



## **AGENDA**

**MEETING:** Regular Meeting  
**TIME:** Wednesday, January 21, 2015, 4:00 p.m.  
**LOCATION:** Room 16, Tacoma Municipal Building North  
733 Market Street, Tacoma, WA 98402

### **A. Call to Order**

### **B. Quorum Call**

### **C. Approval of Minutes – Regular Meeting of January 7, 2015**

### **D. Discussion Items**

#### **1. Transportation Master Plan Update**

Review the progress on the development of the Transportation Master Plan, with particular emphasis on the draft goals and policies.

(See "Agenda Item D-1"; Joshua Diekmann, 591-5756, [jdiekmann@cityoftacoma.org](mailto:jdiekmann@cityoftacoma.org))

#### **2. Billboards Regulations**

Review the scope of work and progress of the Billboards Community Working Group established to facilitate a community process to explore regulatory alternatives for billboards.

(See "Agenda Item D-2"; John Harrington, 279-8950, [jharring@cityoftacoma.org](mailto:jharring@cityoftacoma.org))

### **E. Communication Items & Other Business**

- (1) Infrastructure, Planning and Sustainability Committee meeting, January 28, 2015, 4:30 p.m., Room 16; agenda includes: Tacoma Mall Subarea Plan, and City of Tacoma Design Manual.
- (2) Planning Commission Meeting/Retreat, February 4, 2015, 4:00 p.m., Room 16; agenda may include: Capital Facilities Plan/Program, 2015 GMA Update and Comprehensive Plan, Transportation Commission and Transportation Master Plan, Planning Commission Bylaws and Operating Procedures, and others to be determined.

### **F. Adjournment**







## **MINUTES** (Draft)

**TIME:** Wednesday, January 7, 2015, 4:00 p.m.  
**PLACE:** Room 16, Tacoma Municipal Building North  
733 Market Street, Tacoma, WA 98402  
**PRESENT:** Chris Beale (Chair), Scott Winship (Vice-Chair), Donald Erickson, Benjamin Fields,  
Sean Gaffney, Meredith Neal, Anna Peterson, Erle Thompson, Stephen Wamback  
**ABSENT:**

### **A. CALL TO ORDER**

Chair Beale called the meeting to order at 4:01 p.m.

### **B. QUORUM CALL**

A quorum was declared.

### **C. APPROVAL OF MINUTES**

The minutes of the regular meeting on December 17, 2014 were approved as submitted.

### **D. DISCUSSION ITEMS**

#### **1. Recreational Marijuana Regulations**

Elliott Barnett, Planning Services Division, presented the draft Planning Commission recommendations ready to be forwarded to the City Council. The final recommendations packet includes the Commission's letter of recommendation, Findings of Fact and Recommendations Report, proposed code changes, and a map of recreational marijuana zoning. Mr. Barnett also handed out a track-change version of the draft letter of recommendation, including some potential minor additions to reflect the comments made at the City Council's public hearing on January 6, 2015, on medical marijuana enforcement strategies.

Mr. Barnett reviewed the final proposal from the Planning Commission, including clarifying the applicability and an expansion of areas where production and processing would be allowed. He added that Urban Horticulture, a land use which had been added to the zoning code during the interim marijuana regulations process, would also be allowed in any areas that marijuana production and processing is extended to. The proposal also includes non-code recommendations, particularly regarding developing a City Standard Operating Procedure (SOP) for review of applications.

Mr. Barnett then discussed whether Washington State Liquor Control Board's prohibitions against products being visible conflicts with City transparency requirements, which had been a question from the previous discussion. His research found that there is no direct conflict, though the City could improve communication with marijuana retailers about this issue. The state rule only prohibits marijuana products from being visible from the public right-of-way. The city transparency standards require that there be a view into the usable part of the building and a certain percentage of transparency along the street frontage. Both requirements could be met without blanking out windows. He stated that staff does not see a need for code changes, but that the issue could be addressed through better communication which can be accomplished through the new SOP.

The Commission requested that the draft letter, as presented, be amended to add that the City should advocate at the state level against any requirements that conflict with the intent of an active streetscape. The Commission also directed a few other refinements to the letter. Commissioner Erickson motioned to approve the entire recommendations packet including the modified letter, and forward it to the City Council for its consideration. Commissioner Wamback seconded. The motion was passed unanimously.

## **2. Land Use Designation – Phase 2**

Stephen Atkinson, Planning Services Division, continued the Commission's discussion on applying the proposed new Land Use Designations. The Commission had previously discussed an approach to rectifying current inconsistencies between the Comprehensive Plan and the Zoning Code as well as an approach to specific land use types, including educational facilities, Planned Residential Developments (PRDs), and parks and open spaces. Mr. Atkinson then presented a series of draft maps that applied the proposed Parks and Open Space, Institutional Campus, Single Family Residential, Heavy Industrial, and Light Industrial Designations and which designated the existing PRDs in accordance with the existing zoning classification under which the PRD was established.

