or any subject.

If you would like to join me, please meet up at approximately 3:50 p.m. at the Meadow Park Office Condos located at the corner of Lakewood Dr. W. and 70th St. W. You can park anywhere in the courtyard, except in those spaces marked as “Reserved.” You may also park on the wide shoulder on 70th St. W. at the south entrance to the office park. (See the map insert.)

R.S.V.P. not required, but appreciated. Please send me an e-mail at lwung@cityoftacoma.org.
2. Planning Commission Public Hearings:

Also, as you know, the proposed zoning schemes for the Manitou area is one of the six applications for the 2019 Annual Amendment to the Comprehensive Plan and Land Use Regulatory Code (“2019 Amendment”). The Planning Commission will conduct two public hearings on the 2019 Amendment, as described below:

<table>
<thead>
<tr>
<th>Planning Commission Public Hearing No. 1</th>
<th>Planning Commission Public Hearing No. 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Date and Time</strong></td>
<td></td>
</tr>
<tr>
<td>Wednesday, May 1, 2019, 6 PM</td>
<td>Wednesday, May 15, 2019, 6 PM</td>
</tr>
<tr>
<td><strong>Informational Meeting</strong></td>
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<tr>
<td>An Informational Meeting will be held</td>
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<td>from 5 and 6 PM, prior to each public</td>
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<td>hearing, for interested citizens to</td>
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<tr>
<td>learn more about the hearing subject(s).</td>
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</tr>
<tr>
<td><strong>Location</strong></td>
<td></td>
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<tr>
<td>Council Chambers, 1st Floor, Tacoma</td>
<td></td>
</tr>
<tr>
<td>Municipal Building</td>
<td></td>
</tr>
<tr>
<td>747 Market Street, Tacoma, WA 98402</td>
<td></td>
</tr>
<tr>
<td><strong>Subjects</strong></td>
<td></td>
</tr>
<tr>
<td>This public hearing will address the</td>
<td>This public hearing will be conducted in</td>
</tr>
<tr>
<td>following subject:</td>
<td>five consecutive sessions, addressing</td>
</tr>
<tr>
<td>(1) Future Land Use Map Implementation</td>
<td>the following subjects respectively:</td>
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<tr>
<td></td>
<td>(1) Shoreline Master Program Periodic</td>
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<tr>
<td></td>
<td>Review;</td>
</tr>
<tr>
<td></td>
<td>(2) Affordable Housing Action Strategy</td>
</tr>
<tr>
<td></td>
<td>Incorporation into the Comprehensive</td>
</tr>
<tr>
<td></td>
<td>Plan;</td>
</tr>
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<td></td>
<td>(3) Historic Preservation Code Amendments;</td>
</tr>
<tr>
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<td>(4) Manitou Potential Annexation;</td>
</tr>
<tr>
<td></td>
<td>(5) Minor Plan and Code Amendments</td>
</tr>
<tr>
<td><strong>Special Note</strong></td>
<td>The first session concerning the</td>
</tr>
<tr>
<td></td>
<td>Shoreline Master Program Periodic</td>
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<tr>
<td></td>
<td>Review is a Joint Public Hearing of</td>
</tr>
<tr>
<td></td>
<td>the City of Tacoma and the Department</td>
</tr>
<tr>
<td></td>
<td>of Ecology.</td>
</tr>
<tr>
<td><strong>Comment Period</strong></td>
<td>In addition to testimony at the hearings, written comments will be accepted through Friday, May 17, 2019, 5 PM.</td>
</tr>
</tbody>
</table>

Public Hearing No. 2 on May 15th is the one you may be more interested in attending. You are encouraged to testify at the public hearing and/or provide written comments about the Manitou Annexation issue (with a focus on the proposed zoning schemes). But you are certainly welcome to participate in both hearings and provide feedback on any issue of interest.

For more information, including how to provide comments, please visit the website for the Manitou Annexation project at [www.cityoftacoma.org/Manitou](http://www.cityoftacoma.org/Manitou) or the website for the 2019 Amendment at [www.cityoftacoma.org/2019Amendments](http://www.cityoftacoma.org/2019Amendments). If you have any questions about this letter, please contact me at (253) 591-5682 or lwung@cityoftacoma.org.

Regards,

Lihuang Wung, Senior Planner

City of Tacoma
Planning and Development Services Department
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 rezones 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.

