HANDOUTS and PRESENTATIONS

Included in this packet are materials presented at the Planning Commission’s meeting on December 4, 2013:

1. **Open Space Habitat and Recreation Element**  
   (Annual Amendment Application #2014-08)  
   (PowerPoint; for Discussion Item D-1)

2. **Minor Plan and Code Amendments**  
   (Annual Amendment Application #2014-11)  
   (PowerPoint; for Discussion Item D-2)

3. **Hilltop Subarea Plan and EIS**  
   (Handout – Discussion Outline; for Discussion Item D-3)

4. **Hilltop Subarea Plan and EIS**  
   (PowerPoint; for Discussion Item D-3)
2014 ANNUAL AMENDMENTS:
OPEN SPACE ELEMENT
UPDATE

Application #2014-08
December 4, 2013

Elliott Barnett, PDS
Proposed work this year:

- Reaffirm vision, goals and policies
- Improve and update inventories
- Incorporate recent plans
- Reflect implementation progress
- Enhance guidance on implementation
- Organization

Outcomes:
- Ensure Element serves its purpose
- Prepare for 2015
- Maintain grant eligibility
Tacoma’s Open Space plan

- Vision: A connected system - nature recreation
Policies

• Recreation

• Trails
Policies

- Urban open space

- Green Infrastructure
Policies

• Community Gardens

• Shorelines
Policies

• Habitat areas

• Critical Areas
Recreation Lands and Facilities
Habitat corridors
Implementation guidance

- Strategic Action Program
- Citizen involvement
- Partnerships
- Citywide approach
- Acquisition and management
Proposed this year:
Reflect recent policy and plans

• Shoreline Master Program
• Downtown Subarea Plans
• Transportation Element
• Urban Forest Policy Element
• Metro Parks Green Vision 2030
• Port’s Public Access Plan
• GTP Restoration Action Plan

INCORPORATE:
• Policy direction
• Inventory
• Project lists
SMP Public Access Alternatives
# SMP Public Access Alternatives Projects

## Potential Public Access Project List

<table>
<thead>
<tr>
<th>Port Priority</th>
<th>City Priority</th>
<th>Project</th>
<th>Public Ownership?</th>
<th>Location</th>
<th>Design and Permitting Cost (millions)</th>
<th>Construction Cost (millions)</th>
<th>Total (w/ WSST)</th>
<th>Target Completion Date (CFP)</th>
<th>Notes</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td></td>
<td>FWDA - Public Esplanade (350')</td>
<td>Yes</td>
<td>Site 10</td>
<td>0.13</td>
<td>1.6</td>
<td>1.89</td>
<td>2014</td>
<td>D&amp;P Complete; $250,000 raised for construction</td>
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<tr>
<td>X</td>
<td>2</td>
<td>FWDA - West Foss Central Park (1 acre)</td>
<td>Yes</td>
<td>1147 Dock St</td>
<td>0.8</td>
<td>2</td>
<td>3.06</td>
<td>2014</td>
<td>This includes a 1/4 from Site 8; property is acquired</td>
</tr>
<tr>
<td>X</td>
<td>3</td>
<td>FWDA - Esplanade - Private Sites (330')</td>
<td>No</td>
<td>1179 Dock St</td>
<td></td>
<td></td>
<td>2.4</td>
<td></td>
<td>Trucco properties; cost estimate based on comparables</td>
</tr>
<tr>
<td>X</td>
<td>4</td>
<td>CRP - Parking and Trailhead</td>
<td>Yes</td>
<td>Chinese Reconciliation Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>#1 ranking for Heritage Grant, additional funding could complete parking, sidewalk facilities</td>
</tr>
<tr>
<td>X</td>
<td>5</td>
<td>FWDA - Complete Esplanade (115')</td>
<td>Yes</td>
<td>Balfour Dock</td>
<td>0.17</td>
<td>0.5</td>
<td>0.73</td>
<td>2016</td>
<td>Port has 20% interest in property</td>
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<tr>
<td>X</td>
<td>6</td>
<td>FWDA - Seaplane Float</td>
<td>Yes</td>
<td>North Foss Waterway</td>
<td>0.03</td>
<td>0.34</td>
<td>0.4</td>
<td>2015</td>
<td>Port has already contributed $2000</td>
</tr>
<tr>
<td>X</td>
<td>7</td>
<td>FWDA - Waterway Park and Esplanade (4 acres)</td>
<td>Yes</td>
<td>Eastside @ head of waterway</td>
<td>0.25</td>
<td>1.7</td>
<td>2.13</td>
<td>2015</td>
<td>These cost estimates do not include boathouse</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>FWDA - Seawall and Esplanade (340')</td>
<td>Yes</td>
<td>Site 9</td>
<td>0.2</td>
<td>6</td>
<td>6.78</td>
<td>2015</td>
<td>Fully designed and permitted</td>
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<tr>
<td>9</td>
<td></td>
<td>Wheeler-Osgood Esplanade (1500')</td>
<td>Yes</td>
<td>1206 E D ST</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>15' esplanade is condition of site development</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>East Foss Central Park (6 acres)</td>
<td>No</td>
<td>1405 E City Waterway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Owned by BNSF; Rail is not yet abandoned; lacks access</td>
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<tr>
<td>X</td>
<td>11</td>
<td>11th Street Public Boat Launch</td>
<td>Yes</td>
<td>11th Street ROW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td>Schuster Parkway Design and Engineering</td>
<td>Yes</td>
<td>Schuster Parkway ROW/Bayside Slope</td>
<td></td>
<td>$450,000</td>
<td></td>
<td>2015</td>
<td>Second phase of Schuster Trail project. Estimate based off of Prairie Line Trail design and engineering costs</td>
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</tbody>
</table>
South Downtown Subarea
Metro Parks Tacoma