During the previous discussion the Institutional Campus designation had been focused on the larger facilities like hospitals, universities, and high schools that draw people not simply from the neighborhood, but from the greater region. He noted that hospital specific zoning already exists, providing a basis for the designation. The designated areas were shown on the map and some of the specific campuses were highlighted, including those within the boundaries of Mixed-Use Centers (MUCs).

Mr. Atkinson noted that they were not proposing a PRD designation but had identified inconsistencies between the intensity and the zoning. The default solution was to make the designation reflect the zoning, except in cases where they are located within a MUC or Open Space. On the final map the PRDs would blend into the background.

The areas colored grey on the map identified where the significant policy issues remained. The items that would be addressed next included: corridors, smaller business districts, single family zoning within low and medium intensity areas, and cleanups of right-of-way and parcel lines.

The Commission had multiple questions and comments on the proposals, regarding the coordination with the MUCs review and the relationship between the Parks and Open Space Designation and the Shoreline Designation. The Commission also suggested modifying the Institutional Campus Designation to include the term "major" and to better differentiate these designated areas on the map. There was also significant discussion about whether the current single family intensity accurately reflects the current land use patterns in areas where the neighborhood includes existing multifamily development. Staff then discussed the role of the Designations as a prescriptive measure for how future development should occur rather than a strict description of what currently exists. Lastly, the Commission asked if a future PRD would require a Comprehensive Plan amendments and staff responded that PRDs do not have their own designation, and typically are based on the existing zoning, therefore, they would not require a designation change if supported by the zoning and the Comprehensive Plan.

## **E. COMMUNICATION ITEMS & OTHER BUSINESS**

Brian Boudet, Manager of the Planning Services Division, reported that the City Council's public hearing on January 6<sup>th</sup> concerning enforcement strategy options for medical marijuana businesses had been well attended by the public which had provided feedback similar to what had been heard by the Planning Commission at the December 3<sup>rd</sup> public hearing concerning the permanent regulations for recreational marijuana.

Ian Munce, Planning Services Division, provided an update on the Tideflats Emergency Response and Intelligent Transportation System (ER/ITS) Study. He reviewed that over the past several years the

Planning Commission had been working on a Container Port element for the Comprehensive Plan and was now moving into the implementation phase. The Container Port element had been done jointly with the Port of Tacoma which had also done a strategic plan that had concluded more work needed to be done in terms of public safety, access, and infrastructure. Staff reached out to public and private sector partners and put together a \$600,000 scope of work to fund an emergency response and intelligent transportation system that will allow emergency response vehicles to respond to the Tidelands with real-time traffic data to coordinate routes for response. The first draft of the ER/ITS is finished and will be out in spring to show how the ITS and Emergency Response elements could be implemented. He anticipated that in two years they might be ready for a subarea plan. He informed the Commission of the upcoming public meeting for the project to be held on January 12<sup>th</sup> at the Fabulich Center.

Mr. Boudet discussed the Letter to the Community that informed stakeholders of the 2015 Annual Amendment and various significant planning projects which aimed to assess interests.

Mr. Boudet noted that the agenda for the upcoming Infrastructure, Planning and Sustainability Committee meeting on January 14<sup>th</sup> would include Water Ditch Trail Update, Land Use Designations, and AHPAG Membership and Tenure Update; and that the agenda for the next Planning Commission meeting on January 21 may include the Transportation Master Plan and the Mixed-Use Centers Review.

#### **F. ADJOURNMENT:**

At 5:16 p.m., the meeting of the Planning Commission was concluded.





City of Tacoma  
Planning and Development Services

**Agenda Item  
D-1**

**To:** Planning Commission  
**From:** Lihuang Wung, Planning Services Division  
**Subject:** **Transportation Master Plan Update**  
**Date of Meeting:** January 21, 2015  
**Date of Memo:** January 15, 2015

At the Planning Commission's meeting on January 21, 2015, Public Works staff will provide a progress update on the Transportation Master Plan, with particular emphasis on the draft goals and policies accompanying this memorandum.

The Transportation Master Plan will set forth the City's vision and long-term goals for a cohesive, efficient, and effective multimodal transportation system. It will be a primary tool for forecasting transportation demand and identifying services and improvements needed to achieve those goals and accommodate future demands.

The Transportation Commission has devoted considerable time to reviewing the development of this plan. The Public Works Department is managing the project, with active support from the Planning and Development Services Department.