For more information: planning@cityoftacoma.org • TacomaFIRST 311 @ (253) 591-5000
Future Land Use Implementation

Proposed Areawide Rezones

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

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.

For more information: planning@cityoftacoma.org • (253) 591-5030 (select option 4) • www.cityoftacoma.org/2019amendments
PLANNING COMMISSION PUBLIC HEARING

Wednesday, May 15, 2019
6:00 PM
City Council Chambers
747 Market Street, 1st floor

INFORMATIONAL MEETING

Wednesday, May 15, 2019
5:00 - 6:00 PM
City Council Chambers
747 Market Street, 1st floor

WHAT IS THE 2019 AMENDMENT PROCESS?

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1. Shoreline Master Program - Periodic Review

The City of Tacoma is conducting a periodic review of the TSMP, as required every eight years by the Shoreline Management Act (RCW 90.58). The TSMP is Tacoma’s policy and regulatory framework for activities within designated shoreline areas. This review is not a major update, but reflects changes in state laws and rules, changes to Tacoma’s Comprehensive Plan and regulations and new information and improved data since the major update completed in 2013.

The City and Department of Ecology will conduct a Joint Public Hearing to solicit input on the proposals.
2. Affordable Housing Action Strategy

This proposed amendment would formally recognize the Affordable Housing Action Strategy as an implementation element of the One Tacoma Comprehensive Plan. The AHAS is a strategic response to a changing housing market, increasing displacement pressure, and a widespread need for high-quality, affordable housing opportunities for all.

3. Historic Preservation Code Amendments

This proposal seeks to improve the effectiveness of the Historic Preservation Program through a series of code amendments, including: enhancement of demolition/cultural resources impact review within TMC 13.12.570; enhancements to TMC 13.07, including clarification of the nomination and designation process and project review, and the Historic Conditional Use Permit at TMC 13.06.640 F.

4. Manitou Potential Annexation

Working collaboratively with Pierce County on the proposed annexation of the Manitou Area near Lakewood Dr. W. and 66th St. W. and updating the proposed land use designations and zoning classifications to be applicable to the area if and when the annexation becomes effective.

5. Minor Plan and Code Amendments

Amendments to various sections of the Tacoma Municipal Code intended to correct minor errors, address inconsistencies, and improve provisions that, through administration and application of the code, are found to be unclear or not fully meeting their intent.

TO REVIEW THE PROPOSALS:

- The full Public Review Document for the 2019 Amendments as well as individual project pages and staff contact information, is available at: www.cityoftacoma.org/2019amendments
- For more information: planning@cityoftacoma.org (253) 591-5030 (select option 4)

TO PROVIDE COMMENTS:

- Comments may be submitted on the proposals on or before May 17, 2019 at 5:00 PM.
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- 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.
April 2, 2019

Erika Harris, AICP
SEPA Responsible Official, SEIS Project Manager
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

RE: VISION 2050 Draft Supplemental Environmental Impact Statement Comments

Dear Ms. Harris:

Thank you for this opportunity to comment on the Draft Supplemental Environmental Impact Statement (SEIS) for VISION 2050. The City of Tacoma provides the following recommendations on the regional development strategy:

1. Of particular significance to the City of Tacoma in comparing the three alternatives are the set of improvements that “Transit Focused Growth” advances over “Stay the Course”:

   - Improved job housing balance
   - More moderate and high density housing
   - Significantly more population and employment growth near high capacity transit (HCT)
   - Greater proximity to HCT for communities of color and low income communities
   - Less impervious surface added
   - Less land developed
   - Less growth in areas with regionally significant habitat

