



AGENDA

MEETING: Regular Meeting

TIME: Wednesday, August 19, 2020, 5:00 p.m.

To comply with Governor Jay Inslee's Proclamation 20-28 in response to the COVID-19 pandemic, this meeting will not be conducted in-person. The meeting can be attended remotely at <https://us02web.zoom.us/j/88403652372>, or by dialing +1 (253) 215-8782 and entering the meeting ID 884-0365-2372 when prompted.

Microphones will be muted and cameras turned off for all participants during the meeting, except for the Commissioners and staff presenters.

Public comments on discussion items will NOT be accepted at the meeting. The Commission encourages citizens to submit comments in writing prior to the meeting, i.e., by 4:00 p.m., on August 19th. Please e-mail your comments to Planning@cityoftacoma.org, put in the subject line "PC Meeting 8/19/20", and clearly indicate which agenda item(s) you are addressing.

A. Call to Order and Quorum Call

B. Approval of Agenda and Minutes (July 1, 2020)

C. Public Comments (written comments only; see message above)

D. Discussion Items

1. 2020 Annual Amendment

- Description: Review the status and next steps for processing the amendment package, which includes four applications: (1) Heidelberg-Davis Land Use Designation Change, (2) View Sensitive Overlay District Height Limit Change, (3) Transportation Master Plan Amendments, and (4) Minor Plan and Code Amendments.
- Action: Informational
- Staff Contact: Stephen Atkinson (satkinson@cityoftacoma.org)

2. Transit-Oriented Development Advisory Group (TODAG)

- Description: Review TODAG's Progress Report No. 1 released in June 2020.
- Action: Feedback
- Staff Contact: Lihuang Wung (lwung@cityoftacoma.org)

3. Planning Commission Annual Report 2019-2020 and Work Program 2020-2022

- Description: Review the Commission's accomplishments of the past 12 months and the proposed work plan for the next 12-24 months.
- Action: Approval and Forward to City Council
- Staff Contact: Lihuang Wung (lwung@cityoftacoma.org)



E. Tentative Topics of the Upcoming Meeting (September 2, 2020):

- (1) 2020 Annual Amendment (releasing package for public review)
- (2) At Home In Tacoma – AHAS Planning Actions
- (3) Urban Design Studio

F. Communication Items

- (1) Status Reports of the Tidelands Interim Regulations (proposed 6-month Extension) and the Tidelands Subarea Plan (see attached “Public Engagement Plan, June 2020”)
- (2) Status Reports by Commissioners – TOD Advisory Group, Housing Equity Task Force
- (3) Planning Commission Terms and Appointments

G. Adjournment



MINUTES (DRAFT)

TIME: Wednesday, July 1, 2020, 5:00 p.m.

PRESENT (virtually): Anna Petersen (Chair), Jeff McInnis (Vice-Chair), Carolyn Edmonds, Ryan Givens, David Horne, Christopher Karnes, Brett Santhuff, Andrew Strobel, Alyssa Torrez

ABSENT: None

A. CALL TO ORDER AND QUORUM CALL

Chair Petersen called the meeting to order at 5:01 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES

The agenda for the meeting was approved. The minutes for the June 3, 2020, meeting were approved as submitted.

C. PUBLIC COMMENTS

Public comments were not accepted at the meeting. No written comments had been submitted previously as directed in the agenda notice.

D. DISCUSSION ITEMS

1. Public Hearing – 2021-2026 Capital Facilities Program

Chair Petersen called the public hearing to order at 5:04 p.m., she went over the procedures of the hearing and asked Commissioners to introduce themselves.

Nick Anderson, Finance Division, presented an overview of the subject of the public hearing, the 2021-2026 Capital Facilities Program (CFP). This included an explanation of what the document is as well as next steps of the document's review and adoption. Stephen Atkinson, Planning Services Division, briefly spoke on the various public notices that went out regarding the public hearing. He also noted that an Environmental Review was conducted in accordance with Washington Administrative Code and City of Tacoma's SEPA procedures, and the public comment would also be accepted on this review.

Chair Petersen called for testimony, no citizens provided comment. She closed the public hearing at 5:17 p.m.

2. 2021-2026 Capital Facilities Program – Public Hearing Debrief and Recommendation

Chair Petersen then asked the Commission for discussion and any questions for staff. Commissioner Givens asked if there were any written public comments, which there were not, and Vice-Chair McInnis asked for clarification on the total number of projects, stating that there were different numbers referenced in the document, but it appeared that there were 11. Mr. Anderson said that he would double-check that.

Commissioner Santhuff asked for background information about the recommendation in the letter to prioritize other needs of the community and the housing crisis before funding the Heidelberg Stadium project. He stated that he was in agreement with that recommendation and supportive of the letter overall,

but wanted to know when the Commission had discussed that decision. Chair Petersen explained that the language around the Heidelberg Stadium project came up in a discussion she had with staff regarding preparation of the draft letter.

Vice-Chair McInnis moved that the Commission forward the letter to City Council recommending approval. Commissioner Strobel seconded the motion and it was passed unanimously.

E. TOPICS OF THE UPCOMING MEETING (subject to change)

- 1) Tideflats Subarea Plan and Interim Regulations

F. COMMUNICATION ITEMS

Brian Boudet, Planning Manager, informed the Commission of the following:

- Transit Oriented Development Advisory Group – Progress Report. The intent is for this group to start meeting again in August.
- The Council Committees have not been meeting due to COVID-19. Most are looking to have one meeting in July, and then they should begin meeting again more regularly in August. Once they get into a regular schedule, the Planning Commission vacancy process will begin again.

G. ADJOURNMENT

The meeting was adjourned at 5:34 p.m.

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

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



To: Planning Commission
From: Stephen Atkinson, Planning Services Division
Subject: **2020 Annual Amendment – Status and Next Steps**
Meeting Date: August 19, 2020
Memo Date: August 12, 2020

Action Requested:
Informational.

Discussion:

The progress of the Proposed Amendments to the Comprehensive Plan and Land Use Regulatory Code for 2020 (“2020 Amendment”) has been impacted by the COVID-19 pandemic and the reduction in staffing resources since March 2020. At the Planning Commission’s meeting on August 19, 2020, staff will provide a refresher review of the status of the project and the next steps.

The 2020 Amendment package includes the following four applications:

1. Heidelberg-Davis Land Use Designation Change
2. West Slope Neighborhood View Sensitive Overlay District Height Limit Change
3. Transportation Master Plan Amendments
4. Minor Plan and Code Amendments

Tentatively, next steps include the following dates and actions of the Commission:

- September 2, 2020 – Release the package for public review
- September 23, 2020 – Informational Session (virtual open house conducted by planning staff)
- October 7, 2020 – Public Hearing
- October 21, 2020 – Review public comments and consider modifications to the package
- November 4, 2020 – Recommendations to the City Council

Project Summary:

The Comprehensive Plan and its elements, as well as development regulations and regulatory procedures that implement the Comprehensive Plan, shall be adopted and amended by ordinance of the City Council following the procedures identified in Tacoma Municipal Code 13.02.045.

Proposed amendments may be considered annually, for which the amendment process shall begin in July of any given year and be completed, with appropriate actions taken by the City Council by the end of June of the following year. This timeline has been modified due to the COVID-19 crisis. The application deadline for the 2020 Amendment was April 1, 2019. The first two applications mentioned above were submitted by non-City entities, while the other two applications are proposed by City departments.

Prior Actions:

- 02/19/2020 – Reviewed Heidelberg-Davis Land Use Designation
- 02/05/2020 – Reviewed Minor Plan and Code Amendments
- 07/17/2019 – Approved of scope of work and assessment report for 2020 Amendment
- 06/19/2019 – Conducted Public Scoping Hearing for 2020 Amendment
- 05/29/2019 – Reviewed draft scope of work and draft assessment report for 2020 Amendment



Staff Contacts:

- Stephen Atkinson, satkinson@cityoftacoma.org
- Larry Harala, lhara@cityoftacoma.org
- Lihuang Wung, lwung@cityoftacoma.org

Attachment:

1. Summary of the 2020 Amendment Applications

c. Peter Huffman, Director

2020 Annual Amendment Summary of Application August 19, 2020

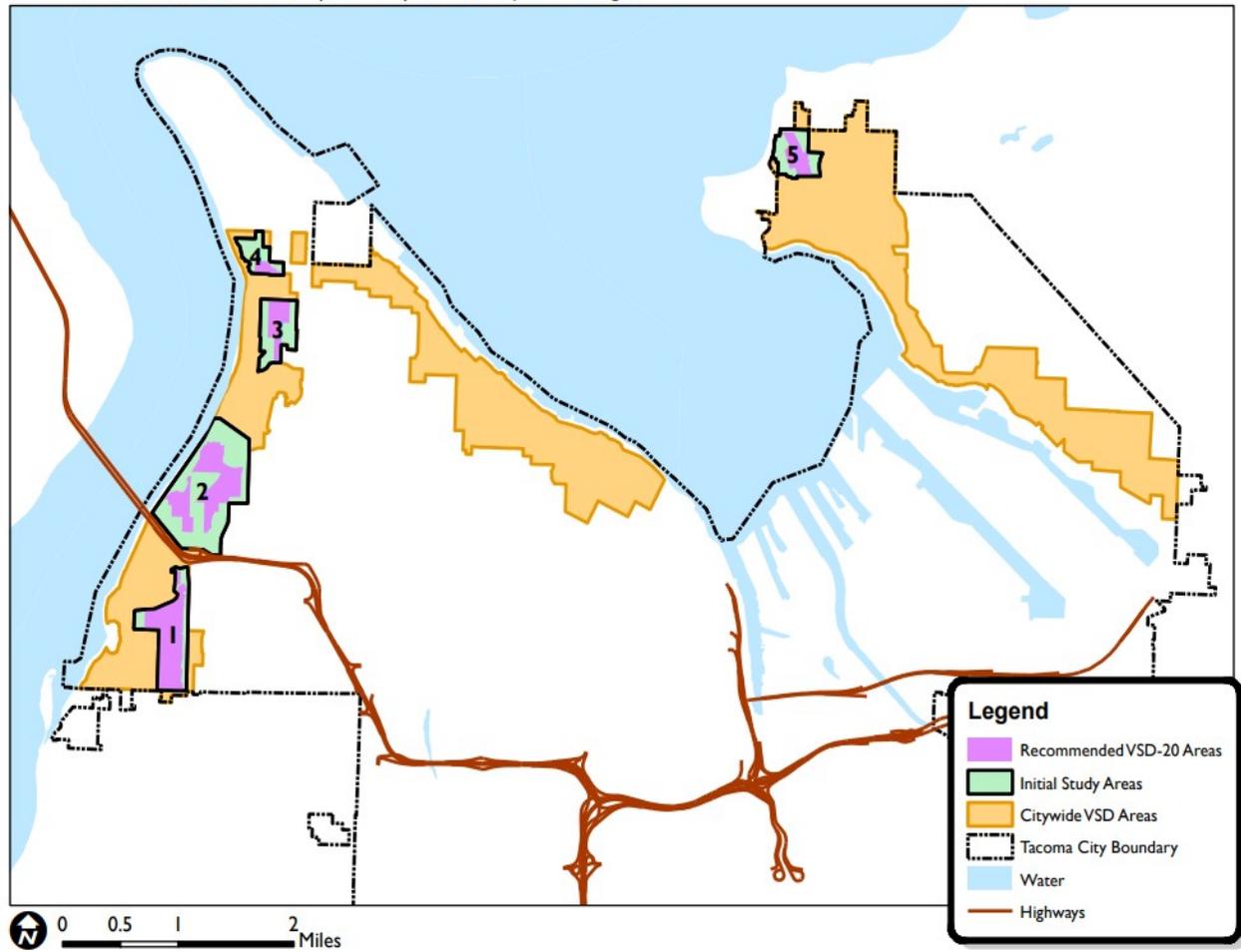
Project Summary	
Application (Proposed Amendment):	Heidelberg-Davis Comprehensive Plan Land Use Designation Change
Applicant:	Metro Parks Tacoma
Location and Size of Area:	1902 S TYLER ST (Parcel #:9450000133); 16.16 acres/703,930 SF
Current Land Use and Zoning:	Land Use Designation: Parks and Open Space - Zoning: R2 Single Family
Neighborhood Council Area:	Central
Staff Contact:	Larry Harala, Senior Planner, Planning and Development Services
Staff Recommendation:	Staff recommends that the Planning Commission release the proposed Minor Plan and Code Amendments for public review.
Project Proposal:	This application is a request for a land use designation change on the City of Tacoma Future Land Use Map (Figure 2 of the One Tacoma Plan).
Additional Information:	<p>This application is a request for a land use designation change on the City of Tacoma Future Land Use Map (Figure 2 of the One Tacoma Plan) at the subject site:</p> <ul style="list-style-type: none"> Change Designation from “Parks and Open Space” to “Major Institutional Campus.” The applicant has expressed a desire to at a future time develop the site with a soccer stadium possibly including accessory educational and healthcare facilities. To ensure that the future plans are in compliance with the land use designation the applicant is requesting the change now. <p>The City of Tacoma City Council has been working towards formal direction regarding the potential stadium development and at the March 3, 2020 City Council meeting directed City of Tacoma Staff (City Management and City Attorney’s office staff) to continue with the negotiations process.</p>

2020 Annual Amendment Summary of Application August 19, 2020

Project Summary	
Application (Proposed Amendment):	Creation of a second category of View Sensitive Overlay District.
Applicant:	The West Slope Neighborhood Coalition
Location and Size of Area:	The general area of applicability includes an approximately 454-acre area comprised of approximately 832 individual parcels. All parcels are within the existing View Sensitive Overlay District within the West End and Northeast Tacoma areas.
Current Land Use and Zoning:	Land Use Designation: Single Family Residential. Zoning: Primarily R-1 Single Family with a limited number of R-2 Single Family zoned properties.
Neighborhood Council Area:	Central
Staff Contact:	Larry Harala, Senior Planner, Planning and Development Services
Staff Recommendation:	Staff recommends that the Planning Commission release the proposed Minor Plan and Code Amendments for public review.
Project Proposal:	A request to create a new category of View Sensitive Overlay District which would have a 20-foot building height restriction where presently there is a single View Sensitive Overlay District with a 25-foot height limitation.
Additional Information:	<p>This is a private amendment application with a request to further refine the allowable building height in the existing View Sensitive Overlay District areas which presently have a 25-foot building height limitation.</p> <ul style="list-style-type: none"> • The request is to create areas within this designated area that would have a 20-foot building height limitation. • The area of applicability is an approximately 454 acre area and containing approximately 832 parcels within the existing designated View Sensitive Overlay District. • The area is split between five separate nodes within the West End and Northeast Tacoma areas. The original application only included area 1 on the map (see attached).

View Sensitive District 20-Foot Overlay (VSD-20) Study Areas

NOTE: The recommended areas are preliminary and are subject to change.