In addition to goals and policies, the project team will be prepared to discuss items previously identified as topics of interest by members of the Planning Commission, including level of service and concurrency, mode split, 20-minute neighborhoods, and the relation of the Transportation Master Plan to the Comprehensive Plan. The presentation will also include a summary of public engagement efforts, including upcoming outreach plans.

If you have any questions, please contact me at 591-5682 or [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org), or contact Josh Diekmann, Project Manager, Public Works Engineering, at 591-5756 or [jdiekmann@cityoftacoma.org](mailto:jdiekmann@cityoftacoma.org).

Attachment

c: Peter Huffman, Director



# Section I – General Goal and Policies

## Vision

Tacoma is a **sustainable** community with many diverse residents, businesses, and visitors who have various transportation priorities. The City is **strategic** in how it plans its transportation system with an emphasis on carrying the people and goods that foster Tacoma’s culture, character, and competitiveness. The transportation system offers **multimodal** travel options that provide safe **access** for all users and neighborhoods and that encourage **healthy living and environment**.

The following goals and policies provide guidelines and direction to achieve the vision and for the continued development and improvement of citywide transportation facilities and services.

## 1. Intergovernmental Coordination and Citizen Participation

### Goal

Proactively develop partnerships to best serve all users of the regional transportation system.

### Policy Intent

Transportation issues involve many stakeholders and do not respect jurisdictional or neighborhood boundaries. Tacoma’s transportation planning and implementation processes strive to utilize best practices and tools to effectively coordinate on state, regional, and county-wide efforts, neighborhood needs, and stakeholder issues.

### Policies

#### 1.1 Intergovernmental Coordination (T-ICCP-1)

Ensure a well-planned regional transportation system that uses resources efficiently to serve all users through active coordination with federal, state, regional, local, tribal, and other interested agencies.

#### 1.2 Citizen Participation (T-ICCP-4)

Include and encourage citizen participation in all transportation planning efforts through workshops, volunteer commissions, social media, and other outlets to accommodate the needs and desires of the public. Include specific outreach to traditionally underserved or vulnerable populations. Carry work done for subarea plans forward into more broad-reaching efforts.

#### 1.3 Active Transportation Regional Coordination (T-ICCP-2)

Coordinate the planning, construction, and operation of facilities and shared-use paths for active travelers with other agencies where key corridors extend outside of Tacoma into neighboring jurisdictions, including but not limited to: extension of the Water Ditch Trail, Pipeline Trail, Tacoma Dome to Sumner Trail, and the Trail to Mountain Corridor.

#### 1.4 Partner with Transit (T-LUT-8, T-MS-4, T-MS-8, and T-MMP-4)

Integrate land use and transportation planning, promote transit-oriented or transit-supportive development and multimodal transit access, and ultimately improve the reliability, availability, and convenience of transit options for all users and modes through partnerships with Pierce Transit, Sound Transit, local and regional government, and other regional agencies to leverage resources.

#### 1.5 Emergency Response

Maintain emergency vehicle access throughout Tacoma’s transportation network by including emergency service providers in review of roadway planning and design efforts.

#### 1.6 Enforcement (T-MMP-10)

Enhance safety for all road users through increased traffic education and enforcement on city streets, trails, walkways, and bikeways with the involvement of the Tacoma Police Department.

## **2. Community / Environment**

### ***Goal***

Protect natural, as well as neighborhood, assets to create and connect places where people can live, work, and play in a safe and healthy environment.

### ***Policy Intent***

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods. As such, Tacoma recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards (including environmental justice considerations) and align with project analysis for regional and federal grant funding. The environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

These populations may be based on status of religion, color, national origin or ancestry, political affiliation, sex, gender identity, sexual orientation, age, familial status, income, English proficiency, honorably discharged veteran or military status, or the presence of any sensory, mental or physical handicap, as laid out in Council Resolution 38950. The possible adverse effects of transportation projects may include, but are not limited to, disruptions in community cohesion, restricted access or mobility, safety concerns, higher exposures to hazardous materials, raised noise levels, and increased water and air pollution (Source: Puget Sound Regional Council's Draft EIS for Transportation 2040 Plan, May 29, 2009).

Tacoma will also endeavor to improve safety by following the Washington State Department of Transportation's (WSDOT) most current highway safety plan, applying traffic-calming measures, and implementing efforts in a comprehensive manner to safeguard against shifting traffic problems from one neighborhood to another. The policies below can help improve livability in residential settings by discouraging cut-through traffic and excessive traffic volumes on residential and collector arterials, encouraging the landscaping and beautification of transportation facilities, and improving health and safety for all.