Green Vision 2030
Reflect progress and transitions

- Open Space and surface water
- Open Space management plans
- Green Tacoma Partnership
- Community Gardens Program
- Code updates: CAPO and TDR
- Active transportation projects
Enhance Implementation Guidance

- Framework for collaboration
- Consider setting benchmarking
- Project lists
- Framework for management plans

EXAMPLES:
- First Creek
- Julia’s Gulch
- Point Defiance
- Wapato Hills
- Schuster Slope
EXAMPLE: First Creek Action Plan
Outreach

- City Environmental Services & Public Works Depts
- Metro Parks Tacoma
- Port of Tacoma
- Green Tacoma Partnership
- Tacoma School District
- Sustainability Commission
Proposed work this year:

• Reaffirm vision, goals and policies
• Improve and update inventories
• Incorporate recent plans
• Reflect implementation progress
• Enhance guidance on implementation
• Organization

Outcomes:
• Ensure Element serves its purpose
• Prepare for 2015
• Maintain grant eligibility
Proposed Changes

1. Reduction in the Major Modification/Revision to Permits process to expedite the permitting review and approval time. This would apply to Conditional Use Permits, Rezone Permits, and Preliminary Plat Permits - Tacoma Municipal Code (TMC) 13.05 Land Use Permit Procedures

2. Changes to pipe-stem lot regulations to ensure better integration within existing neighborhoods and orderly development patterns - TMC 13.04 Platting and Subdivisions

3. Addition of design elements to ensure new single-family dwellings are, where feasible, oriented to a street right-of-way - TMC 13.06.100 Residential Districts

4. Modification to the Small Lot Design Standards governing roof orientation and street trees - TMC 13.06.145 Small-lot single-family residential development

5. The addition of Work/Live Residential Units as a distinct use in the District Use Tables - TMC 13.06 Zoning and 13.06A Downtown Tacoma

6. Addition of provisions to allow certain proposals/developments to decrease existing the nonconformity without fully conforming to code – 13.06.630 Nonconforming parcels/uses/structures.
7. Updating the Commute Trip Reduction section of the Transportation Element of the Comprehensive Plan to reflect that the City is participating in innovative programs made possible by WSDOT and State Legislature – Transportation Element of the Comprehensive Plan

8. Elimination of the estimated cost of bicycle and pedestrian projects due to inaccuracy and the inclusion of a cost per mile calculation for various bikeways facilities and pedestrian improvements – Mobility Master Plan

9. Clarify how Landscaping provisions apply to Downtown - TMC 13.06A Downtown Districts

10. An amendment to the Variance criteria to include an allowance for “as good or better” or equivalent – TMC 13.06.645 Variances