2020 Annual Amendment Summary of Application August 19, 2020

Project Summary	
Application (Proposed Amendment):	Transportation Master Plan Amendments
Applicant:	Public Works Department
Location and Size of Area:	City-wide
Current Land Use and Zoning:	Multiple
Neighborhood Council Area:	Multiple
Staff Contact:	Jennifer Kammerzell, Senior Engineer, Public Works
Staff Recommendation:	Staff recommends that the Planning Commission release the proposed Minor Plan and Code Amendments for public review.
Project Proposal:	Update the Transportation Master Plan to include the capital facilities and transportation priorities of the Tacoma Mall Neighborhood Subarea Plan, as well as prioritizing projects located in the Tacoma Mall, North Downtown, South Downtown, and Hilltop Subareas.
Additional Information:	<p>The “Transportation Master Plan (TMP) Amendments” seeks to update the TMP to reflect the capital facilities and transportation priorities of the Tacoma Mall Neighborhood Subarea Plan, as well as reflect transportation priorities from the North Downtown, South Downtown, and Hilltop subarea plans. The proposal is intended to maintain the consistency between the TMP and the four referenced subarea plans (which are all adopted elements of the <i>One Tacoma Comprehensive Plan</i>), recognize the importance of achieving complete and multimodal transportation network in those targeted growth areas, and ensure appropriate projects are eligible and competitive for state and federal grants.</p> <p>A staff report will be prepared that compiles background information associated with the proposal and analysis on how it is consistent with and implements the <i>One Tacoma Plan</i>. The report will include the following attachments:</p> <ul style="list-style-type: none"> • Attachment 1 – Proposed Changes to Transportation Master Plan Project List • Attachment 2 – Executive Summary of the Tacoma Mall Neighborhood Subarea Plan

2020 Annual Amendment Summary of Application August 19, 2020

Project Summary	
Application (Proposed Amendment):	Minor Plan and Code Amendments
Applicant:	Planning and Development Services Department
Location and Size of Area:	Citywide
Current Land Use and Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Contact:	Lihuang Wung, (253) 591-5682, lwung@cityoftacoma.org
Staff Recommendation:	Staff recommends that the Planning Commission release the proposed Minor Plan and Code Amendments for public review.
Project Proposal:	(Approximately 40 proposals will be compiled into Exhibit “A” that will include description and analysis of the issues and the associated proposed amendments.)
Additional Information:	<p>The “Minor Plan and Code Amendments” application involves minor revisions to various elements of the <i>One Tacoma</i> Plan and various sections of the Tacoma Municipal Code. Most revisions to the Code are in Title 13 Land Use Regulatory Code, and most revisions to Title 13 are in Chapter 13.06 Zoning Code.</p> <p>Proposed revisions included in the Minor Plan and Code Amendments are intended to keep information current, address inconsistencies, correct minor errors, and clarify and improve provisions that, through implementation of the <i>One Tacoma</i> Plan and administration of the Code, are found to be unclear or not fully meeting their intent.</p> <p>Proposed revisions are not intended to suggest substantive or policy-level amendments to the <i>One Tacoma</i> Plan or the Code.</p>



To: Planning Commission
From: Lihuang Wung, Planning Services Division
Subject: **Transit Oriented Development Advisory Group (TODAG)**
Meeting Date: August 19, 2020
Memo Date: August 12, 2020

Action Requested:
Feedback.

Discussion:

At the next meeting on August 19, 2020, the Planning Commission will review Progress Report No. 1 released by the Transit-Oriented Development Advisory Group (TODAG) in June 2020 (attached), and provide feedback or take additional actions (such as expressing concurrence or endorsement) as the Commission may wish. The report summarizes TODAG's progress to date and its recommendations concerning Sound Transit's Tacoma Dome Link Extension (TDLE) project.

Project Summary:

The TODAG is a broad-based advisory group established by the City Council on April 16, 2019, per Resolution No. 40303, to review and make recommendations on various projects impacting regional and local public transportation facilities in neighborhoods and business districts where there are significant transit-oriented development (TOD) opportunities.

The TODAG is currently tasked to review three projects, i.e., the Tacoma Dome Link Extension (TDLE) project, Pierce Transit's Pacific Avenue Bus Rapid Transit (BRT) project, and the City's Puyallup Avenue design project. The group has been focusing on the TDLE project since it started meeting in August 2019 on a monthly basis.

Commissioners Karnes and Givens serve on the TODAG, representing the Planning Commission's interests.

Prior Action:

- July 17, 2019 – Reviewed the TODAG's Scope of Work

Staff Contact:

- Brian Boudet, Planning Manager, bboudet@cityoftacoma.org
- Lihuang Wung, Senior Planner, lwung@cityoftacoma.org

Attachment:

1. TODAG Progress Report No. 1, June 2020

cc. Peter Huffman, Director





June 15, 2020

The Honorable Mayor and City Council
City of Tacoma
747 Market Street, Suite 1200
Tacoma, WA 98402

RE: Transit-Oriented Development Advisory Group – Progress Report No. 1

Honorable Mayor Woodards and Members of the City Council,

On behalf of the Tacoma Transit-Oriented Development Advisory Group (TODAG), we are submitting our Progress Report No. 1 (attached). This document summarizes and outlines our progress to date and in particular relays our thoughts and recommendations concerning the Tacoma Dome Link Extension (TDLE) project to Sound Transit in a timely manner, as the project is quickly moving into the Draft Environmental Impact Statement (DEIS) process.

The TODAG is a broad-based advisory group established by the City Council on April 16, 2019, per Resolution No. 40303, to review and make recommendations on the various projects impacting regional and local public transportation facilities in neighborhoods and business districts where transit-oriented development (TOD) opportunities are transpiring. We are currently tasked to review three projects, i.e., the TDLE, the Pierce Transit Pacific Avenue Bus Rapid Transit (BRT) project, and the City's pending Puyallup Avenue design project.

Since our first monthly meeting in August 2019, we have been focusing our reviews and deliberations on the TDLE project, for reasons stated in the opening paragraph. Our monthly meeting agendas have consisted of detailed evaluation, presentation and discussion with various organizations, case study analysis, and review and analysis of existing relevant reports and documents. We also conducted a walking tour and on-site discussion of the Tacoma Dome Station Area in February 2020.

To guide our review and assessment of the TDLE project, we developed the following Design Principles, which are based on Sound Transit's Guiding Principles while providing a clearer emphasis on local social, cultural and equity considerations:

- (1) Multimodal Connectivity
- (2) Economic Development Opportunities
- (3) Placemaking/Urban Form
- (4) Social + Cultural Impacts
- (5) Community Benefit

As detailed in the attached Progress Report No. 1, we offer the following preliminary recommendations:

- A. Design Principles** – The above mentioned five Design Principles, along with the respective subsets of criteria, have proven to be a very practical and effective tool that guided us through the review of the TDLE project. We will continue to apply these principles for the review of other TOD related projects. We recommend that Sound Transit incorporate the five Design Principles into the TDLE's EIS process.
- B. Tacoma Dome Station Area** – For the Tacoma Dome Station area, we recommend that the "Close-to-Sounder" alignment and station option be the Preferred Alternative. We believe it exemplifies the optimal realization of the five Design Principles and represents a consensus of our group's deliberations. Conditions exist with this recommendation, as it will involve air-rights



Mayor and City Council

TODAG Progress Report No. 1

June 15, 2020

Page 2 of 2

considerations over existing private property or possibly the acquisition of the Freighthouse Square site. Either way this will require the development of public/private partnerships and development agreements. Critical to this option will be the development of interlocal agreements between Sound Transit and the City of Tacoma to ensure that the areas between East 'G' Street and East 'D' Street under the elevated tracts and station above, will be developed with retail and other pedestrian-oriented uses at street-level along the East 25th Street frontage, with possible mixed-use office/housing uses above.

- C. East Tacoma Station Area** – For the East Tacoma Station area, we defer our recommendation at this time, since we feel further study and engagement with the Puyallup Tribe and WSDOT are required for making a sound recommendation. We expect to formulate our recommendations for this station area in a subsequent Progress Report No. 2 in the near future.
- D. Future Considerations** – As we continue to stay engaged in the TDLE and other significant projects, we recommend that the Puyallup Tribe and WSDOT be invited to actively participate in our dialogue and review process, especially at the East Tacoma Station Area. We also recommend that the City of Tacoma build on this unique opportunity and advance TOD in these areas by pursuing and updating effective planning and development activities, such as but not limited to: subarea master planning, massing analysis, connectivity and accessibility analysis, integration of transportation and land use, parking studies, public/private partnership strategies, and capital improvement program and financing strategies.

This Progress Report No. 1 is being forwarded to the City's Transportation Commission, as Resolution No. 40303 requires that "proposals by the TODAG will be forwarded to and reviewed by the City's Transportation Commission, for concurrence with adopted transportation and land use plans and policies." We are hereby respectfully soliciting the Commission's feedback on the report. We are confident that our thoughts and recommendations are consistent with all TOD-related policies of the *One Tacoma* Comprehensive Plan.

This Progress Report No. 1 is also being forwarded to Sound Transit's project development director for the TDLE. We hereby request that this report be incorporated into the DEIS process as part of the public comments. We also acknowledge and appreciate that Sound Transit has been well represented in our monthly meetings and deliberations.

We appreciate the opportunity to reflect the community vision and the values of Tacoma on this important project through the collective expertise, knowledge, talents and passion of the TODAG membership. We are optimistic for a great future for the Dome District and the East Tacoma area. If you have any questions about this submittal, please contact TODAG's staff liaison, Brian Boudet, Planning Manager, Planning and Development Services Department, at (253) 573-2389 or bboudet@cityoftacoma.org.

Respectfully,



Imad H. Bahbah, RA, SARA
Chair of TODAG

Enclosure: TODAG Progress Report No. 1, May 2020

- c. Elizabeth Pauli, City Manager
Brian Boudet, Planning Manager, Planning and Development Services Department
Tacoma Planning Commission
Tacoma Transportation Commission
Curvie Hawkins Jr., TDLE Project Development Director, Sound Transit



TRANSIT-ORIENTED DEVELOPMENT ADVISORY GROUP

PROGRESS REPORT NO. 1

May 2020

A. Executive Summary

About This Report

This Progress Report No. 1 summarizes and outlines the accomplishments to date and the next steps of the Tacoma Transit-Oriented Development Advisory Group (TODAG). In particular, the report delivers the TODAG's current thoughts and recommendations concerning Sound Transit's Tacoma Dome Link Extension (TDLE) project, which is moving into the Draft Environmental Impact Statement (DEIS) phase. This report includes the following sections:

- A. Executive Summary
- B. Evaluation Methodology
- C. Sites Under Consideration
- D. Recommendations
- E. Next Steps
- F. Membership

Establishment of TODAG

The TODAG is a broad-based advisory group established by the City Council on April 16, 2019, per Resolution No. 40303, to review and make recommendations on the various projects impacting regional and local public transportation facilities in neighborhoods and business districts where TOD opportunities are transpiring. The TODAG is currently tasked to review three projects, i.e., the TDLE, the Pierce Transit Pacific Avenue Bus Rapid Transit (BRT) project, and the City of Tacoma's Puyallup Avenue design project. The TODAG's website, which includes membership information and meeting agenda, presentations, and notes, is: www.cityoftacoma.org/TODAdvisoryGroup.

Evaluation Methodology and Design Principles

The TODAG has been meeting monthly since August 2019 (up until March when meetings were temporarily placed on-hold due to the COVID-19 pandemic) and focusing our reviews and deliberations on the TDLE project. Our monthly meeting agendas have consisted of detailed evaluation, presentation and discussion with various organizations, case study analysis, and review and analysis of existing relevant reports and documents. We conducted a walking tour and on-site discussion of the Tacoma Dome Station Area in February 2020.

We developed five Design Principles along with review criteria to guide our review and assessment of the TDLE project. These principles and criteria have proven to be a very practical and effective tool, which we will continue to apply for the review of other TOD-related projects. The five design principles are:

- (1) Multimodal Connectivity
- (2) Economic Development Opportunities
- (3) Placemaking/Urban Form



- (4) Social + Cultural Impacts
- (5) Community Benefit

Recommendations

The TODAG offers the following recommendations concerning the TDLE project:

1. Design Principles:

We recommend that Sound Transit incorporate the above-mentioned five Design Principles into the TDLE's DEIS process.

2. Tacoma Dome Station Area:

For the Tacoma Dome Station area, we recommend that the "Close-to-Sounder" alignment and station option be the Preferred Alternative. We believe it exemplifies the optimal realization of the five Design Principles and represents a consensus of our group's deliberations. Conditions exist within this recommendation, which can be found in the body of this report. At the same time, the other 3 station locations have been identified as adding negative attributes to the neighborhood. See the body of this report for details.

3. East Tacoma Station Area:

For the East Tacoma Station area, we defer our recommendation at this time, since we feel further study and engagement with the Puyallup Tribe and WSDOT are required for making a sound recommendation. We also recognize that the two design alternatives still under consideration are fairly similar.

4. Future Considerations:

We recommend that the Puyallup Tribe and WSDOT be invited to actively participate in our dialogue and review process, especially at the East Tacoma Station Area.

We also recommend that the City of Tacoma build on the opportunities in both station areas by continuing to pursue effective planning and development activities and implementation strategies.

We appreciate the opportunity to reflect the community vision and the values of Tacoma on this important project through the collective expertise, knowledge, talents and passion of the TODAG membership. We are optimistic for a great future for the Dome District and the East Tacoma area.

This report is prepared and submitted by Imad Bahbah, Chair, and Donald Erickson, Vice-Chair, as entrusted by the TODAG membership and with technical assistance provided by staff of the City's Planning and Development Services Department.

B. Evaluation Methodology

Governance and Guidance

1. The Tacoma Transit-Oriented Development Advisory Group (TODAG) is a broad-based advisory group established by the City Council to review and make recommendations on the various projects impacting regional and local public transportation facilities in neighborhoods and business districts where TOD opportunities are transpiring.
(City Council Resolution No. 40303, April 16, 2019, establishing TODAG)
2. The TODAG is tasked to review three major projects: the Sound Transit Tacoma Dome Link Extension (TDLE), the Pierce Transit Pacific Avenue Bus Rapid Transit (BRT) project, and the City's pending Puyallup Avenue design project.
(City Council Resolution No. 40303, April 16, 2019, establishing TODAG)
3. The TODAG is to provide a multiparty venue for the discussion of the project details from the TDLE and the BRT, somewhat comparable to the earlier Amtrak Station Design Citizen Advisory Committee that helped make recommendations about design considerations, routing, and how to leverage the transit to promote TOD in the Dome District.
(Comment by Councilmember Robert Thoms, District 2, August 19, 2019)
4. Having additional citizen input into the design of these major transit projects is very useful, which could help shape future transportation funding decisions.
(Comment by State Representative Jake Fey, Transportation Committee Chair, August 19, 2019)
5. For the TDLE to truly function as a catalyst for transit-oriented development, the system, and particularly the stations, must be developed as "development-oriented transit" – a system designed to maximize the opportunities for dense development and limit the impacts to the function of the urban environment, particularly in well-established, high-intensity, mixed-use urban areas and neighborhoods such as the Dome District of Tacoma's Downtown Regional Growth Center.
(Part of City Council's comments on the EIS Scoping for TDLE, Resolution No. 40346, June 11, 2019)

Leadership and Administration

The TODAG meets on the 3rd Monday of each month, at 4:00 p.m., and has met on the following dates: August 19, September 16, October 21, November 18, and December 16 of 2019, and January 27 and February 24 of 2020. The scheduled meetings in March, April and May 2020 were canceled due to the COVID-19 pandemic.