### ***Policies***

#### **2.1 Community Coordination**

Assess the effect of potential transportation projects on schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. Mitigate these effects when possible.

#### **2.2 Urban Design (T-ES-5)**

Support the appearance and form of the City through maximum consideration of aesthetics, beautification, and safety in designing and locating transportation facilities. The Generalized Land Use Element provides more detail on design standards.

#### **2.3 Improve Safety**

Strive to reduce traffic deaths and serious injuries in Tacoma to zero by 2030 as part of the State of Washington's traffic safety efforts using the strategies of education, enforcement, engineering, emergency medical services, and leadership / policy.

#### **2.4 Promote Health (T-MMP-1 and T-MMP-8)**

Improve the health of Tacoma's residents and local ecology by implementing a transportation network that reduces auto mode share, increases the number of active travelers and transit riders of all ages and abilities, and improves safety. Work with the Tacoma-Pierce County Health Department and other agencies to promote active lifestyles through educational programs and safe and accessible routes for active travelers of all ages and abilities.

### **2.5 Traffic Calming Measures (T-TSM-3 and T-MMP-9)**

Protect neighborhood streets from cut-through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts using design approaches that allow access for emergency response vehicles and public transit. These approaches may include medians, streetscapes, bulb-outs, traffic circles, traffic control devices, bicycle facilities, and other accepted measures.

## **3. Multimodal System**

### ***Goal***

Prioritize the movement of people and goods via modes that have the least environmental impact and greatest contribution to livability in order to build a balanced transportation network that provides mobility options, accessibility, and economic vitality for all.

### ***Policy Intent***

The City's Bicycle and Pedestrian Technical Advisory Group (BPTAG) undertook a significant effort in producing the award-winning Mobility Master Plan (MoMaP) in 2010. MoMaP guided multimodal investments for several years and much of that effort remains in and shapes this plan. Additional materials from MoMaP can be found in Appendix X.

An efficient multimodal system accommodates the needs for the safe and efficient movement of people and goods. Effective transportation system management (TSM) measures should be utilized to support safe and efficient travel for all users. Tacoma recognizes that transportation needs and travel choices may change over time as new alternatives become available. Additionally, the City acknowledges that goods movement is critical to Tacoma's economic development.

By including environmental justice and health considerations in transportation planning, Tacoma considers how multimodal projects can be developed and / or sited to promote safety, support public transit, reduce car use, minimize intermodal conflicts, enhance freight mobility, and accommodate the mobility needs of Tacoma residents and visitors, especially those from traditionally underserved neighborhoods or vulnerable populations.

### ***Policies***

#### **3.1 Complete Streets / Layered Network (T-MS-12, T-MMP-6, and T-MMP-11)**

Develop and maintain a safe, accessible, and clean transportation network that accommodates all users, whether moving by an active mode, transit, truck, or car, while recognizing that not all streets provide the same quality of travel experience. Apply the Layered Network adopted as a part of the Transportation Master Plan in the planning and design for new construction, reconstruction, and major transportation improvement projects on all streets. The Layered Network and Complete Streets principles shall also be used to create over time a system of streets that meets user needs while recognizing the function and context of each street by evaluating potential transportation projects and amending or revising design manuals, regulations, standards, and programs as appropriate.

#### **3.2 Green Hierarchy**

Elevate active travelers and public transit riders in the planning and design of streets using the Green Transportation Hierarchy.

#### **3.3 Mode Split Target (MoMaP Goal)**

Achieve the Climate Action Plan goal of reducing greenhouse gas emissions from transportation sources by increasing the non-single occupant vehicle mode split by 2035, and continue gains thereafter. Mode split targets will be based on all trips in addition to commute trips, established for all modes, and set at higher non-SOV levels for Regional Growth Centers than the rest of the city. To the extent that data is available to track mode split in Tacoma's Mixed Use Centers, the MUC targets should also be set at higher non-SOV levels than citywide.

**Note:** Target to be determined.

### **3.4 Level of Service Standards (T-TSM-6)**

The City will build the transportation system as defined in the TMP at a rate equal or ahead of the pace of development during the planning horizon. This system completeness level of service standard will be accompanied by performance measures that track the transportation system's progress toward meeting the policy goals set forth in this document.

### **3.5 Concurrency (T-LUT-6)**

Ensure that the transportation network adequately serves existing and projected land use growth allocations by performing periodic review and monitoring (every 2-4 years). If adequate service levels are not maintained, pursue improvements to the transportation systems, mitigations of impacts, or modifications to the land use assumptions, where appropriate.