11. Clarify submittal requirements and appeal authority for Short Plats - TMC 13.04 Platting and Subdivisions

12. Refine SEPA Appeals language, add allowances for the recovery of costs associated with area-wide SEPA review, and remove redundant text - TMC 13.12 Environmental Code
13. Ensure the expiration of permits and permit extension time limits are in-line with State requirements - TMC 13.05 Permit Procedures

14. Improve consistency of the fencing standards found in TMC 13.06 Zoning and 13.06A Downtown Tacoma

15. Clarify Accessory Dwelling Unit size limitation by rearranging the paragraph, no substantive changes - TMC 13.06.150, Accessory Dwelling Units

16. Minor clarifications and fixes to TMC 13.11 Critical Areas Preservation

17. Correction of various scrivener's errors throughout Title 13 Land Use Regulatory Code
## Next Steps

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 8</td>
<td>Draft Code</td>
</tr>
<tr>
<td>March 19</td>
<td>Annual Amendment Public Hearing</td>
</tr>
<tr>
<td>May/June</td>
<td>Council review and adoption</td>
</tr>
</tbody>
</table>
Minor Amendments and Refinements – Project Scope
Application No. 2014-11

City of Tacoma
Planning and Development Services

December 4, 2013
As we are approaching the final stages of the Subarea Planning effort, the intent for this document is to provide an overview of the key changes that are incorporated into the Final Draft Hilltop Subarea Plan. These are changes that we have discussed over the past 9 months, and generally involve modifications in response to community comments on the draft plan, the Urban Land Institute study visit and recommendations, continued discussions with the working group, other developing issues (such as the LINK Light Rail decision), and modification designed to improve coordination with the other subarea plans.

These changes involve the following topics:

- General Modifications
- Area Branding
- Affordable Housing
- Open Space and Recreation
- Sustainability
- Mobility
- Complete Streets
- Zoning and Development Standards
- Urban Design

**General Modifications (throughout document)**

- Consistent naming – Plan has been retitled as the “Hilltop Subarea Plan,” stakeholder group referred to as the “Hilltop Community Working Group,” etc.
- Reemphasizes that redevelopment is the first, key critical step in realizing the area’s potential and revitalizing this struggling business district and neighborhood
- Expanded discussion about consistency with federal, regional, and local policies and priorities (this kind of mixed-use, urban “village” is key to the goals of the Growth Management Act, Vision 2040, and Tacoma’s Comprehensive Plan)
- Reflects projects and decisions that have been made or changed since the (such as the LINK Light Rail route selection, the final funding for the People’s Community Center Pool, the near completion of Community Health Care, the ULI Rose Center study visit, etc.)
- Reformatted (for ease of use and consistency with other subarea plans)
- Organized around an introduction chapter that can serve as a summary/marketing component
- Integrated context and background (in many cases integrated from the EIS)
- Improved mapping and visual elements
**Area Branding**

- In addition to general rebranding of the Plan itself, the Plan now includes a recommendation that in recognition of the traditional name for the area and the need for consistent branding, the mixed-use center should be renamed from the “Martin Luther King Jr. (South 11th & MLK Jr. Way) Mixed Use Center” to the “Hilltop Mixed-Use Center.”

| ACTION LU-1.1* | In recognition of the traditional name for the area and the need for consistent branding, rename the “Martin Luther King Jr. (South 11th & MLK Jr. Way) Mixed-Use Center” to the “Hilltop Mixed-Use Center.” |

**Affordable Housing**

- Added more specific affordable housing goal and discussion of long-term tracking/mitigation strategy

| GOAL NR-7* | At least twenty-five percent of the total housing units in South Downtown shall be affordable to households earning up to 80 percent of the countywide median income. |
| ACTION NR-7.1* | Establish an affordable housing monitoring system for the Hilltop Mixed-Use Center. |
| ACTION NR-7.2* | Explore the creation of a system that activates policies and regulations designed to promote the production of new affordable housing when affordability trends project a future shortfall. |