The TODAG elected Imad Bahbah as the Chair and Donald Erickson as the Vic-Chair at the meeting on January 27, 2020. In the absence of a presiding officer, all meetings in 2019 were facilitated by Keith Walzak, VIA Architecture. Staffing support has been provided by the City's Planning and Development Services Department.

Agendas, notes and review materials associated with these meetings are posted on the TODAG's website at www.cityoftacoma.org/TODAdvisoryGroup.

Evaluation Methodology

Since August 2019, we have been focusing our reviews and deliberations on the TDLE project. Our monthly meeting agendas have consisted of detailed evaluation, presentation and discussion with various organizations, case study analysis, and review and analysis of existing relevant reports and documents. We also conducted a walking tour and on-site discussion of the Tacoma Dome Station Area on February 24, 2020.

Listed below are some of the subjects reviewed and discussed:

- TDLE Status Report (presented by City staff, 8/19/19)
- Tacoma Dome Area Visioning (VIA Architecture, 8/19/19)
- Sound Transit ST3, TDLE and Tacoma Hilltop Link Expansion (Sound Transit, 11/18/19)
- Dome District TOD – Urban Land Institute Technical Assistance Panel Report (ULI, 11/18/19)
- Amtrak Station Design Context (Don Erickson, 11/18/19)
- Tacoma Dome District Overview (City staff, 12/16/19)
- Station Design Best Practices – Design Principles and Case Studies (VIA Architecture, 12/16/19)
- TDLE Station Design Concepts (Sound Transit staff, 12/16/19 and 1/27/20)
- Walking Tour – Tacoma Dome Station Area (Imad Bahbah, 2/24/20)
- Additional resources referred to TODAG members for review:
 - South Downtown Subarea Plan and EIS (document)
 - Sound Transit TDLE (website)
 - Pierce Transit BRT (website)
 - The Urbanist (article)
 - Railway Age (article)
 - The Suburban Times (article)
 - City of Tacoma websites for Planning and Development Services, Community and Economic Development, Public Works, and Tacoma Venues

Design Principles and Evaluation Matrix

We have also developed five Design Principles along with the respective subsets of criteria to guide our review and assessment of the TDLE project. These principles and criteria have proven to be a very practical and effective tool, which we will continue to apply for the review of other TOD related projects.

The five design principles are:

- (1) Multimodal Connectivity
- (2) Economic Development Opportunities
- (3) Placemaking/Urban Form
- (4) Social + Cultural Impacts
- (5) Community Benefit

Depicted on the next two pages are a summary of the five design principles and the associated criteria (Figure 1), followed by an example of how these principles and criteria are used to evaluate the TDLE station design options (Figure 2).

Figure 1. Design Principles and Review Criteria
(Transit-Oriented Development Advisory Group, December 2019)

TACOMA DOME LINK EXTENSION STATION LOCATION AND DESIGN REVIEW CRITERIA/PRINCIPLES

Sound Transit is seeking input on the 6 preliminary station locations and design concepts as presented as part of the Draft EIS process. The TODAG is asked to consider Sound Transit's proposed Guiding Principles as well as the Design Principles presented and provide input on the preliminary designs. The TODAG input is NOT intended compare the 6 alternatives at this time (that will happen later in the process), but rather provide input on each alternative presented, taking into consideration how the preliminary, high-level station and track alignments may be adjusted (basic layout, location, station components, and access features), if at all, to better address the Design Principles below.

Multi Modal Connectivity

- Does the option enable *multiple modal connections* in close proximity to the station location?
- Does the option provide *direct and safe connections* between the station and Sounder, Tacoma Link, city bus, Amtrak Station and others?
- Does the option provide for *legible wayfinding and navigation*?
- Does the option optimize *pedestrian and bike safety / security*?
- Does the option help improve traffic management (access to parking, Amtrak Station, Tacoma Link, businesses, residential uses, and Dome entertainment activities)?

Economic Development Opportunities

- Is the station located in a way to *stimulate development / redevelopment* opportunities?
- Does the option provide for opportunities to support *new mix-use, affordable housing and/or civic spaces* adjacent to the station site?
- Will the station location help promote *employment* opportunities in the area?

Placemaking / Urban Form

- Does the option provide for a unique *placemaking experience*?
- Does the station provide for a potential *iconic architectural response* (if desired?)
- Does the option enhance the *District neighborhood identity*?
- Does the option provide for a *signature amenity space or other public spaces*?

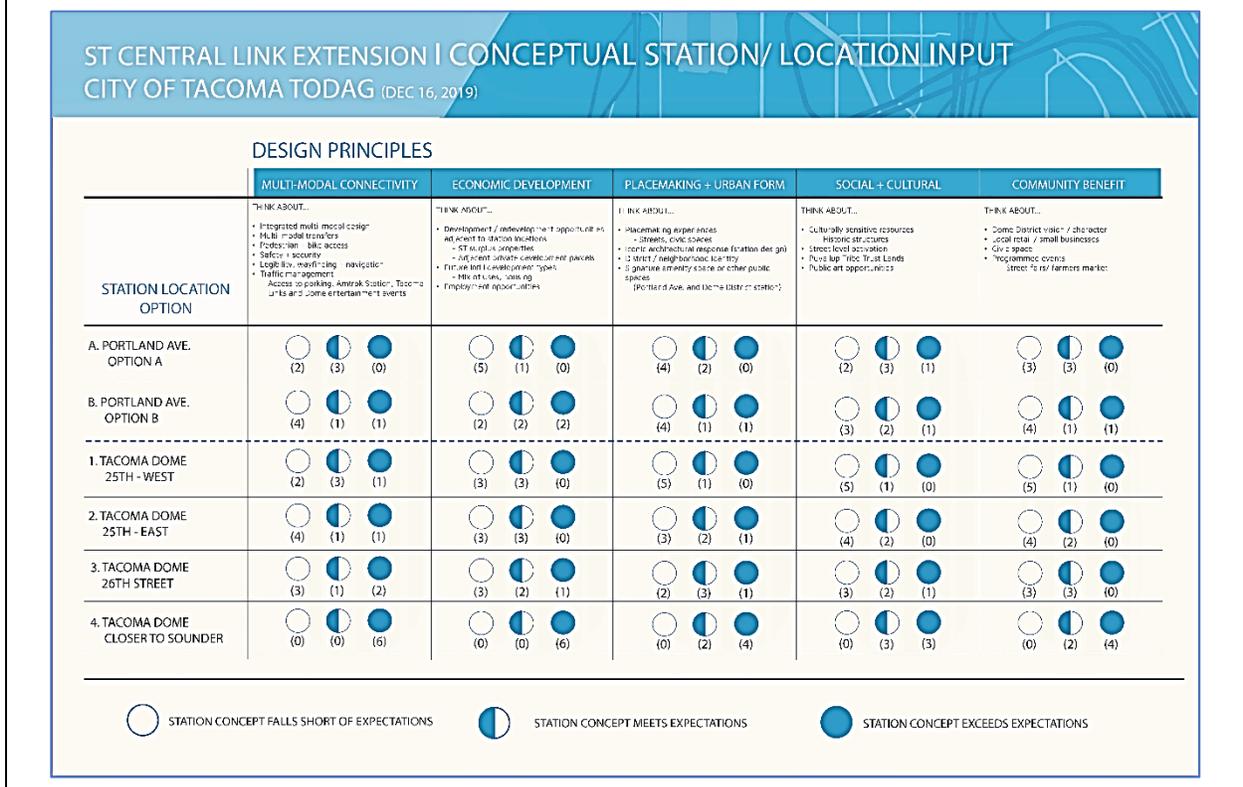
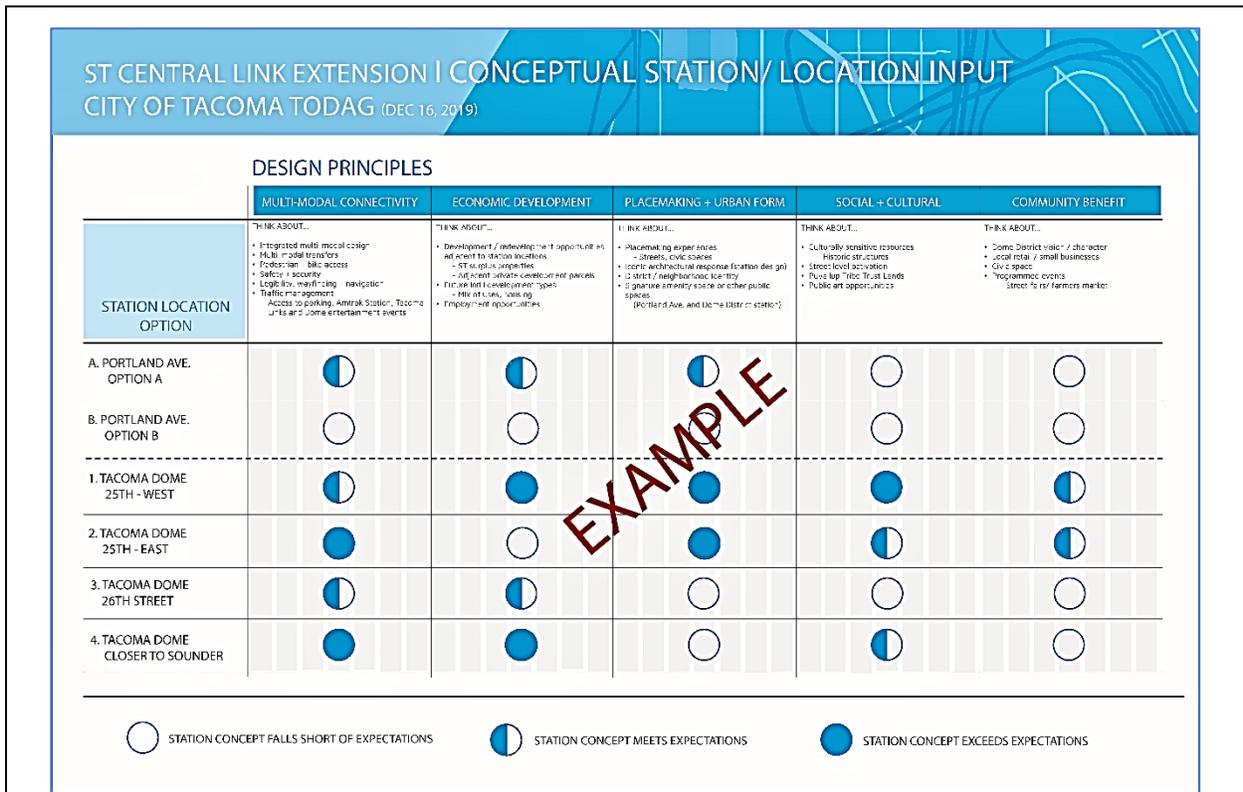
Social + Cultural

- Does the option support local *culturally sensitive / significant resources* (building structures)?
- Does the option provide for *street level activation*?
- Does the option provide opportunities for future *public art* enhancements?

Community Benefit

- Is the option consist with the District's *vision and character* objectives?
- Does the option support *local retail businesses* at and around the station location?
- Does the option provide opportunities for future *programmed events*?
(Farmers markets, Dome events)

Figure 2. Evaluation Matrix
 (Transit-Oriented Development Advisory Group, December 2019)

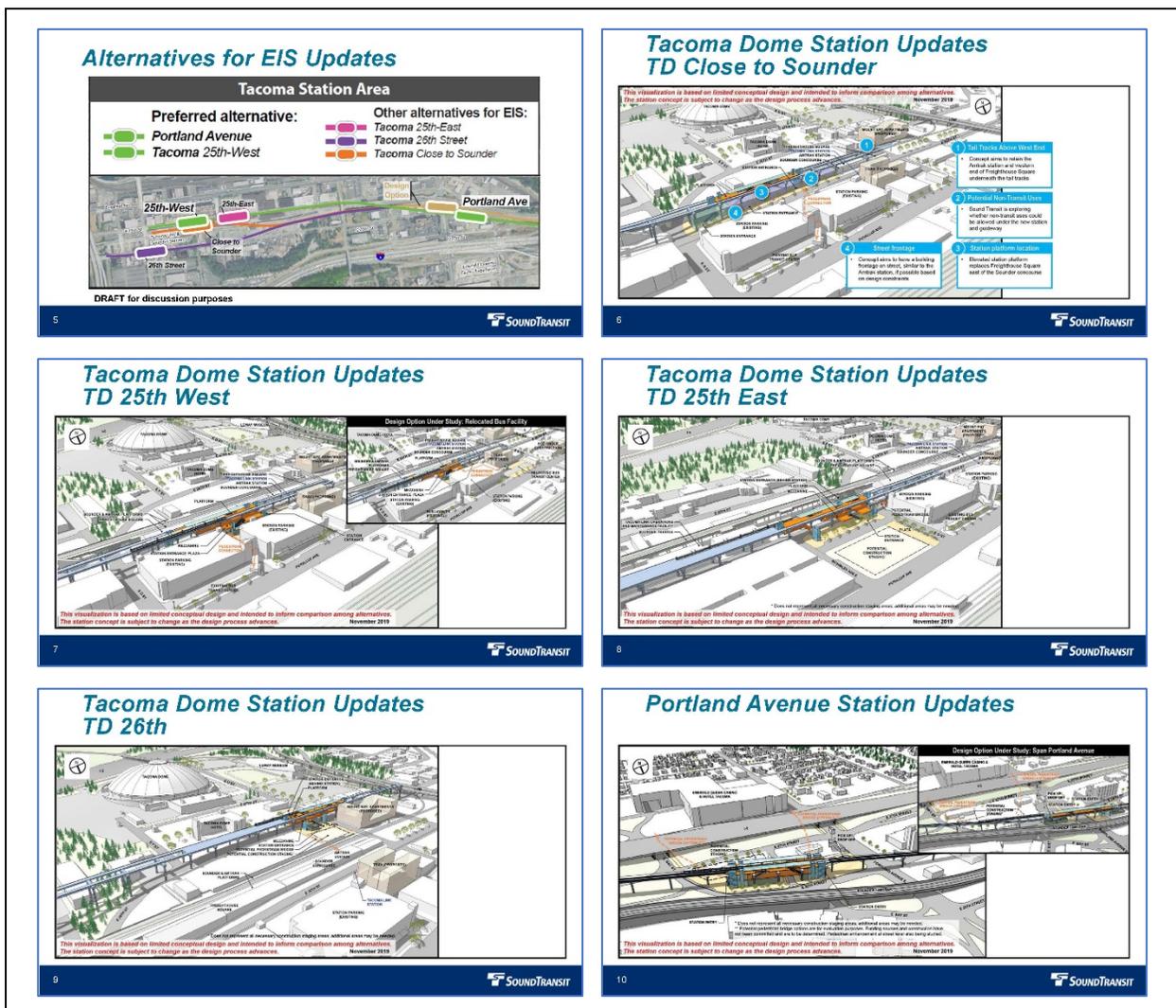


C. Sites Under Consideration

The TODAG reviewed the following six station location alternatives and the associated preliminary design concepts (all with an elevated station platform), the first four in the Tacoma Dome Station Area and the last two in the East Tacoma Station Area, as also illustrated in Figure 3:

1. **Tacoma Dome Close to Sounder** – Located between Freighthouse Square and the Sounder railroad tracks, along the eastern half of the Freighthouse Square building;
2. **Tacoma Dome 25th West** – Located on East 25th St. to the west of East 'G' St.;
3. **Tacoma Dome 25th East** – Located on East 25th St. to the east of East 'G' St.;
4. **Tacoma Dome 26th** – Located on East 26th St. straddling East 'D' St.;
5. **Portland Avenue** – Located along East 26th St. to the east of Portland Ave.; and
6. **Span Portland Avenue** – Located along East 26th St. straddling Portland Ave.