**Note:** We will insert concurrency policy here once finalized.

### **3.6 Street System Design (T-TSM-2 and T-MMP-5)**

Facilitate transit and active transportation connections by encouraging street system design in a rectangular grid pattern with smaller block sizes, frequent interconnections, and clear wayfinding; strongly discourage culs-de-sac or dead end streets.

### **3.7 Special Physical Needs of Transportation Users (T-MS-7)**

Recognize and accommodate the special transportation needs of the elderly, children, and persons with disabilities in all aspects of transportation planning, programming, and implementation. Satisfy the community's desire for a high level of accommodation for persons with disabilities using local, state, or federal design standards.

### **3.8 Equity in Transportation**

Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations, as listed under Goal 2 above, through investment in equitable modes of transportation and equal spending throughout the City, in addition to potential catch-up investment for areas in need as necessary.

### **3.9 Pedestrian Facilities**

Make all streets in Tacoma safe for walking using context sensitive designs for sidewalks, crosswalks, trails, and other pedestrian walkways or facilities. Pedestrian priority areas, transit corridors, recreational trails, streets experiencing frequent collisions or other safety problems, and streets connecting pedestrian-oriented land uses shall receive high quality pedestrian facilities and amenities that meet standards set by the Americans with Disabilities Act (ADA) as funding is available. See the Mobility Master Plan Update in Appendix X for more detail.

### **3.10 Bicycle Facilities**

Complete and maintain a safe bicycling system that connects all parts of Tacoma and accommodates all types of cyclists. Achieve the highest level Bicycle Friendly Community status as designated by the League of American Bicyclists, or an equivalent designation. See the Mobility Master Plan Update in Appendix X for more detail.

### **3.11 Trails**

Improve access to trails for all areas of Tacoma and connections to neighboring jurisdictions for both transportation and recreational purposes by filling gaps in both the trail network and the pedestrian and bicycle networks. See the Mobility Master Plan Update in Appendix X for more detail on trails in Tacoma.

### **3.12 Transit Operational Efficiency (T-MS-5)**

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements.

### **3.13 Encourage Transit Ridership (T-MS-10)**

Encourage transit ridership by implementing pedestrian improvements near transit stops, conducting outreach to employers, and working with Pierce Transit and Sound Transit to identify strategies to improve the frequency and ridership of transit service between high density residential areas and employment centers.

### **3.14 Inter-Modal Conflict (T-MS-3, T-MS-11, and T-MS-14)**

Address infrastructure gaps, inadequate design, safety hazards, and at-grade railroad crossing conflicts to increase safety, capacity, and timeliness of both over-land and rail freight, especially on identified heavy haul corridors using appropriate programs, regulations, and design standards. Design active transportation facilities in manufacturing industrial centers in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people.

### **3.15 Moving Freight (T-MS-6)**

Strengthen Tacoma as a primary hub for regional, Alaskan, military, and international goods movement and as a gateway to national and international markets by integrating the development and operation of air, trucking, rail, and maritime terminal facilities to enhance the freight transportation system and strengthen the City's economic base. Consider the needs for delivery and collection of goods at local businesses by truck.

### **3.16 Intelligent Transportation Systems**

Boost the efficiency, improve the safety, and reduce the environmental impact of the multimodal transportation system by taking advantage of intelligent transportation systems (ITS) and other technological innovations.

### **3.17 Roadway Capacity (T-MS-2)**

Support multimodal mobility by assessing roadway capacity on the basis of a facility's total people-carrying capacity and only increasing physical capacity when absolutely needed.

## **4. Environmental and Fiscal Stewardship**

### ***Goal***

Design an environmentally and fiscally sustainable transportation system that serves its users through strategic planning efforts, funding, and projects.

### ***Policy Intent***

The City of Tacoma recognizes that environmental and fiscal stewardship must be a central focus in establishing a transportation system that serves both today's users and future generations.

Transportation contributes to more than 50% of Tacoma's greenhouse gas (GHG) emissions. Policies that reduce car use and encourage transit, walking, and bicycling are key to reducing transportation-related environmental impacts and can be found throughout the Comprehensive Plan. In an effort to achieve the GHG reductions laid out in its Climate Action Plan and in accordance with Washington State Law on electric vehicles (EVs), Tacoma encourages the use of a variety of vehicles and devices for transportation that are free of emissions. These vehicles and devices include Low Speed Electric Vehicles, bicycles, skateboards, and other forms of active transportation. Low Speed Electric Vehicles (LSVs) are defined by State law and are allowed on local roadways; however, for safety and maintaining free traffic flow, such vehicles should only be driven on streets where conditions are appropriate and consistent with State law. Tacoma recognizes the provision of charging stations will encourage EV ownership and is working to supply them to the public throughout the City. EV charging technology is still evolving and Tacoma will keep up with advances as they develop.