**Open Space and Recreation**

- Greater emphasis on hillclimb corridors connecting downtown – UWT hillclimb extension and South 23rd Street – and their ability to address multiple goals (connections to key destinations, green space, gathering space, community garden space, public view corridors, etc.)
- Expanded discussion on future open space funding opportunities and implementation strategies

| ACTION OS-1.1* | Pursue the creation of a green pedestrian connection between Hilltop and the UWT; collaborate with UWT on developing concepts for a hillclimb that will best support an extension all the way into Hilltop; explore potential alignments between Tacoma Way South and MLK Jr Way. |
| ACTION OS-1.2* | Pursue the creation of a green pedestrian connection between Hilltop and the Brewery District, focussing on South 23rd Street as the preferred alignment. |
| ACTION OS-2.4* | Explore establishing a phased-in development impact fee to fund open space improvements in Hilltop. |
| ACTION OS-2.5* | Depending on the specific location, context, and timing, consider applying the full range of open space strategies listed in the Other Open Space Strategies section of Chapter 4. |
Sustainability

- Additional action guidance for sustainability opportunities and potential partnerships for funding and implementation

- Expanded discussion about healthy food access (from Healthy Community Evaluation)

Mobility

- Expanded discussion and goals, mitigation strategy, and streamlined project review process (based on overall Downtown Traffic Impact Analysis and coordination with South Downtown mitigation strategies)

- Enhanced language regarding J Street bicycle boulevard and need to ensure design is coordinated with hospitals and does not impact emergency vehicle access routes:

  Since the proposed Bicycle Boulevard bisects the Subarea’s two major medical institutions, careful design will be required to balance the needs of cyclists with the needs of the users of the Franciscan and MultiCare healthcare complexes that front on South J Street. Both hospitals use South J Street for emergency vehicle/ambulance access, which often involves time-critical situations. The final alignment and design for those sections must be closely coordinated with the medical facilities to ensure there are no significant impacts to hospital operations, particularly emergency vehicle access.
• Reemphasized recommendation for two-way LINK service along MLK, key service/station locations, and need for close coordination on upcoming route and station design.

<table>
<thead>
<tr>
<th>ACTION M-5.2</th>
<th>Support a two way alignment on MLK Jr Way for the LINK light rail expansion.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACTION M-5.3</td>
<td>Actively engage Sound Transit to collaborate on street designs that will most effectively support Hilltop’s vision and goals.</td>
</tr>
<tr>
<td>ACTION M-5.4</td>
<td>Actively engage Sound Transit to collaborate on station siting and design that will most effectively support Hilltop’s vision and goals.</td>
</tr>
</tbody>
</table>
Complete Streets

- Revised pedestrian street designations (based on ULI comments and focus already discussed in Action LU-1.4, below). Removing the “loop” pedestrian street concept originally discussed to reiterate the focus on MLK Jr Way and 11th Street.
• Revised complete streets designations to match Mixed-Use Center Street Designations (*but no significant changes to intended character of key streets*)

• Expanded discussion about street funding, to include specific support for the regional funding that has been applied for

| ACTION M-4.3* | Continue to pursue PSRC prioritization and funding of the MLK District Complete Streets Project. |

**Zoning**

• Modify the proposed rezoning in the southern portion of the Mixed-Use Center, placing RCX zoning (Residential-Commercial Mixed) along the southern portion of the MLK corridor instead of URX zoning (Urban Residential).

| ACTION LU-1.2* | Implement the zoning conversions described in the Land Use Code Updates section of Chapter 6. |

• Clarify the proposed expansion of the Mixed-Use Center boundary around the MultiCare campus.

| ACTION LU-1.3* | Expand the Hilltop Mixed-Use Center boundary to include the proposed rezone to HMX located west of South L Street and south of Division Avenue. |

• Expand discussion and support for Live-Work and Work-Live opportunities.

| ACTION LU-1.8* | Promote Live-work and Work-live opportunities in Hilltop: Monitor the application of the new codes and suggest improvements; establish a program to promote Live-Work and Work-Live pilot projects in Hilltop; consider permitting assistance, design competitions, and other incentives. |

**Urban Design**

• Expanded urban design goals and design guidance

| ACTION LU-1.3* | Explore modifications to the administrative design review process that will support the realization of Hilltop’s urban design goals and principles. |

• Proposed discussion about urban design goals (to support creation of a pilot program the utilize more flexible design review approach):

**Development Regulations**

Hilltop stakeholders have expressed the need for a more flexible and refined approach to development regulations that can better address “quality” and the overall design synergy of a project instead of just basic design components. The urban design principles discussed below are intended provide a clear framework for implementing this approach.
The overarching urban design goal for the Hilltop Mixed-Use Center is to create a dense, dynamic, pedestrian-oriented environment that supports the vision as a place where people want to live, work, shop and play. While the entire district is important, the business district core along MLK Jr Way and designated pedestrian and core pedestrian streets should be a priority for design sensitivity. In short, the district should be primarily designed for people, not for cars.