Figure 3. TDLE Station Location Alternatives and Design Concepts
(Sound Transit, Tacoma Dome Link Extension, www.SoundTransit.org/TDLink, November 2019)



D. Recommendations

Through thoughtful evaluation and vigorous deliberations, members of the TODAG have reached a consensus on the follow recommendations concerning the TDLE project. We are submitting these recommendations to Sound Transit for their timely consideration as the TDLE project is moving forward into the Draft Environmental Impact Statement phase. We are also providing these recommendations to the Transportation Commission, as Resolution No. 40303 requires that “proposals by the TODAG will be forwarded to and reviewed by the City’s Transportation Commission, for concurrence with adopted transportation and land use plans and policies.” We are confident that our thoughts and recommendations are consistent with all TOD-related policies of the *One Tacoma* Comprehensive Plan.

1. Design Principles:

We recommend that Sound Transit incorporate the above mentioned five Design Principles (also listed below) into the TDLE’s DEIS process: (1) Multimodal Connectivity, (2) Economic Development Opportunities, (3) Placemaking/Urban Form, (4) Social + Cultural Impacts, and (5) Community Benefit.

2. Tacoma Dome Station Area:

For the Tacoma Dome Station area, we recommend that the “Close-to-Sounder” alignment and station option be the Preferred Alternative. We believe it exemplifies the optimal realization of the five Design Principles and represents a consensus of our group’s deliberations.

Conditions exist with this recommendation, as it will involve air-rights considerations over existing private property or possibly the acquisition of the Freighthouse Square site. Either way, this will require the development of public/private partnerships and development agreements.

Critical to this option will be the development of interlocal agreements between Sound Transit and the City of Tacoma to ensure that the areas between East 'G' Street and East 'D' Street under the elevated tracts and station above, will be developed with retail and other pedestrian-oriented uses at street-level along the East 25th Street frontage, with possible mixed-use office/housing uses above.

In contrast, our group feels that the other three elevated station locations would create a negative urban environment in this neighborhood in many ways including;

- Hindering the pedestrian experience by creating dark, shadowy streetscapes
- Diminishing the vitality and viability of adjacent development sites because of a direct physical adjacency
- Reducing the potential for activated pedestrian and vehicular plazas, especially at the two East 25th St. station alternatives.
- Impacting traffic and parking by nature of a multi-story structure over the urban street grid
- Impacting vehicular and pedestrian traffic during Tacoma Dome events, especially at the East 26th St. station alternative.

3. East Tacoma Station Area:

For the East Tacoma Station area, we defer our recommendation at this time, since we feel further study and engagement with the Puyallup Tribe and WSDOT are required for making a sound recommendation. We expect to formulate our recommendation for this station area in a subsequent Progress Report No. 2 in the near future.

4. Future Considerations:

As we continue to stay engaged in the TDLE and other significant projects, we recommend that the Puyallup Tribe and WSDOT be invited to actively participate in our dialogue and review process, especially at the East Tacoma Station Area.

We also recommend that the City of Tacoma build on this unique opportunity and advance TOD in these areas by pursuing and updating effective planning and development activities, such as but not limited to: subarea master planning, massing analysis, connectivity and accessibility analysis, integration of transportation and land use, parking studies, public/private partnership strategies, and capital improvement program and financing strategies.

E. Next Steps

Moving forward, the first priority for the TODAG is to finalize our Work Plan for 2020-2021, based on the draft Work Plan for 2020 that we had started developing in December 2019. Once finalized, the work plan will provide a road map for us to continue fulfilling the directives from the City Council as set forth in Resolution No. 40303.

The TODAG Work Plan for 2020-2021 is expected to include the following work items, subject to modifications and further elaborations. Many of them are referenced in the section of “Recommendations” above, as part of the “Future Considerations.” These work items are numbered for easy reference, but not necessarily presented in order of priority:

1. Continue to review/monitor the Tacoma Dome Link Extension and relevant ST3 projects
2. Develop recommendations for TDLE’s East Tacoma Station
3. Review TDLE Station Design Concepts
4. Develop visualization concepts
5. Review Pierce Transit’s Pacific Avenue Bus Rapid Transit Project
6. Review City’s Puyallup Avenue Design Project
7. Engage Puyallup Tribe and Washington State Department of Transportation in the TDLE review process, especially at the East Tacoma Station Area
8. Review Urban Land Institute Technical Assistance Panel’s Dome District TOD Report
9. Develop TOD policies for the Dome District
10. Review Tacoma Dome District Parking and Access Report
11. Review Sound Transit and Pierce Transit ridership studies and projected ridership demographics for the light rail and local transit
12. Review upcoming development plans and new initiatives
13. Review Tacoma Link (“streetcars”) Hilltop Extension
14. Review City’s Street Operations & Maintenance Program
15. Define “Transit Oriented Development”
16. Review historic preservation and owner rehab programs in relation with TOD
17. Review affordable housing issues in relation with TOD
18. Conduct subarea master planning – updating the South Downtown Subarea Plan
19. Conduct massing analysis
20. Conduct connectivity and accessibility analysis
21. Conduct parking studies
22. Develop public/private partnership strategies
23. Review City’s and Pierce Transit’s infrastructure/capital improvement programs
24. Develop capital improvement program and financing strategies
25. Seek feedback from developers on TOD related pros/cons
26. Refine Dome District Urban Design Program Priorities
27. Explore the formation of a Public Development Authority

F. Membership

Members

- Imad Bahbah, Chair
- Donald Erickson, Vice-Chair
- Kim Bedier (Adam Cook, Alt.)
- Brendan Nelson
- James Ceccanti
- Daren Crabill
- David Daniello
- Kiara Daniels
- Ben Ferguson
- Ryan Givens
- Kerri Hill
- Rory Jens
- Chris Karnes
- Justin Leighton
- Evette Mason
- Janice McNeal
- Cathy Reines
- Roberta Schur
- Rick Semple
- Amber Stanley
- Andrew Strobel
- Micah Tucker

Supporting Staff

- Brian Boudet, Planning Manager, Planning and Development Services Department
- Ian Munce (retired), Planning and Development Services Department
- Lihuang Wung, Planning and Development Services Department
- BT Doan, Planning and Development Services Department
- Aubrey Pike, Planning and Development Services Department
- Pat Beard, Community and Economic Development Department
- Dana Brown, Public Works Department
- Keith Walzak, VIA Architecture

Transit Representatives

- Sue Comis, Sound Transit
- Austin Neilson, Sound Transit
- Andrew Austin, Sound Transit
- Tina Lee, Pierce Transit
- Rebecca Japhet, Pierce Transit

-END-



To: Planning Commission
From: Brian Boudet, Manager, Planning Services Division
Subject: **Planning Commission Annual Report 2019-2020 and Work Program 2020-2022**
Meeting Date: August 19, 2020
Memo Date: August 12, 2020

Action Requested:
Approval.

Discussion:

At the next meeting on August 19, 2020, the Planning Commission will review and consider approving the draft Planning Commission Annual Report for 2019-2020 and Work Program 2020-2022 (as attached) that highlights the Commission's accomplishments between July 2019 and June 2020 and outlines the Planning Commission Work Program for the next 12-24 months.

Summary:

Pursuant to Section 13.02.040.L of the Tacoma Municipal Code, the Planning Commission is required to "develop the work program for the coming year in consultation with the City Council and provide an annual report to the City Council regarding accomplishments and the status of planning efforts undertaken in the previous year." If approved by the Commission, the annual report and work program will be forwarded to the City Council for review and feedback.

Staff Contacts:

- Brian Boudet, Planning Manager, bboudet@cityoftacoma.org
- Lihuang Wung, Senior Planner, lwung@cityoftacoma.org

Attachment:

1. Planning Commission Annual Report 2019-2020 and Work Program 2020-2022
(August 19, 2020 draft)

c: Peter Huffman, Director



Planning Commission Annual Report 2019-2020 and Work Program 2020-2022

(Draft for Planning Commission Review, August 19, 2020)

This report, prepared pursuant to the Tacoma Municipal Code, Section 13.02.040.L, highlights the Planning Commission's accomplishments between July 2019 and June 2020 and outlines the Commission's work program for the general timeline of July 2020 through December 2022.

Note: The Commission's activity and accomplishments during the last few months of the reporting year were inevitably affected by the COVID-19 pandemic and its impacts to the City in terms of the reduction in staffing resources, the challenge in observing the Public Open Meetings Act, and the limitations in conducting public outreach efforts, among others. Similarly, the work program for the next 12-24 months and its implementation will also be impacted to a large extent.

Part I. Accomplishments 2019-2020

A. Projects Reviewed:

1. **2020 Annual Amendment to the Comprehensive Plan and the Land Use Regulatory Code ("2020 Amendment")** (www.cityoftacoma.org/2020Amendment)

The 2020 Amendment package includes four applications, as briefly described below. The Planning Commission reviewed the draft scope of work of the applications on May 29, 2019; conducted a Public Scoping Hearing on June 19, 2019; accepted all applications (i.e., moving forward for technical analysis) on July 17, 2019; and reviewed the progress of technical analysis for some of the applications in December 2019 and February 2020. The Commission is expected to complete the review process for this project and make a recommendation to the City Council in October 2020.

- (1) **Heidelberg-Davis Land Use Designation** – Metro Parks Tacoma seeks to change the land use designation for the subject site near Cheney Stadium from “Parks and Open Space” to “Major Institutional Campus” on the Future Land Use Map and in the *One Tacoma* Comprehensive Plan. The designation would allow for major campus complexes such as office, educational and healthcare facilities. Note that Cheney Stadium and Foss High School are presently designated “Major Institutional Campus.”
- (2) **West Slope Neighborhood View Sensitive Overlay District** – The West Slope Neighborhood Coalition seeks to amend the existing View Sensitive Overlay District (VSD) code requirements as it pertains to the Narrowmoor Additions, which is an approximately 349-lot subdivision within the West Slope area of Tacoma. The proposal would decrease allowed building height from 25 feet to 20 feet in the VSD within the subject area only.
- (3) **Transportation Master Plan Amendments** – Public Works Department seeks to amend the Transportation Master Plan by updating policies, priority networks, project list, and performance measures; incorporating projects from the Tacoma Mall Neighborhood Subarea Plan; making changes to support multimodal level of service, impact fees, or Vision Zero, a plan to eliminate traffic fatalities and serious injuries; and incorporating the Dome District Business Association's request to strengthen pedestrian priorities in the Downtown Regional Growth Center.
- (4) **Minor Plan and Code Amendments** – Planning and Development Services Department proposes a number of minor, non-policy revisions to the *One Tacoma* Comprehensive Plan and the Tacoma Municipal Code, intended to update information, address inconsistencies, correct errors, increase clarity, and improve the efficiency of implementation of the Plan and the Code.

2. Tideflats Area Land Use Interim Regulations

The Tideflats Interim Regulations were originally enacted by the City Council on November 21, 2017, per Amended Ordinance No. 28470, based on the Planning Commission's recommendations made on October 4, 2017, and subsequently reauthorized (extended) four times. Currently effective through December 2, 2020, the interim regulations stipulate (a) expanded public notification of heavy industrial use permits, (b) temporary prohibition of certain types of new heavy industrial uses and new non-residential uses on the Tideflats, and (c) temporary prohibition of new residential development along Marine View Drive and NE Tacoma slopes. The subject is currently not within the Commission's purview. The Commission received informational updates in November 2019 and June 2020. (www.cityoftacoma.org/TideflatsInterim)

3. Tideflats Subarea Plan

The Tacoma Tideflats is one of nine designated Manufacturing and Industrial Centers in the Puget Sound Regional Council's regional development plan VISION 2040. As such, a subarea plan shall be prepared for the area as required by the State Growth Management Act. The subarea plan would establish a shared, long-term vision and a coordinated approach to addressing development, environmental review, land use, economy, public services and facilities, and transportation in the area. On September 25, 2018, the City Council directed the City Manager to work with the Puyallup Tribe, Port of Tacoma, City of Fife, and Pierce County to develop a mutually satisfactory planning and approval process for the subarea plan, including an inter-governmental agreement (IGA) concerning cost sharing for the project. The Tideflats Steering Committee and the Tideflats Advisory Group were established thereafter to work on the project. The subarea plan will be adopted as an element of the *One Tacoma* Comprehensive Plan. The Planning Commission reviewed and discussed the project's work plan on October 2, 2019 and community engagement strategy on March 4, 2020. The Commission also received informational updates in November 2019 and February and June 2020. (www.cityoftacoma.org/TideflatsPlan)

4. At Home In Tacoma – AHAS Planning Actions 2020-2021

The At Home In Tacoma project was launched in September 2019 to implement the Affordable Housing Action Strategy (AHAS) and the Housing Element of the *One Tacoma* Comprehensive Plan. The AHAS, adopted by the City Council in September 2018, is a strategic response to a changing housing market, increasing displacement pressure, and a widespread need for high-quality, affordable housing opportunities for all. The Housing Element was amended by the City Council in September 2019, as part of the 2019 Annual Amendment recommended by the Planning Commission, to integrate the AHAS as an implementation strategy and add policies related to "Missing Middle" housing, inclusionary zoning and equitable access to opportunities. The At Home In Tacoma project is specifically intended to evaluate diverse housing types and inclusionary zoning options throughout Tacoma, as called out in AHAS Actions 1.8 and 1.2, respectively. The Commission has recommended that At Home In Tacoma be carried out through a robust, equitable and broad public engagement effort. The Commission reviewed the project's scope of work on October 2, 2019 and January 15, 2020, solicited advice from the Human Rights Commission on November 21 and December 4, 2019, conducted a Public Scoping Hearing on February 19, 2020, reviewed and assessed public comments on May 6, 2020, and is in the process of finalizing the scope of work and moving the project forward. (www.cityoftacoma.org/planningforhousing)

5. Housing Justice Policy – Collaboration with the Human Rights Commission

In September 2019, Councilmember Chris Beale, following up on a community dialogue in the spring concerning housing justice policy, requested that the Human Rights Commission and the Planning Commission hold a joint meeting to discuss issues relating to equity, social justice, redlining, displacement, gentrification, racially restrictive covenants, etc. and formulate recommendations on long-term policy actions for the City Council's consideration. On December 4, 2019, the two Commissions held a joint session to review Councilmember Beale's request and relevant background information, and decided to establish a joint task force and work collaboratively on at least three issues: (a) improved communication and information sharing, (b) promoting broad and inclusive community engagement, and (c) analyzing and formulating substantive recommendations regarding achieving housing justice and equity through the AHAS planning initiatives. At its meeting on December 18, 2019,

the Planning Commission followed up with a resolution to establish a housing equity task force jointly with the Human Rights Commission to provide focused input on equity and social justice issues as part of the At Home In Tacoma project. The Commission also adopted a preliminary scope of work for the task force, and designated Commissioners Petersen, Torrez and Karnes to the task force (and acknowledged Commissioner Givens' commitment in assisting in public engagement). The joint task force is expected to be operational in late 2020.