Tacoma will emphasize investments for the preservation of existing transportation facilities by seeking funding from a variety of sources and pursuing new opportunities for roadway maintenance revenue. In addition, the City will continue to use cost saving strategies, efficiencies, and accountability as guidelines for the best use of the available funds.

## ***Policies***

### **4.1 Minimum Environmental Disruption (T-ES-1)**

Minimize the disruption of natural and desirable community amenities of our environment by employing a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, historic, and environmental resources while maintaining safety and mobility.

### **4.2 Noise and Air Pollution (T-ES-2)**

Encourage the reduction of noise and air pollution from various modes of transportation and ensure the City of Tacoma meets ambient air quality standards by promoting active modes of transportation and the use of alternative fuels for vehicles.

### **4.3 Stormwater Management (T-ES-4)**

Alleviate water pollution due to roadway uses by employing Best Management Practices (BMPs) for stormwater management, Low Impact Development (LID) measures, and effective street cleaning.

### **4.4 Congestion Management (T-ES-3 and T-MMP-3)**

Decrease the use of single-occupant vehicles and the environmental degradation associated with their use by encouraging and improving the appeal, convenience, and time competitiveness of travel by active modes, public transit, assistive devices, and ridesharing.

### **4.5 Environmentally Friendly Infrastructure**

Promote the long term sustainability of transportation infrastructure by using the Greenroads® or equivalent rating system for planning, designing, construction, and maintenance, as adopted through Council Resolution 38945.

### **4.6 Electric Vehicles (T-ES-7)**

Encourage and promote the use of electric vehicles as they are developed in all automobile, truck, and commercial vehicle classes. Neighborhood Electric Vehicles and Medium Speed Electric Vehicles may travel Tacoma's street network where appropriate and consistent with State law. Encourage the use of such vehicles in a way that conditions are safe and don't impede traffic flow. Provide for a broad range of charging opportunities at public and private parking venues throughout the city, including minimum standards for new developments that provide parking facilities.

### **4.7 Emission-free Vehicles and Devices (T-ES-8)**

Accommodate the use of transportation devices that have a minimal effect on the environment and do not emit greenhouse gases such as skateboards and bicycles, electric personal assistive mobility devices, electric assist bicycles, Low Speed Electric Vehicles, and other innovations.

### **4.8 Reliable Funding (T-FFS-1, T-MMP-12, and T-ICCP-3)**

Jointly fund and finance, from public and private sources, transportation system improvements by ensuring adequate procedures are in place. Pursue dedicated funding sources where possible.

### **4.9 Street Maintenance and Rehabilitation**

Keep roadways operating in safe condition by taking steps to secure roadway funding from a variety of sources to maintain, rehabilitate, or replace roadways, especially those that support frequent use by heavy vehicles. Tacoma will work with its business partners to establish thresholds for heavy vehicles and roadway designs for improving the longevity of roadway pavement.

#### **4.10 Fix It First**

Prioritize roadway preservation projects ahead of building new capacity and consider the long term maintenance costs of new capacity as part of the up-front cost of development.

## **5. Transportation Demand Management (TDM)**

### ***Goal***

Develop and implement transportation demand management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system.

### ***Policy Intent***

As required by the Commute Trip Reduction (CTR) Efficiency Act of 2006 (RCW 70.94.521-551) and the associated Washington Administrative Code WAC 468-63, the Tacoma City Council adopted the Commute Trip Reduction Plan on July 10, 2007 (Resolution No. 37220) and adopted the Commute Trip Reduction Ordinance into the Tacoma Municipal Code Chapter 13.15 on December 9, 2008 (Ordinance No. 27771).

Tacoma's CTR Plan is an evolving document that is frequently updated and provides guidelines for the City and major employers affected by State law to implement effective strategies to achieve trip reduction goals. The CTR Ordinance establishes requirements for affected employers, including an appeals process, and procedures for the City for program administration, monitoring, enforcement and intergovernmental coordination.

The CTR Plan and Ordinance are designed to achieve the following objectives: improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels. With the focus on employer-based programs that encourage the use of alternatives to driving alone for the commute trip, CTR represents a centerpiece of the overall strategy of Transportation Demand Management (TDM).

Between July 2008 and June 2012, Tacoma also participated in the Growth and Transportation Efficiency Center (GTEC) pilot that enabled the development of the City's first Transportation Management Association (TMA) called Downtown On the Go (DOTG). This innovative effort to target downtown trip reduction was created in partnership with Pierce Transit and the Tacoma-Pierce County Chamber of Commerce. TMAs generally focus trip reduction efforts in areas with high employment and residential densities.