The major drawback to adopting this alternative is that more growth is projected to occur in areas with a higher displacement risk. However, this can and must be offset by adopting a strong set of mitigation measures drawn from the "Potential Mitigation Measures" set forth in Chapter 4 of the Draft SEIS. The analysis of precisely which mitigation measures should be further developed and adopted and must be a part of the Final EIS and incorporated in the updated Multi-County Planning Policies. With this stipulation the City supports the use of the “Transit Focused Growth” alternative over “Stay the Course” alternative.
2. The City notes that the “Transit Focused Growth” alternative better addresses the new realities of HCT and the expansion of Regional Geographies set forth in Table 3.1-2 to HCT Communities, defined as other cities and unincorporated urban areas-planned for annexation or incorporation-with high capacity transit. HCT is defined as existing or planned light rail, commuter rail, ferry, streetcar, and/or bus rapid transit. Given the work that Pierce Transit is undertaking to secure all the funding necessary to establish bus rapid transit (BRT) from Downtown Tacoma to Parkland and Spanaway, it is helpful and appropriate that Draft SEIS Table 3.1-2 identifies the Tacoma Potential Annexation Area as one of 31 HCT Communities in the region. The City agrees that it is important to the region to carve out HCT Communities from what is otherwise simply Urban Unincorporated Areas, now defined as urban areas without high capacity transit and/or not affiliated for annexation or planned for incorporation. We are also of the opinion that more attention needs to be given to major transit routes that have not yet received the BRT capital investments, but still have significant ridership.

On the topic of Table 3.1-2 the City supports the new regional geography of Major Military Installations (installations with more than 5,000 enlisted and service personnel). This formal recognition of the regional and statewide importance for Joint Base Lewis-McChord is timely.

The City of Tacoma is adamantly opposed to the “Reset Urban Growth” alternative. The Draft SEIS identifies the following negatives if VISION 2050 were to move from the City of Tacoma’s preferred alternative of “Transit Focused Growth”:
- Reduced job housing balance
- Less moderate and high density housing
- Significantly less population and employment growth near high capacity transit (HCT)
- Less proximity to HCT for communities of color and low income communities
- More impervious surface added
- More land developed
- More growth in areas with regionally significant habitat

Certainly there would be a reduced displacement risk but this can and must be offset by adopting a strong set of mitigation measures drawn from the "Potential Mitigation Measures" set forth in Chapter 4 of the Draft SEIS. The analysis of precisely which mitigation measures should be further developed and adopted must be part of the Final EIS and incorporated in the updated Multi-County Planning Policies.

Finally, this alternative is in direct conflict with the State Growth Management Act’s mandate of reducing sprawl (Draft SEIS, page 3) and the objective of the Regional Growth Strategy of “Within urban growth areas, focus growth in cities” (Draft SEIS, page 4).
3. The City strongly supports the Regional Growth Strategy of adjusting employment shares to encourage additional employment growth in Kitsap, Pierce, and Snohomish Counties (Draft SEIS, page 84).

It is important to highlight that VISION 2050 and its associated Draft SEIS builds on VISION 2040 and the Final Environmental Impact Statement (FEIS) associated with VISION 2040. The Draft SEIS explicitly recognizes this on page 78 which states:

“Build on VISION 2040. In order to comply with the objectives and mandates of the state GMA and to fulfill the purpose and need for action, VISION 2050 builds on the base of the policies and actions and Regional Growth Strategy adopted in VISION 2040.” The focus of the update is to clarify aspects of the vision and make improvements that reinforce a common regional vision of greater environmental sustainability, access to prosperity, and a high quality of life. VISION 2050 is anticipated to continue to reflect GMA’s objectives of containing the expansion of urban areas; conserving farmlands, forests, and open spaces; supporting more compact, people oriented living and working places; and focusing a significant amount of new employment and housing into cities with vibrant urban centers.”

As you know, if a fundamental change in direction from VISION 2040 to VISION 2050 was anticipated a SEIS would not be appropriate and a new Draft and Final EIS would be necessary. The City submits that the "Reset Urban Growth" alternative as developed in the Draft SEIS represents such a fundamental change that it far exceeds the scope of a SEIS. To pursue such sweeping changes would necessitate the development of a new FEIS.

Further, the "Reset Urban Growth" alternative as developed in the Draft SEIS on its face fails the threshold test set up in the Executive Summary page 3 which states:
"Each of these three alternatives is intended to help preserve resource lands, protect rural lands from urban-type development, and promote infill and redevelopment within urban areas to create more compact, walkable, and transit-friendly communities."

It also fails the first part of the overall test on Draft SEIS page 78 quoted above as it does not in any shape, fashion, or form "...make improvements that reinforce a common regional vision of greater environmental sustainability, access to prosperity, and a high quality of life...”. Finally, it fails the second part of the overall test on Draft SEIS page 78 as it fails in "...supporting more compact, people oriented living and working places; and focusing a significant amount of new employment and housing into cities with vibrant urban centers”.

Again, thank you for this opportunity to comment.

Sincerely,

Elizabeth Pauli
City Manager