More specifically, new development should be designed to:

- Support pedestrian activity by creating convenient, safe, and inviting pedestrian access;
- Enhance the pedestrian-level experience through the incorporation of transparency, features such as primary entrances and engaging building facades that are oriented to the street, and other design elements that are attractive and engaging to pedestrians;
- Accommodate off-street vehicle parking in a way that does not detract from the pedestrian realm, through measures such as locating parking and vehicle access in less visible areas, and ensuring that off-street surface parking is not a dominant feature of any development or of the district as a whole;
- When in close proximity to historic buildings, complement and enhance the historic nature, scale and character of the district;
- Promote architectural variety that adds visual interest to the district, and incorporate high quality, durable materials that reflect a both a refined design intent and a long-term commitment to the community;
- Incorporate landscaping and other design techniques that soften the view of service and mechanical features, auto-oriented spaces, and other necessary components that could detract from the quality of the pedestrian realm;
- Create open spaces that maximize accessibility, safety, convenience, and flexibility of use, and reflect their location within a dense urban environment;
- Enhance public safety, for example through the application of Crime Prevention Through Environmental Design (CPTED) standards.
Hilltop Subarea Plan and EIS

Planning Commission
December 4, 2013
COMMUNITY VISION

The MLK District is a place where people want to live, work, and play

• A positive image and identity
• Diverse populations, ages and households
• Mixed-use and mixed-income
• Sustainable
• Respectful of the area’s history and culture
• An urban place
• Human-scale
• Functional public spaces
• Quality architecture and streetscapes
• Multimodal and well-connected
COMMUNITY WORKING GROUP

Diverse Local Membership

- Central Neighborhood Council
- New Tacoma Neighborhood Council
- Hilltop Business District
- Hilltop Action Coalition
- Tacoma Housing Authority
- Franciscan and MultiCare
- Community Healthcare
- Evergreen State College
- Black Collective
- Ministerial Alliance
- Associated Ministries
- Affordable Housing Consortium
- University of Washington
- Bates Technical College
- Allen Renaissance
- Historic Tacoma
- MLK Housing Development Association
- McCarver Elementary
- Shared Housing Services
- Tacoma Urban League
ULI Study Visit: Key Recommendations

- Focus on core area around 11th & MLK
- Bring together existing community groups
- Consistent branding of the “Hilltop”
- Focus on East-West connections
- Focus on market rate housing
- Hold an Event
- Explore community development fund/organization
Key Implementation Strategies

- Community Organization
- Educational Effectiveness/Reputation
- Dense Mixed-Income Housing Growth
- Preserve Key Historic Resources
- Support Live/Work and Work/Live
- Recreational Opportunities
- Complete Streets
- LINK Light Rail
- District-Wide Utility Plan
- Refinements to Zoning and Standards
KEY MODIFICATIONS

Area Branding
Affordable Housing
Open Space & Recreation
Sustainability
Mobility
Complete Streets
Zoning & Development Standards
Urban Design
# Next Steps

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<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>December 18</td>
<td>Planning Commission – Review of Final Draft Subarea Plan</td>
</tr>
<tr>
<td>December 23</td>
<td>Issue Final EIS and public notice</td>
</tr>
<tr>
<td>January 7</td>
<td>City Council – Study Session</td>
</tr>
<tr>
<td>January 22</td>
<td>Planning Commission Public Hearing</td>
</tr>
<tr>
<td>February 5</td>
<td>Planning Commission – Review public comments</td>
</tr>
<tr>
<td>February 19</td>
<td>Planning Commission - Recommendation</td>
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<tr>
<td>March 4</td>
<td>City Council – Study Session and Public Hearing</td>
</tr>
<tr>
<td>March 11</td>
<td>City Council – First Reading</td>
</tr>
<tr>
<td>March 18</td>
<td>City Council – Final Reading</td>
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**Project Website:**  
- [www.cityoftacoma.org/MLKPlan](http://www.cityoftacoma.org/MLKPlan)  
- [www.cityoftacoma.org/HilltopPlan](http://www.cityoftacoma.org/HilltopPlan)