6. Residential Infill Pilot Program 2.0

The Residential Infill Pilot Program was originally established by the City Council on December 1, 2015, per Ordinance No. 28336, aimed to promote innovative residential infill development and improve housing choice in Tacoma. In December 2017, lessons learned from the program implementation suggested a redirected effort toward increasing capacity by allowing Detached Accessory Dwelling Units (DADUs) outright in single-family zoning districts. Code amendments for DADUs were later incorporated into the more comprehensive code amendments for Accessory Dwelling Units (ADUs), covering both detached and attached types. The ADU code amendments were developed by the Planning Commission during July-October 2018, and subsequently adopted by the City Council in March 2019. Meanwhile, the Commission began to develop the scope of work for the next phase of the program ("Infill Pilot 2.0") on April 3, 2019. After conducting a series of reviews and analyses on September 18 and December 4, 2019, and January 15, February 5, March 4 and April 15, 2020 (including a public hearing on March 4), the Commission made a recommendation to the City Council on May 6, 2020. Expected to be adopted by the Council in the fall of 2020, the Infill Pilot 2.0 seeks to build on the success of the initial program by adding more spaces for applicants, adding flexibility to address infill opportunities within traditionally restrictive zones, and providing a streamlined project review and oversight that will help mitigate any significant impacts to existing neighborhoods. (www.cityoftacoma.org/Infill)

7. Urban Design Studio (UDS)

The goal of the Urban Design Studio (UDS) program is to advance to the design quality of public and private spaces and create a more vibrant, livable, walkable, and sustainable city. Currently the City operates two narrowly focused design review systems, one for historic districts and the other for the Foss Waterway redevelopment area. Over the last few years, the concept of a broader UDS has evolved that will build upon Tacoma's unique setting, history, special character and changing population, to create a citywide design review program and help visually communicate design principles to staff, stakeholders and the community. Phase I of the USD was kicked off in early 2019. The Planning Commission reviewed the subject on April 3, June 19, August 7 and September 18, 2019, and March 4, 2020. Commissioners McInnis and Santhuff have also been actively involved in the UDS Project Advisory Group providing guidance and feedback to the project team (consisting of staff and consultants). Accomplishments in Phase I included community outreach and completion of the Land Use Regulations Code Audit, the draft Design Review Program Internal Operations Manual, and the draft Urban Design Guidelines and Standards. Moving into Phase II, the project team plans to finalize the Operations Manual and the Urban Design Guidelines and Standards by early 2021, with potential adoption by the City Council in mid-2021. (www.cityoftacoma.org/UrbanDesign)

8. Tacoma Dome Link Extension (TDLE)

The Tacoma Dome Link Extension (TDLE) is the planned extension of Central Link light rail service from Federal Way to the Tacoma Dome area. As a part of the Sound Transit 3 (ST3) package approved by voters in 2016, the TDLE system would include four stations (South Federal Way, Fife, Portland Avenue, and Tacoma Dome), two parking garages (South Federal Way and Fife), and an operations and maintenance facility along the 9.7-mile corridor. During the previous reporting period (2018-2019), the Planning Commission had actively participated in the project's early scoping process and provided a letter of scoping comments and recommendations in April 2019. During this reporting period (2019-2020), the Commission continued to receive briefings from Sound Transit (on November 6 and 20, 2019) and provide comments, focusing on issues relating to Comprehensive Plan consistency, station locations and design alternatives, urban design, traffic and parking, pedestrian accessibility and safety, among others. The Commission designated Commissioner Santhuff to Sound Transit's Stakeholders

Group and other Commissioners have also been actively participating in various community outreach activities of the project. (www.soundtransit.org/TDLink)

9. Transit-Oriented Development Advisory Group (TODAG)

The Transit-Oriented Development Advisory Group (TODAG) is a broad-based advisory group established by the City Council on April 16, 2019, per Resolution No. 40303, to review and make recommendations on the various projects impacting regional and local public transportation facilities in neighborhoods and business districts where there are significant TOD opportunities. The TODAG is currently tasked to review three projects, i.e., Sound Transit's Tacoma Dome Link Extension (TDLE), Pierce Transit's Bus Rapid Transit (BRT), and the City's Puyallup Avenue Design Project. The Planning Commission reviewed the scope of work of TODAG on July 17, 2019, when Commissioners Edmonds and Givens volunteered to serve on the group, representing the interests of public transportation and urban design, respectively. Commissioner Edmonds' seat was subsequently succeeded by Commissioner Karnes who was appointed to the Commission in September 2019. Commissioner Strobel also serves on the group, but as a representative from the Puyallup Tribe of Indians. The TODAG released its first Progress Report in mid-June 2020, which the Commission is reviewing and may consider providing feedback. (www.cityoftacoma.org/TODAdvisoryGroup)

10. Pierce Transit *Destination 2040* Long Range Plan Update and Bus Rapid Transit

In the summer of 2019, Pierce Transit initiated a minor update to *Destination 2040*, its first Long Range Plan adopted in April 2016, to refocus the plan's goals and objectives, identify access and coverage gaps within the current system, assess nonmotorized and active transportation access to existing routes and facilities, envision what services and coverage would offer a full 0.9% sales tax scenario, increase annual service hours from 500,130 to 735,000, and incorporate a Bus Rapid Transit (BRT) system at full build-out with multiple new routes. The Planning Commission received briefings from Pierce Transit on *Destination 2040* Update on November 20, 2019 and March 4, 2020. On March 4, Pierce Transit also reviewed the BRT planning project. On May 6, 2020, the Commission reviewed and discussed a draft letter of recommendations on *Destination 2040* Update that was substantively prepared by Commissioner Karnes. The Commission approved and forwarded the letter to Pierce Transit on June 3, 2020. The letter addressed a comprehensive array of issues, including consistency with the *One Tacoma* Comprehensive Plan, system network prioritization, equitable access, reliability and comfort, Frequent Transit Network (FTN), multiple route options, standardizing routes and operations, underserved areas and priority corridors, concurrence between long range plans, and active partnership and collaboration. (www.piercetransit.org/destination-2040)

11. Capital Facilities Program (CFP) 2021-2026

The 6-year Capital Facilities Program (CFP), an element of the *One Tacoma* Comprehensive Plan, is managed by the Office of Management and Budget and amended on a biennial basis. The Planning Commission reviewed the proposed CFP update from 2019-2024 to 2021-2026 on April 15 and June 3, 2020, conducted a public hearing on July 1, and on the same day, upon deliberations, recommended the CFP 2021-2026 to the City Council for adoption. The Commission recommended that (a) the 6-year project list is consistent with the goals and policies of the *One Tacoma* Comprehensive Plan; (b) the City should develop standard operating procedures for project mapping to ensure a more rigorous project evaluation and decision-making process; and (c) the proposed Heidelberg Soccer Stadium could be a tremendous community asset; however, given the economic downturn due to the COVID-19 emergency and persistent housing unaffordability, the City should prioritize investments in facilities and services that are responsive to these current community needs or consider modifications to the stadium project that would incorporate elements, such as affordable housing, to serve these community needs. (www.cityoftacoma.org/Planning)

12. Consolidated Plan 2020-2024

The 5-year Consolidated Plan for Housing and Community Development sets goals and actions for expenditure of several federal grants, including Community Development Block Grant (CDBG), Emergency Solutions Grant (ESG), and HOME Investments Partnership Program (HOME). Funds are generally intended to benefit lower-income persons and neighborhoods, but can be used for housing, services, neighborhood improvements, and job development. The plan is managed by the

Neighborhood and Community Services (NCS) and Community and Economic Development (CED) departments. The Planning Commission does not have approval authority for the development and update of the plan, but was invited to review the proposed update of the plan from 2015-2019 to 2020-2024. Upon reviewing information presented by NCS and CED staff on January 15 and April 15, 2020, the Commission concluded that the proposed Consolidated Plan 2020-2024 is consistent with the *One Tacoma* Comprehensive Plan and ready for the City Council's consideration. The City Council adopted the plan on June 2, 2020.

https://www.cityoftacoma.org/government/city_departments/community_and_economic_development/housing_division/consolidated_plan

13. Environmental Action Plan (EAP)

The Environmental Action Plan (EAP) centralizes City goals and policies and establishes prioritized strategies and actions for improving environmental quality. Adopted in 2016, the EAP replaces the 2008 Climate Action Plan and builds on the 2016 Climate Change Risk Assessment to present near-term sustainability targets and actions in six different categories, i.e., Natural Systems, Air and Local Food, Buildings and Energy, Transportation, Materials Management, and Climate Resiliency. The Commission received a briefing on August 21, 2019 from the Office of Environmental Policy and Sustainability on progress made through 2018 on the actions and measures contained in the EAP. The briefing set the stage for collaboration between the Planning Commission and the Sustainable Tacoma Commission for the planned EAP update starting in 2020. (www.cityoftacoma.org/EAP)

14. Planning Commission's Rules and Regulations ("Bylaws")

The Commission amended its Bylaws on August 21, 2019 to allow electronic participation in meetings, to clarify that "absences from meetings" means "absences from regular meetings", and to recognize that audio recordings of meetings are official records of proceedings (same as summary minutes). (<https://www.cityoftacoma.org/cms/One.aspx?portalId=169&pageId=8174>)

B. Meetings Conducted / Attended:

1. Commission Meetings:

Between July 2019 and June 2020, the Planning Commission conducted 16 regular meetings and canceled 8 (4 of which were due to the impacts of the COVID-19 emergency). The Commission also conducted 2 public hearings, as part of their regular meetings: Public Scoping Hearing on February 19, 2020 concerning the At Home In Tacoma project and Public Hearing on March 4, 2020 concerning the Residential Infill Pilot Program 2.0.

2. Community Meetings:

Individual Commissioners have been actively involved in various community groups, meetings, open houses, and events, including but not limited to the following:

- Tacoma Dome Link Extension (TDLE) project meetings and open houses (various dates)
- Pierce Transit *Destination 2040* Update open houses (various dates)
- Pierce Transit Bus Rapid Transit (BRT) open houses (various dates)
- Transit-Oriented Development Advisory Group (TODAG) meetings (various dates)
- Urban Design Studio Project Advisory Group meetings (various dates)
- 2019 Annual Amendment Informational Meeting (August 15, 2019)
- 2019 APA Washington Annual Conference in Tacoma (October 16 and 17, 2019)
- Short Course on Local Planning (October 16, 2019)
- Historic Preservation Lecture Series (September 26, October 10 and November 14, 2019)
- Conversation RE: Tacoma (November 7, 2019)
- 2020 Annual Amendment open house on View Sensitive Overlay District (February 20, 2020)
- UWT 2020 Urban Studies Forum: Attainable Housing and the Future of Prosperity and Inclusion in Pierce County (March 4, 2020)
- Residential Infill Pilot Program 2.0 Informational Session (March 4, 2020)
- Historic Preservation Month 2020 – Cultural Landscapes (virtual events) (May 2020)

3. Meetings with Planning Staff:

Commissioners were invited, individually, to meet with Brian Boudet, Planning Manager and senior staff, which occurred on various dates between January 3 and March 2, 2020, to discuss planning projects currently under review, projects the City should undertake, issues of interest or concern, and the operation of the Commission. Commissioners brought up a number of comments, concerns and suggestions, including but not limited to: the need to improve the meeting room (Council Chambers) setting and conditions, the need for Commissioners to report back their community involvement efforts, the benefits and the challenges of the diverse background and levels of knowledge of Commissioners, the need to clarify Commissioners' roles and contributions expected for all projects, and the need for better management of the Public Comments segment of the meeting (i.e., setting expectations and parameters and encouraging focused comments).

C. Membership Status (July 2019 – June 2020):

Council District / Expertise Area	Commissioner	Appointment
District No. 1	Andrew Strobel	Appointed in July 2017; Term expired on June 30, 2019 (continues to serve until a successor is appointed, per TMC 13.02.010)
District No. 2	Dorian Waller	Resigned on June 5, 2019
	Carolyn Edmonds	Appointed in July 2017 for Public Transportation; Reassigned to District No. 2 on July 23, 2019
District No. 3	Brett Santhuff	Reappointed on June 12, 2018
District No. 4	Stephen Wamback	Term (and Chairmanship) expired on June 30, 2019
	Alyssa Torrez	Appointed on June 4, 2019; Term started on July 1, 2019
District No. 5	David Horne	Appointed on June 12, 2018
Development Community	Jeff McInnis	Reappointed in July 2017; Elected Vice-Chair on September 18, 2019; Term expired on June 30, 2019 (continues to serve until a successor is appointed, per TMC 13.02.010)
Environmental Community	Anna Petersen	Reappointed on June 4, 2019; Re-elected Vice-Chair in September 2018; Succeeded Chair on July 1, 2019; Re-elected Chair on September 18, 2019
Public Transportation	Carolyn Edmonds	Appointed in July 2017; Reassigned to District No. 2 on July 23, 2019
	Christopher Karnes	Appointed on September 10, 2019
Architecture, Historic Preservation, and/or Urban Design	Ryan Givens	Reappointed on June 4, 2019

Part II. Planning Commission Work Program for 2020-2022 (Attached)

Attached is the "Planning Commission Work Program for 2020-2022", dated August 19, 2020, approved and incorporated into the Planning Commission's Annual Report for 2019-2020. The Work Program contains projects and planning activities slated for completion or in substantial progress during the general timeframe of July 2020 through December 2022. These projects and activities are primarily mandated by legislation or initiated by the City Council and are within the Commission's review and recommendation authority. The Work Program may change in response to legislative requirements, community requests, Council priorities, budget and staffing constraints, or other emerging situations (such as the ongoing COVID-19 Pandemic).