There are a number of Comprehensive Plan policies and strategies that are supportive of CTR and TDM, including policies contained in the Transportation Element, transportation-efficient land use policies contained in the Generalized Land Use Element, and traffic management strategies contained in the Neighborhood Element as well as neighborhood subarea plans. The following policies are intended to provide additional tools to ensure the successful implementation of the CTR Plan and Ordinance, and contribute to accomplishing Tacoma's strategic goals of healthy environment, sustainable economy, and livable community.

### ***Policies***

#### **5.1 Comprehensive Planning and TDM (T-CTR-1)**

Incorporate transportation demand management in the planning for land use, transportation, housing, capital facilities, environmental protection, open space and recreation facilities, neighborhoods and communities, and other applicable disciplines of comprehensive planning. This will be accomplished by promoting TDM-related and supportive policy aspects, such as those described in the Transportation Master Plan.

#### **5.2 Funding for TDM (T-CTR-2)**

Support transportation demand management by assigning higher funding priority to and actively pursuing funding opportunities for improvement projects and programs that are related, integrated, or supportive of TDM.

### **5.3 Collaboration on TDM (T-CTR-3)**

Coordinate TDM and CTR program efforts to best utilize and multiply resources, success stories, and innovative practices. Ensure that fair and consistent services are provided to CTR-affected employers across jurisdictions and CTR-affected employers with worksites located in more than one jurisdiction by working in conjunction with Pierce County, WSDOT, Pierce Transit, Sound Transit, transportation management associations, and other jurisdictions and organizations.

### **5.4 Innovation and Expansion of TDM (T-CTR-5)**

Maximize the effects of TDM by pursuing innovative measures of Commute Trip Reduction beyond the statutory suggestions and endeavoring to expand the scope beyond the statutory requirements. Focus efforts on personal trips as well as commute trips with an emphasis on active transportation for short travel distances.

### **5.5 Monitoring and Evaluation of TDM (T-CTR-6)**

Achieve and exceed the statutory goals of Commute Trip Reduction by continually monitoring and evaluating the effectiveness of employers' transportation demand management programs and Tacoma's TDM policies, and implementing changes when needed.

### **5.6 Leadership in TDM (T-CTR-7)**

The City of Tacoma, as an employer, should take the leadership role and set a positive example by maintaining a strong transportation demand management program for its employees and educating other employers on its successes. Support Downtown on the Go (DOTG) or an equivalent Transportation Management Association (TMA) as the City's agent for implementing TDM strategies.

### **5.7 Alternatives to Solo Driving (T-MS-9)**

Reduce single-occupant vehicle trips by exploring programs and public-private partnerships that provide alternatives to driving a car alone through shared rides, vehicles, or other options.

### **5.8 Education and Encouragement (T-ES-6 and T-MMP-7)**

Focus attention on the effects and costs of travel choices and increase the public's awareness and acceptance of the range of travel choices available by initiating and supporting public awareness campaigns. Partner with Pierce Transit to collaborate on strategies that encourage ridership. Consider multimodal programs that are recognized at the federal, state, and local level as well as neighborhood-based efforts.

## **6. Land Use and Transportation**

### ***Goal***

Build a transportation network that reinforces the benefits of smart land use planning and managed growth.

### ***Policy Intent***

Land use type, intensity, and distribution, as a result of developments, greatly influences travel choices and decisions on placement and investments of transportation facilities. Because land use and transportation are fundamentally linked, it is important that transportation facilities be designed to meet both community desires and federal, state, regional, and local standards for functionality, safety, service, and efficiency.

Accommodating a large percentage of future growth through transit-oriented development (TOD) and transit-supportive amenities will help create a safer, more comfortable pedestrian environment, encourage alternative transportation, promote active living, and enhance the quality of life of residents.

Elements of TOD generally include:

- A mix of land uses, including mixed-use, residential, and commercial development;

- Moderate to high density housing;
- Pedestrian orientation/connectivity;
- Convenient access to transportation choices, including transit, bike, and pedestrian facilities;
- Reduced size of surface parking facilities or minimum parking requirements; and
- High quality design.

## ***Policies***

### **6.1 Land Use Considerations (T-LUT-1 and T-LUT-5)**

Assure reasonable access for all modes to places of employment and attraction in Tacoma through development, expansion, or improvement of transportation facilities that are coordinated with existing and future land use patterns and types of development. Similarly, development patterns and designs should account for their effects on the transportation system.

### **6.2 Land Use Patterns (T-LUT-2)**

Encourage land use patterns and developments, especially in mixed-use centers, that support non-single occupancy vehicle travel, access, opportunities to live close to work, intermodal connectivity, and short trips easily made by walking or bicycling for recreation and commuting.