Planning Commission Work Program (2020-2022)
Planning Commission Recommendation
August 19, 2020

Expected Completion in 2020

Tideflats Interim Regulations – Extension <i>(every 6 months)</i>	<i>Expected Adoption October 2020</i>
Residential Infill Pilot Program 2.0	<i>Expected Adoption October 2020</i>
2021-2026 Capital Facilities Program (CFP)	<i>Expected Adoption November 2020</i>
2020 Annual Amendment Package	<i>Expected Adoption November 2020</i>
<ul style="list-style-type: none"> • Heidelberg-Davis Land Use Designation <i>(Private Application)</i> • View Sensitive Overlay District Review <i>(Private Application)</i> • Transportation Master Plan Amendments <i>(coordinated with TC and PW)</i> • Minor Plan and Code Amendments 	

Expected Completion in 2021 (preliminary)

- Urban Design Studio – Development/Creation**
- Housing Justice Policy** *(in collaboration with Human Rights Commission)*
- AHAS Implementation – At Home In Tacoma: Housing Action Plan** *(includes AHAS Action 1.8 Diverse Housing Types, AHAS Action 1.2 Inclusionary Zoning Options, Accessory Dwelling Unit Code Review, and Affordable Housing Incentives Code Review)*
- Tideflats Interim Regulations – Extension** *(every 6 months)*
- Tideflats Non-Interim Regulations** *(potential project)*
- Commercial Zoning Update – Phase 1: Revised Commercial Zoning Framework**
- Public Notice and Engagement – Comprehensive Review**
- Transportation Master Plan Update – Scoping** *(coordinated with Transportation Commission and Public Works)*
- One Tacoma Comprehensive Plan 2023 Periodic Update – Scoping**

Expected Completion in 2022 (*very preliminary*)

AHAS Implementation – Tacoma Mall Inclusionary Zoning Pilot Update

AHAS Implementation – Mixed-Use Center & Downtown Bonus Program Update

AHAS Implementation – Growth Strategy Update & Zoning Changes to Promote Housing Options

2022 Annual Amendment Package

- Private Applications?
- Transportation Master Plan Update
- One Tacoma Plan Implementation – Downtown Plan Integration
- One Tacoma Plan Implementation – Historic Preservation Plan Integration
- FLUM Implementation – Phase 3: Commercial Area-wide Rezones
- Open Space Corridors – Phase 2 (Geohazard Areas)
- Institutional Zoning Review
- Minor Plan and Code Amendments

Pacific Avenue Corridor Plan (*tied to Pacific Ave. BRT*)

One Tacoma Comprehensive Plan 2023 Periodic Update – Assessment

Tideflats Subarea Plan

On-going Planning Issues

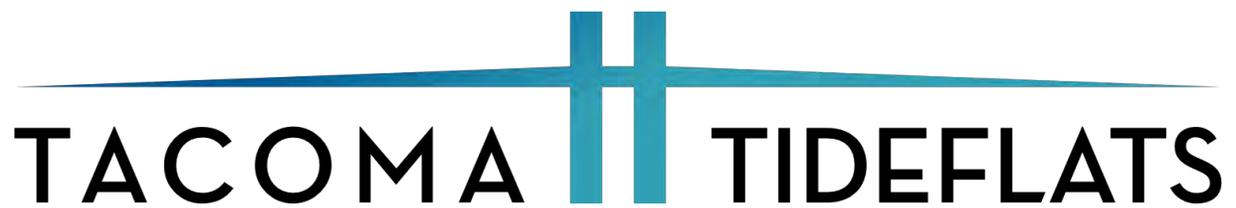
- Six-Year Comprehensive Transportation Program
- Joint Meetings of the Planning Commission with appropriate groups (e.g., the Landmarks Pres. Commission, Transportation Commission, and Neighborhood Councils)
- Transportation Master Plan Implementation, in coordination with the Transportation Commission (e.g. impact fees study, transportation network planning, streetscape design guidance, signature trails development, etc.)
- Light Rail Expansion projects (including the Hilltop Links to Opportunity Program, ST3 Tacoma Dome Link Extension, Tacoma Link Extension, etc.)
- Pierce Transit Long-Range Plan update – Destination 2040
- Historic Preservation, in coordination with the Landmarks Preservation Commission (e.g. TDR, integration of Historic Preservation Plan with *One Tacoma* Comprehensive Plan, educational programs, etc.)
- Subarea Plan Implementation – North Downtown, South Downtown, Hilltop and Tacoma Mall Neighborhood
- Residential Infill Pilot Program – Implementation and project reviews
- Accessory Dwelling Units (ADUs) Council Reporting
- Citizen Participation and Public Outreach Enhancements
- Proactive Equity/Social Justice/Anti-Racism integration in policies and programs
- Schuster Corridor Trail
- Cushman/Adams Substation Reuse Study
- Fossil Fuel Tracking and Council Reporting

Regional and Cross-Jurisdictional Issues

- Pierce County Parkland/Spanaway/Midland (PSM) Community Plan (Centers & Corridors)
- Regional Transportation Issues, in coordination with the Transportation Commission (e.g. Tacoma LINK and Central LINK Light Rail Expansions, Pacific Avenue BRT Study, Pierce Transit Long-Range Plan update – Destination 2040)
- PSRC Regional Centers Framework Update, Vision 2050, GMA review
- PCRC County-Wide Planning Policies, County-level Centers Update, Population Allocations, Buildable Lands, Annexations and Pre-Annexation Planning

Emerging and Deferred Issues

- One Tacoma – 2023 Periodic Update (incorporating Vision 2050)
- Neighborhood Planning Program
- Corridor Plans (includes TOD corridor planning)
- Mixed-Use Centers Implementation Programming (Action Strategies/Master Plans)
- Mixed-Use Centers Core/Pedestrian Street Review
- Parking Update (RPA, refinements along light rail, Mixed-Use Centers, design, etc.)
- Potential Local Historic Districts – coordinated with LPS (College Park, Stadium, etc.)
- 20-minute Neighborhood and Urban Growth Baseline Analysis
- Urban Forestry Implementation (landscaping, tree-preservation, open space, etc.)
(coordinated with Environmental Services)
- Street Typology and Designation System Review
- Downtown Subarea Plans – Periodic Review/Update *(possibly with 2023 Update)*
- Form-based Residential Standards (lot coverage, FAR, etc.) *(possibly with AHAS)*
- Watershed-level Environmental Planning *(in coordination with Environmental Services)*
- Environmental Action Plan
- Climate Change Resolution
- Tribal Planning Coordination
- Unified Development Code
- Sign Code Update
- Pre-Annexation Planning (Browns Point/Dash Point, Parkland/Spanaway)
- Greenhouse Gas standards and review
- Station-Area Plan (Portland Avenue/I-5 area)
- 19th Street Corridor Plan and/or Four Corners Subarea Plan
- Self-Storage Code Amendments (zoning and standards)
- View Sensitive District – comprehensive review
- Transportation Impact Fees *(in coordination with Transportation Commission)*



TACOMA || TIDEFLATS

SUBAREA PLAN & EIS

PUBLIC ENGAGEMENT PLAN
JUNE 26, 2020

 BERK



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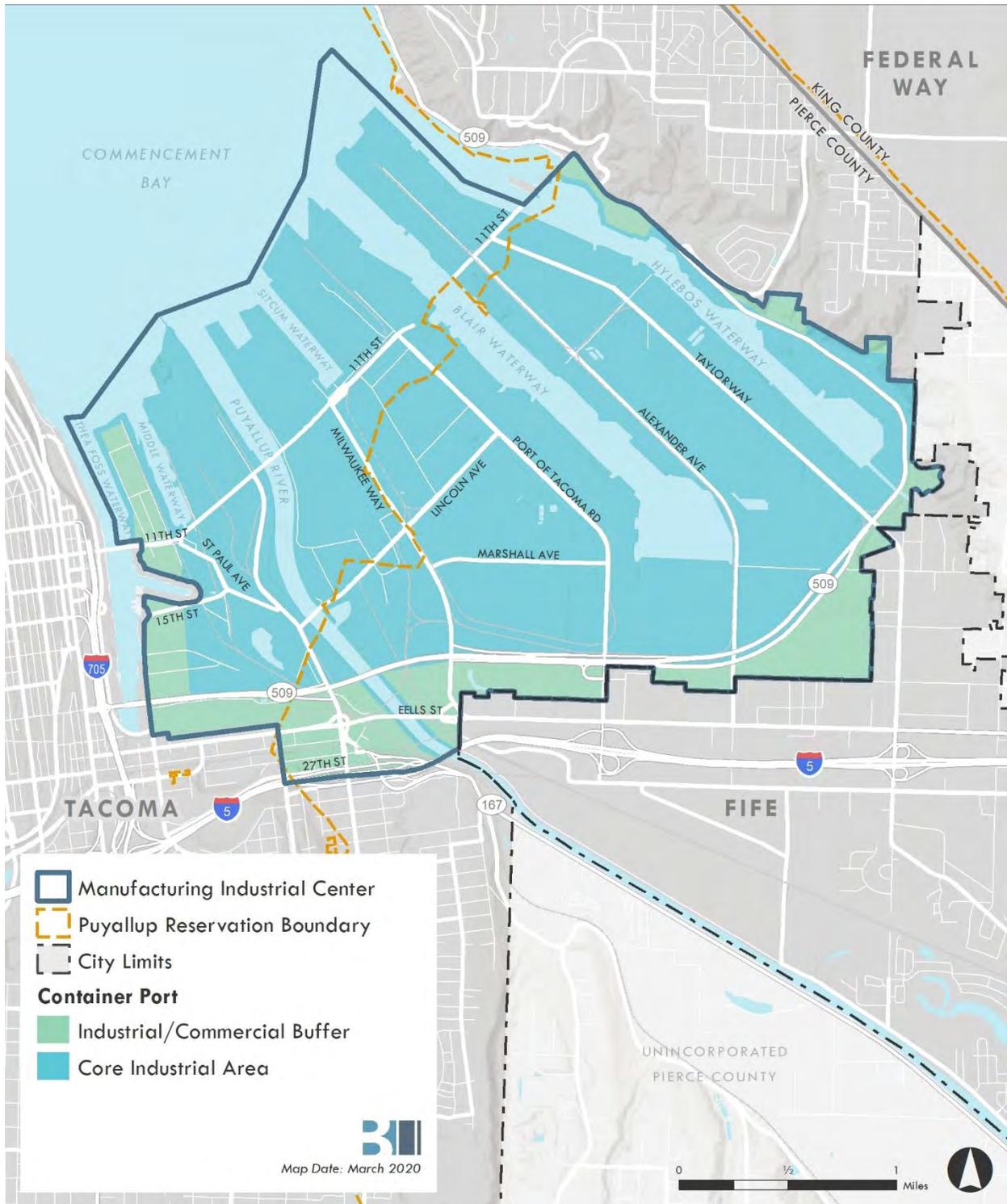
1. INTRODUCTION

Located in the heart of Commencement Bay, the Tideflats subarea is comprised of over 5,000 acres of waterfront land and designated as the Port of Tacoma Manufacturing Industrial Center (MIC). With about 9,800 employees, the MIC is home to Tacoma and Pierce County's highest concentration of industrial and manufacturing activity. The Tideflats is a unique environment containing shoreline, river deltas, tidal creeks, freshwater and salt marshes, naturalized creeks and river channel corridors. Over 1,000 acres of this vital saltwater and estuarian habitat is home for several species of salmon, shellfish, and other marine life. Development in the Tideflats consists primarily of industrial and manufacturing uses, with a major focus on port maritime industrial activities. The Tideflats also serves as an important location for cultural traditions and the practice of tribal treaty rights.

In recognition of the regional significance of MIC, the City of Tacoma, Port of Tacoma, Puyallup Tribe of Indians, City of Fife, and Pierce County have partnered to develop a Tideflats Subarea Plan for adoption by the City of Tacoma as part of the City's Comprehensive Plan. Public engagement is a key element of the Plan.



Exhibit 1 Study Area



Source: BERK, 2020.

Tideflats Subarea Work Plan

The Tideflats Subarea Work Plan (Work Plan) was adopted by all five participating jurisdictions on February 10, 2019. The intent of this Work Plan is to provide a clear framework for cooperation and information sharing among the City of Tacoma, the Puyallup Tribe, the Port of Tacoma, Pierce County, the City of Fife while respecting Tacoma's jurisdiction and role as SEPA lead agency. The Work Plan also observes all existing substantive and procedural obligations under the Growth Management Act, Shoreline Management Act, State Environmental Policy Act (SEPA), and the Tacoma Municipal Code.

By participating in this Work Plan, the City of Tacoma, the Puyallup Tribe, the Port of Tacoma, Pierce County, and the City of Fife do not waive any existing legal rights or responsibilities the governments otherwise possess or may assert with respect to this subject matter, to include consultation with the Puyallup Tribe or collaboration with the Port.

Overarching themes of the interjurisdictional approach include economic prosperity for all, environmental remediation and protection, transportation and capital facilities plan, and public participation and outreach.¹

Public Engagement Plan

As described in the Work Plan, meaningful public engagement is an important goal of this project and public open houses and other opportunities for public comment will be developed through the Public Engagement Plan. This public engagement plan identifies stakeholders, describes outreach techniques, and presents engagement options throughout the life of the project. The engagement plan also focuses on equitable engagement, or strategies to make sure that all voices in the community are heard as part of inclusive decision-making. This focus flows from a commitment to equity across all five participating governments. Additional information on equitable engagement can be found in Appendix A. More information on strategies to ensure equitable engagement can be found in Section 4, Community Engagement Toolbox.

Guiding Principles for Engagement

The following principles, based on guidance from One Tacoma, the City of Tacoma's Comprehensive Plan, provided guidance for the development of engagement activities:

¹ City of Tacoma, Puyallup Tribe of Indians, Port of Tacoma, Pierce County, City of Fife. *Tideflats Subarea Planning Work Plan*. (February 10, 2019), p. 1.

- Communicate early, often, and clearly about purpose and process so the community is well informed and engaged in the planning of the project.
- Actively solicit information from businesses, residents, property owners, organizations, and other governments about their questions, priorities, and concerns.
- Apply an equity lens to identify and intentionally engage across different demographic, racial, cultural and economic spectrums that make up our community to seek the perspectives of those who may have been historically marginalized or excluded and unlikely or unable to participate in the process.
- Focus engagement around issues that can be molded and influenced by public input to ensure it remains relevant and consistent with community needs.
- Build project support through outreach and engagement efforts that allow for meaningful input throughout the constantly evolving process.
- Integrate plan development with environmental review to ensure a seamless experience for participants and multiple opportunities to comment.

Community Profile

To benchmark the success of public engagement activities in reaching representation of communities with a likely interest and a stake in the future of the Port of Tacoma Manufacturing Industrial Center, this profile summarizes the underlying demographics for the five governments. The primary source of information for city demographics is the American Community Survey 2014-2018 5-year produced by the United States Census Bureau. Information on tribal members is from the Puyallup Tribe. Information on employment is based on data from the Puget Sound Regional Council (PSRC).

City of Tacoma, City of Fife, Puyallup Tribe & Pierce County Demographics

Total Population

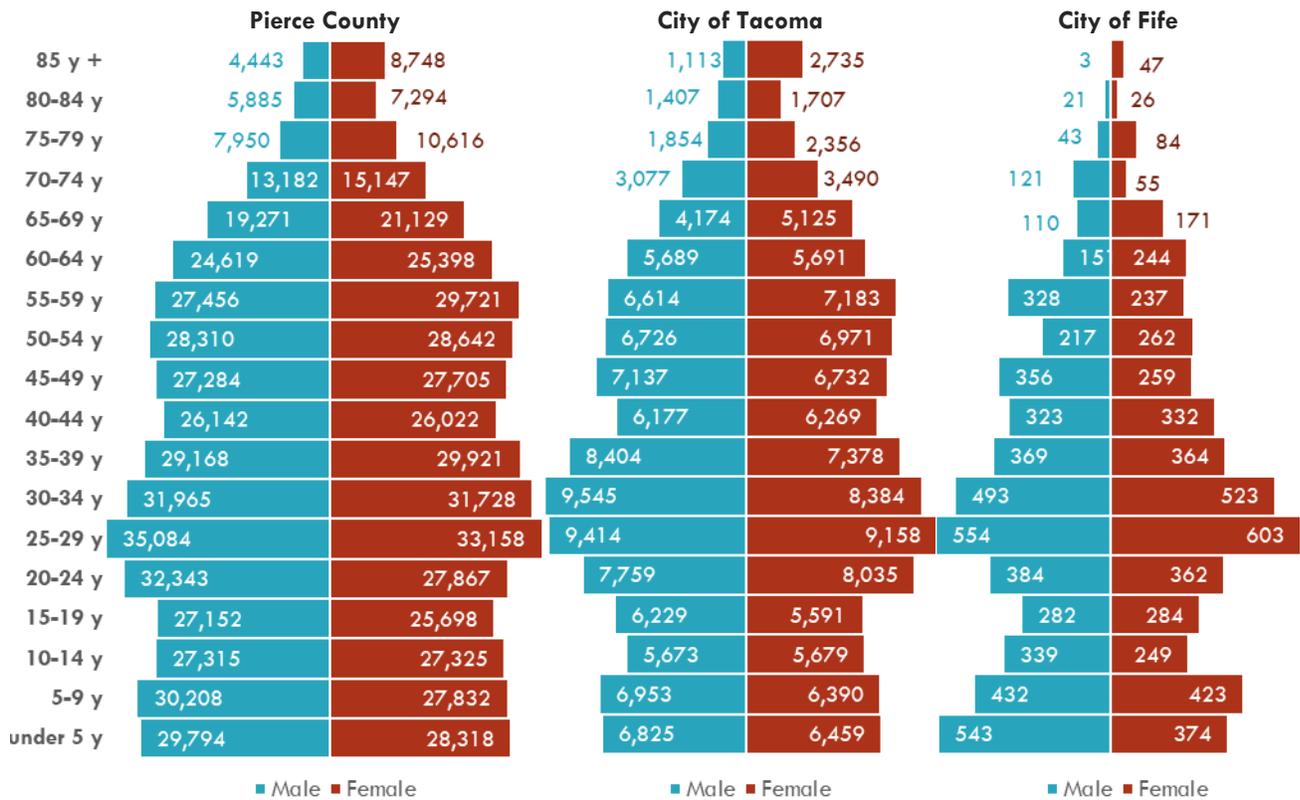
According to 2018 Census estimates, the total population in Pierce County is 859,840. Of that the City of Tacoma population comprises 210,103 or (24.4%) and the population in the City of Fife numbers 9,968 or (1.2%). The population of the Puyallup Reservation and Off-Reservation Trust Land is 51,407.

Age & Sex

The distribution of the population by age and sex is presented in Exhibit 2. Across the three jurisdictions, roughly a quarter of the population is under age 20 and roughly two-thirds is between 20 to 64 years old. The City of Fife has proportionally more children under 10 years old and adults 25 to 35 years old, possibly representing Millennial families with young children.

The Gen X and the early Baby Boomer generations (ages 40 to 65) are more likely to be in Pierce County at large than in the two Cities.

Exhibit 2 Age and Sex Distribution (2018)

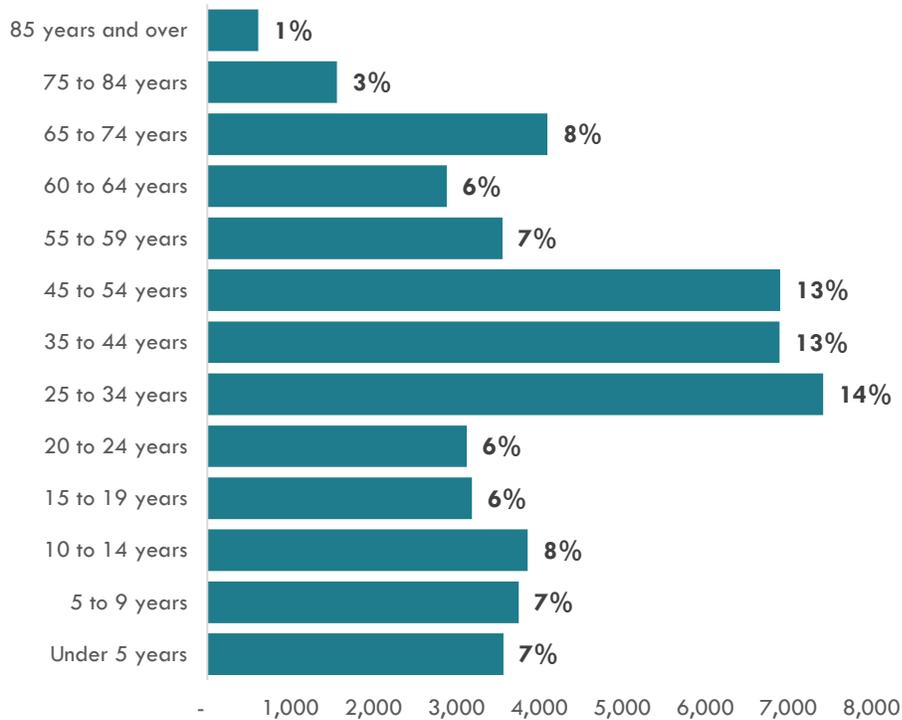


Totals:	427,571	432,269	104,770	105,333	5,069	4,899
65+	50,731 (11.9%)	62,934 (14.6%)	11,625 (11.1%)	15,413 (14.6%)	298 (5.9%)	383 (7.8%)
20-64	262,371 (61.4%)	260,162 (60.2%)	67,465 (64.4%)	65,801 (62.5%)	3,175 (62.6%)	3,186 (65.0%)
Under 19	114,469 (26.8%)	109,173 (25.3%)	25,680 (24.5%)	24,119 (22.9%)	1,596 (31.5%)	1,330 (27.1%)

Source: American Community Survey 5-year estimates (2014-2018), 2020; BERK, 2020.

The age breakdown of the population on the Puyallup Reservation and Off-Reservation Trust Land is shown on the next page. Like Pierce County, City of Tacoma and City of Fife, roughly a quarter (28%) of the population is under age 20. A slightly smaller proportion of the population (60%) is between 20 to 64 years old.

Exhibit 3 Age and Sex Distribution, Population on Puyallup Reservation and Off-Reservation Trust Land (2018)

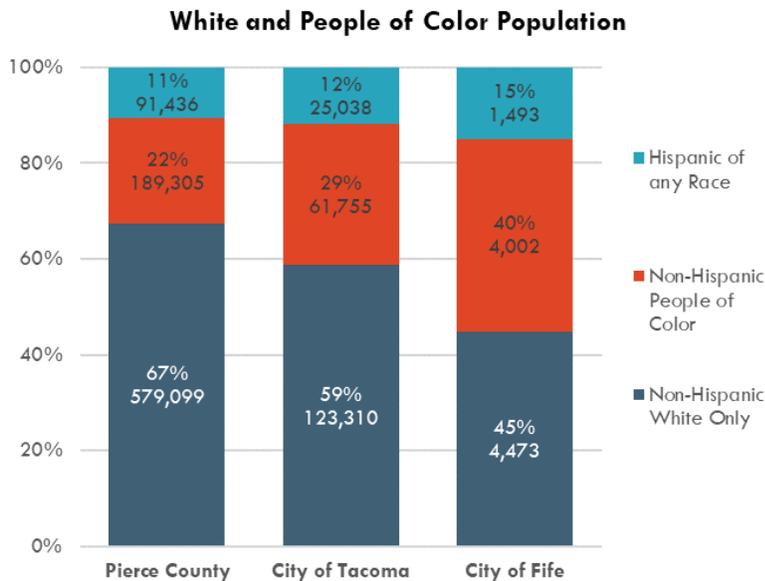


Source: American Community Survey 5-year estimates (2014-2018), 2020; BERK, 2020.

Race & Ethnicity

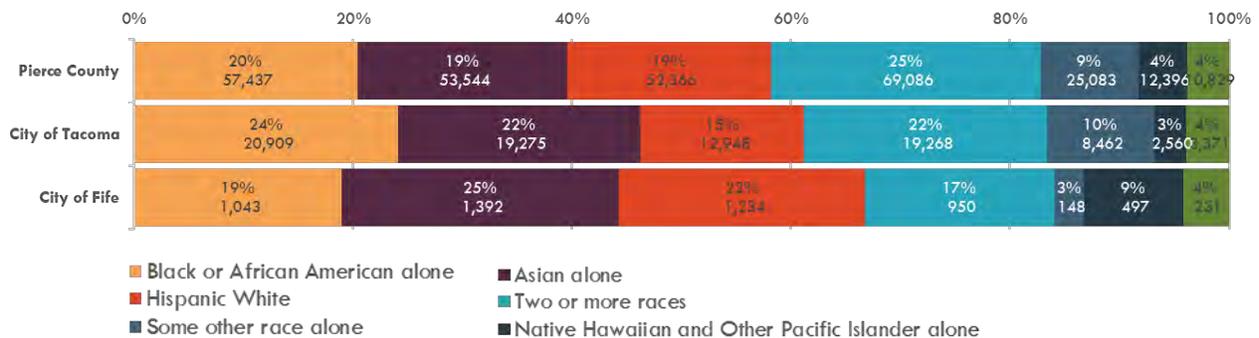
Hispanic and Latino origin is an ethnicity marker that is considered in addition to race according to the US Census. Exhibit 4 displays the total population of each jurisdiction by non-Hispanic white, Hispanic persons of any race and non-Hispanic Person of Color identities. Non-white (including Hispanic of any race) populations are most prevalent in the City of Fife (45%) and least prevalent in the County at large (33%).

Exhibit 4 Population by Race and Ethnicity (2018)



Source: American Community Survey 5-year estimates (2014-2018), 2020; BERK, 2020.

Exhibit 5 People of Color Population Detail (2018)



Source: American Community Survey 5-year estimates (2014-2018), 2020; BERK, 2020.

As shown in the Person of Color population detail in Exhibit 5, all of the jurisdictions have significant populations identifying Black or African-American, Asian, and white Hispanic as well as persons of two or more races. The City of Fife has a notably higher proportion of population identified as Native Hawaiian and Other Pacific Islander (9% vs 3% in Tacoma and 4% in Pierce County). Fife also has a slightly higher proportion of Asian and white Hispanic residents. Across the jurisdictions, the percentage that identify as American Indian and Alaska Native alone or Native Hawaiian or Other Pacific Islander may appear small. However, these populations include relatively large enclave communities that are often farthest from opportunity and representation due in part to their smaller size in Census figures. The Puyallup Reservation and Off-Reservation

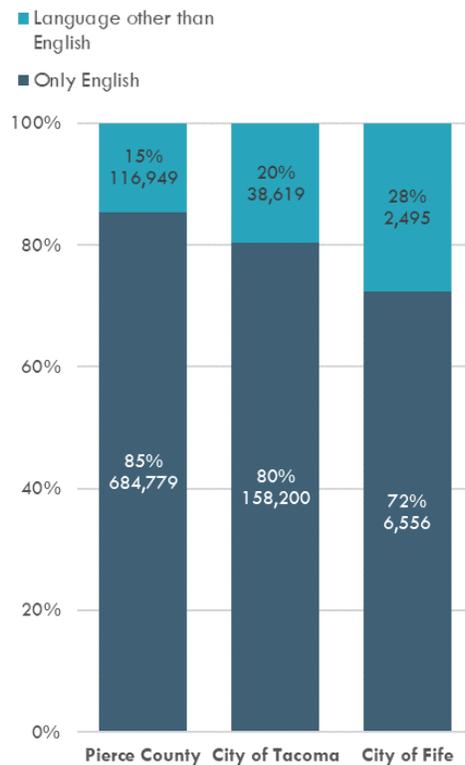
Trust land also has significant populations identifying as Black or African American (8%), and Asian (12%). 14% of the population identify as Hispanic or Latino (of any race).

Home Language

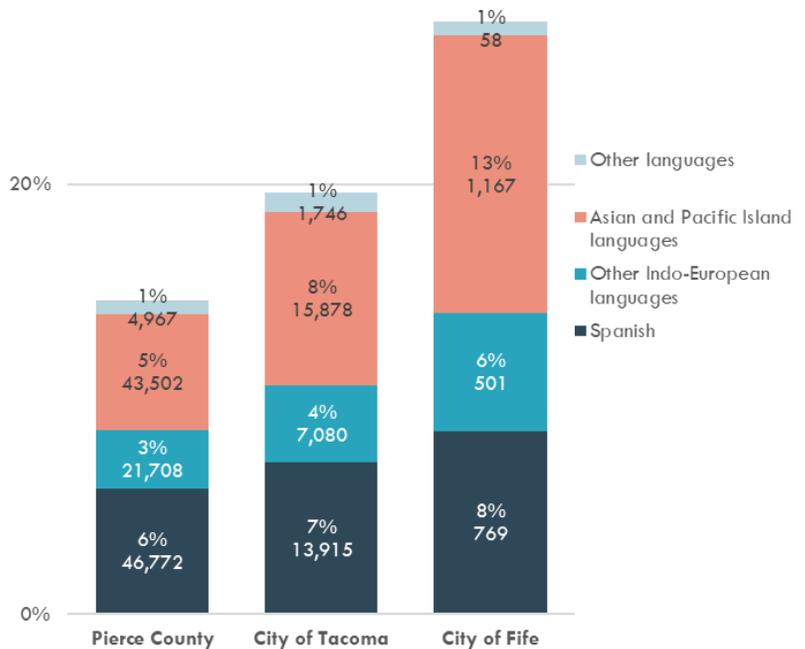
Exhibit 6 displays the population over 5 years old in each jurisdiction by their language spoken at home. The City of Fife is most likely to be home to non-English speakers (28%) while Pierce County at large is least likely (15%). Asian and Pacific Island languages are the most prevalent non-English languages spoken in Fife (13%) and Tacoma (8%). Spanish is the second most prevalent in the cities (8% in Fife and 7% in Tacoma) and the most prevalent in the county at large (6%). Other Indo-European languages are the third most prevalent home language category across all jurisdictions.