### **6.3 20-Minute Neighborhoods (T-LUT-3 and T-MMP-2)**

Prioritize infrastructure improvements within and between 20-minute neighborhoods based around Tacoma's centers for growth and along identified corridors that connect residential areas to schools, local retail, business, and community services so residents can safely access more of the services they need close to home by active modes, public transit, and using assistive devices.

### **6.4 Support Mixed-Use Centers (T-LUT-4 and MUC Complete Streets Design Guide 1.2.1.3)**

Serve and support the existing mixed-use centers (MUCs) and aid Tacoma in attracting new investments by giving high priority to those transportation facilities that serve these centers. Increase the livability of the MUCs by providing transportation choices and integrating amenities that create a safe and inviting pedestrian and bicycling environment.

### **6.5 Street Rights-of-Way (T-LUT-7)**

Preserve right-of-way needs for future transportation, recreational, streetscape, or other City-approved purposes. The City should minimize inconvenience to affected property owners and safeguard the general public interest by inventorying, evaluating, and acquiring right-of-way in advance.

### **6.6 Transit Oriented Development (T-LUT-9)**

Promote transit-oriented development (TOD) or transit-supportive development and provide incentives for development that includes specific TOD features.

### **6.7 Development Incentives (T-MS-13 and T-FFS-2)**

Bolster transit-oriented development, walkability, and/or bicycle facilities through supportive amenities and on-street infrastructure by providing height and density bonuses, relaxing parking minimums, and other incentives to developments that support these ends. See policy LU-MU-4 in the Generalized Land Use Element for further detail.

### **6.8 Parking Management (T-TSM-5)**

Manage parking pricing to seek balance among competing uses, be financially self-supporting, help attract investment, and meet the needs of both private and public users in Tacoma's mixed-use centers by expanding parking management and working with City parking advisory groups, businesses, employers, and other parking stakeholders. Consider parking management strategies in residential areas with parking permit programs as well. Employ strategies to minimize the amount of land dedicated to parking, increase the amount of shared parking, and encourage alternative modes of transportation. See LU-MUP in the Mixed-Use Centers section of the Generalized Land Use Element for additional policies on parking.

## **7. Streetcar**

### ***Goal***

To create a Tacoma Streetcar network that moves and connects people efficiently and effectively throughout the City focusing on connections to regional destinations, mixed use centers, and local and regional transit centers and routes.

### ***Policies***

#### **7.1**

The streetcar network should serve dense population nodes, aiding the greatest number of people possible. It should avoid being "rail to nowhere" and should focus on concentrations of people, jobs, and activity.

#### **7.2**

Develop in tandem with robust bike/ped infrastructure; encourage walkability and easy connection with bike lanes.

#### **7.3**

Encourage active transportation.

#### **7.4**

Work with Sound Transit to address technical challenges, e.g. grades/slopes.

#### **7.5**

State clear elements with regards to where funding should be allocated.

#### **7.6**

Focus less on specific streets/routes and more on corridors and overriding vision.

#### **7.7**

Choose general destinations (TCC, Proctor, Tacoma Mall, McKinley, Allenmore, etc.).

#### **7.8**

Create an interlocking streetcar network that connects as many mixed use/neighborhoods as possible.

#### **7.9**

Streetcar stations should be built to seamlessly fit into the community and should not be overly built.

#### **7.10**

Streetcar Stations should be designed to ensure the highest degree of interlining with networked regional or local bus routes; stations should be no further than 1 city block from an interlinking route.

#### **7.11**

Streetcar Stations should be located at key locations that help promote intermodal and pedestrian travel.

#### **7.12**

The streetcar network as part of the Transportation Master Plan should be regularly reviewed every 5 years so it corresponds with new land use designations, codes, growth, and development.



City of Tacoma  
Planning and Development Services

**Agenda Item  
D-2**

**To:** Planning Commission  
**From:** John Harrington, Principal Planner, Planning Services Division  
**Subject:** **Billboards Community Working Group Update**  
**Date of Meeting:** January 21, 2015  
**Date of Memo:** January 15, 2015

At the next meeting on January 21, 2015, staff will provide an update on the progress of the Billboards Community Working Group (CWG) to develop alternatives for billboard regulation in the city. The Planning Commission can expect to address the group's recommendations in April 2015. Staff gave the introductory presentation regarding the work of the CWG on July 16, 2014.

If you have any questions, please contact me at 279-8950 or [jharring@cityoftacoma.org](mailto:jharring@cityoftacoma.org).

c: Peter Huffman, Director