Exhibit 6 Population by Home Language (2018)

Population 5 Years and Older by Home Language



Non-English Speaking Detail



Source: American Community Survey 5-year estimates (2014-2018), 2020; BERK, 2020.

Exhibit 7 shows at a finer level of detail the top non-English home languages spoken. Spanish is the most common non-English home language across all three jurisdictions. Asian and Pacific Island languages, including Korean, Vietnamese, Tagalog, and others are commonly in the top 5. Russian, Polish, and other Slavic Languages account for 7.5% to 12.3% of the non-English home language speakers.

Exhibit 7 Top Non-English Languages Spoken at Home (as % of Non-English Home Language Population)

Rank	Pierce County	City of Tacoma	City of Fife
1	Spanish (40.0%)	Spanish (36.0%)	Spanish (30.8%)
2	Other Asian and Pacific Island languages* (13.7%)	Other Asian and Pacific Island languages* (15.1%)	Korean (16.0%)
3	Korean (7.8%)	Vietnamese (11.4%)	Other Asian and Pacific Island languages* (13.5%)
4	Tagalog (incl. Filipino) (7.5%)	Russian, Polish, or other Slavic languages (8.9%)	Russian, Polish, or other Slavic languages (12.3%)
5	Russian, Polish, or other Slavic languages (7.0%)	Korean (6.2%)	Tagalog (incl. Filipino) (11.1%)
6	Other Indo-European languages* (5.7%)	Tagalog (incl. Filipino) (6.0%)	Vietnamese (5.0%)
7	Vietnamese (5.2%)	Other Indo-European languages* (4.4%)	Other Indo-European languages* (4.9%)
8	German or other West Germanic languages (4.0%)	Other and unspecified languages* (4.0%)	German or other West Germanic languages (2.1%)
9	Other and unspecified languages* (3.5%)	German or other West Germanic languages (3.3%)	Other and unspecified languages* (2.0%)
10	Chinese (incl. Mandarin, Cantonese) (3.0%)	Chinese (incl. Mandarin, Cantonese) (2.5%)	Chinese (incl. Mandarin, Cantonese) (1.2%)
11	French, Haitian, or Cajun (1.8%)	French, Haitian, or Cajun (1.7%)	French, Haitian, or Cajun (0.8%)
12	Arabic (0.7%)	Arabic (0.5%)	Arabic (0.3%)

* Per US Census [website](#), Other Asian and Pacific Island languages include Japanese, Hmong, Thai, Lao, Khmer, Ilocano, Samoan, Hawaiian for example; Other Indo-European languages include Italian, Armenian, Bengali, Tamil, and Iranian Persian for example; Other unspecified languages include Navajo, Hebrew, Amharic, and Yoruba, for example.
Source: American Community Survey 5-year estimates (2014-2018), 2020; BERK, 2020.

It is also important to note that of those using non-English languages at home report different abilities to converse in English. For example, between 34 and 40% of those who speak Spanish at home report they speak English less than “Very Well.” For those with Korean or Vietnamese as a home language, the proportion who cannot speak English very well is closer to two-thirds. Russian, Polish and Other Slavic language speakers report speaking English less than “Very Well” at 41 to 56%.

Port of Tacoma and Northwest Seaport Alliance

The Port of Tacoma has more than 2,700 acres of real estate property. Many tenants on those properties directly support the marine cargo operations of The Northwest Seaport Alliance. However, the Port of Tacoma is home to a wide range of industrial and non-industrial tenants and activities. The Earley Business Center is home to SAFE Boats for the manufacture of their largest boats. The Fabulich Center provides commercial office space for tenants, including non-NWSA government employees. Other tenants utilizing Port of Tacoma properties include Trident Seafoods, Darling International, North West Company, Pepsi Co/Quaker, Americold, Puget Sound Energy, and many others.

Outside of the NWSA marine cargo operations, the Port of Tacoma also provides bulk cargo operations at the TEMCO Grain Terminal, as well as bulk gypsum operations for the wallboard manufacturing activities of Georgia Pacific Gypsum.

In 2017, Port of Tacoma tenant and bulk activities summed to 1,500 direct jobs, \$849.4 million in business output, and \$109.8 million in labor income. Total economic impacts from these activities summed to 5,200 jobs, \$326.9 million in labor compensation, and \$1.6 billion in business output. Port of Tacoma tenant activities and other Port of Tacoma business supported an average annual income, including benefits, of more than \$76,000. These activities supported \$15.4 million in state taxes through direct and secondary activities.

The Northwest Seaport Alliance (NWSA) represents one of the largest marine cargo gateways in the U.S. Combined across all marine cargo activities, the NWSA directly supported 20,100 jobs, and \$1.9 billion in labor income in 2017. The average annual wage among direct jobs supported by marine cargo through the NWSA, including benefits, was nearly \$95,000. In total, the NWSA marine cargo directly supported \$5.9 billion in business output in 2017.

Factoring in upstream business-to-business transactions (indirect) and worker earned income household consumption expenditures (induced), the NWSA activities supported 58,400 jobs across the state economy, or the equivalent of a job multiplier of 2.9. In other words, for every direct job, marine cargo activities through the NWSA support an additional 1.9 jobs throughout the Washington state economy.

Puyallup Tribe

The spuyaləpabš or Puyallup Tribe of Indians have lived on the headwaters of the Puyallup River since time immemorial. The Tribe has traditionally hunted, gathered, and fished throughout the Puget Sound. In 1854 the Treaty of Medicine Creek was signed where the Tribe ceded all of its traditional territory except for a portion of land known today as the Puyallup Reservation. The Treaty set aside most of all the Tacoma Tideflats for benefit of the Tribe and secured the land to house, sustain, and benefit the Puyallup people. Over the next century, the Tribe would see 99%

of its lands sold off and taken. Despite this the Tribe has persevered, continued to regrow its land base, and actively practice its traditional treaty rights.

Today, the Puyallup Tribe of Indians is the seventh largest employer in Pierce County, with a total estimated employment of over 3,400. Within the Tideflats the Tribe operates a Marina, several administrative departments, several cultural sites, a riverboat facility, and leased port marine businesses. Over 25% of the 5,500 tribal members live on the reservation with small communities in and around the Tideflats.

The Tribe continues to grow in and around the Tideflats area. Restoration of the Hylebos Creek Watershed remains a priority for sustaining the local fishery. The Place of Hidden Waters Housing Development provide essential housing for tribal members. dxʷłalilali or “A Place to Come Ashore” and the Ceremonial Grounds, are traditional cultural sites for the Tribe to practice its culture and traditions. The Tribe continues to purchase land within the Tideflats to restore its land base to benefit its people.

Stakeholders

There are a variety of stakeholders with an interest in this plan. In addition to the stakeholders identified in the Work Plan, an initial set of stakeholders by stakeholder group is included in Appendix B. This list will be updated as the planning process unfolds.



2. PLANNING FRAMEWORK

Growth Management Act

Adopted in 1990, the Growth Management Act (GMA) requires municipalities to plan for accommodating growth and grants counties, in consultation with cities, the authority to assign growth allocations for population and employment. In general, GMA goals support focused growth in designated urban centers with adequate infrastructure, while preserving the rural area around the urban centers. The GMA identifies specific requirements for comprehensive plans, focused primarily on the required land use, housing, transportation, utilities and capital facilities elements. The City of Tacoma Comprehensive Plan has been prepared and adopted in accordance with the requirements of the GMA.

Shoreline Management Act

Originally adopted in 1972, the Shoreline Management Act (SMA) provides a statewide framework for managing, accessing and protecting shorelines. The overarching goal of the SMA is “to prevent the inherent harm of uncoordinated and piecemeal development of the state’s shorelines.” The SMA applies to a variety of marine waters, streams and rivers, lakes, wetlands and river deltas, the 100-year floodplain, and upland areas at shoreline edges. Jurisdictions with these types of waters must prepare a shoreline master program for regulation of uses in these shoreline areas, consistent with the SMA.

In Tacoma, Wapato Lake, the Puyallup River and the marine shoreline areas fall under the jurisdiction of the SMA. Consistent with the SMA, the City’s Shoreline Management Program provides goals, policies, and regulations for shoreline use and protection and establishes a permit system for administering the Program. The goals, policies and regulations in the City’s Program are tailored to the specific geographic, economic, and environmental needs of the City of Tacoma.

VISION 2040

The Puget Sound Regional Council *VISION 2040* is a regional strategy plan for the central Puget Sound region, including all jurisdictions in Snohomish, King, Pierce and Kitsap counties. *Vision 2040* addresses regional goals around the topics of environment, development patterns, housing, economy, transportation and public services. The plan designates Tacoma as one of five Metropolitan Cities in the region. As a Metropolitan City, Tacoma is to serve as a focal point for

accommodating forecast growth and helping to relieve development pressure on rural and natural resource lands. The plan also designates the Tacoma Tideflats subarea as a regional manufacturing/industrial center, discussed below.

Manufacturing/Industrial Centers

The Port of Tacoma Manufacturing Industrial Center (MIC) is one of ten MICs designated by the Puget Sound Regional Council (PSRC). Within the central Puget Sound region, local governments and PSRC worked together to develop an overall process for reviewing local, countywide, regional, and transit agency plans for compatibility and consistency. VISION 2040, the Regional Transportation Plan, calls for PSRC to review and certify subarea planning efforts of jurisdictions with designated regional centers, such as the Port of Tacoma Tideflats Manufacturing Industrial Center. PSRC recognizes it as an Industrial Employment Center, due its legacy of Industrial employment and the fact that it represents important long-term industrial areas such as a deep-water port industrial-related infrastructure that would be irreplaceable elsewhere, such as working maritime port facilities, air, and rail freight facilities.

VISION 2040 includes an action (DP-Action-17 and p. 98) for jurisdictions with regional growth centers and/or manufacturing/industrial centers to develop subarea plans for those centers. Subarea planning efforts are reviewed for consistency with the Regional Manufacturing/Industrial Center Plans Checklist. The Checklist contains six major categories, each with specific requirements for the plan. Major categories include (1) Center Concept; (2) Critical Areas; (3) Land Use; (4) Economy; (5) Public Services, and (6) Transportation

One Tacoma Comprehensive Plan

A comprehensive plan guides a community's development over the long term, addresses the entire community and describes how the community's vision for the future is to be achieved. In short, it is a blueprint for the future character of the city. It guides decisions on land use, transportation, housing, capital facilities, parks, and the environment. It also sets standards for roads and other infrastructure, identifies how they will be paid for, and establishes the basis for zoning and development regulations.

The plan takes a long-range perspective on topics that address the physical, social, and economic health of the City. Plan guidance is intentionally general, providing broad policy direction. Policy guidance established in the plan will be translated into action through specific implementation programs or regulatory actions developed by the City to fulfill plan direction. A plan is also a living document, adaptable to evolving conditions, and offering a framework for the consideration of policy changes.

Container Port Element

In 2009, the Washington State Legislature amended the Growth Management Act to include a requirement for a Container Port Element in the GMA Comprehensive Plan for cities that contain a marine container port with annual operating revenues in excess of \$60 million. The legislative intent is to ensure that local land use decisions are made in consideration of the long-term and widespread economic contribution of international container ports and related industrial lands and transportation systems and to ensure that container ports continue to function effectively alongside vibrant city waterfronts. Port elements must be developed collaboratively between the city and the applicable port. (RCW 36.70A.085).

Because the Port of Tacoma meets the threshold for requiring preparation of a Container Port Element, the City amended its Comprehensive Plan in 2014 to include a Container Port Element developed jointly with the Port of Tacoma.

The goals and policies of this element seek to:

- Protect the long-term function and viability of the Port of Tacoma maritime industrial activities and services.
- Provide for a compatible transition for the Port of Tacoma maritime industrial area to development in the larger surrounding area.
- Ensure the provision, protection and preservation of capital facilities and essential public services within the Port of Tacoma maritime industrial area.
- Provide for efficient multimodal movement of goods within, to, and from the Port of Tacoma.
- Protect the habitat and shoreline areas in the Commencement Bay area.

Port of Tacoma Comprehensive Scheme of Harbor Improvements and Strategic Plan

The state Growth Management Act (GMA) governs land use planning requirements that cities and counties (as general-purpose government agencies) must adhere. Under state law, the Port is not an entity required to create land use plans pursuant to the GMA.

The Port is required to maintain a Comprehensive Scheme of Harbor Improvements (CSHI) as mandated by state law. In addition to the CSHI, the Port's Strategic Plan, together with the Program Budget, in concert describe the Port's plans and intended future improvements.

The Port's 2014 Strategic Plan includes the following goals:

1. Enhance the port's competitive position
2. Provide reliable and efficient regional and local infrastructure connections

3. Improve the port's financial position
4. Increase organizational capabilities
5. Advance environmental stewardship
6. Strengthen the port's community connections

Pierce County Countywide Planning Policies

Countywide planning policies are written policy statements intended to help establish a countywide framework from which a county and municipal comprehensive plans are developed and adopted. The framework is intended to ensure that plans are consistent, as required by the Washington Growth Management Act/

The development of the countywide planning policies is intended to be a collaborative process between the County and the municipalities. In Pierce County, the County and its municipalities have entered into an Interlocal Agreement that establishes a Steering Committee and protocol for the development, adoption and amendment of the Countywide Planning Policies (CPPs). Consistent with this protocol, the Pierce County Countywide Planning Policies were originally adopted on June 20, 1992 and most recently amended on November 13, 2018.

The CPPs address affordable housing; agricultural lands; buildable lands; community and urban design; economic development and employment; education, fiscal impact; health and well-being; historic, archaeological and cultural preservation; natural resources, open spaces, protection of environmentally sensitive lands, and the environment; rural areas; siting of essential public capital facilities of a countywide or statewide significance; transportation facilities; and urban growth areas.

Puyallup Tribe

Treaty of Medicine Creek

The 1854 Treaty of Medicine Creek established the Puyallup Reservation and retained specific treaty rights to the Puyallup people. Treaties are considered the supreme law of the land. The reservation system introduced by the Federal Government remains purposed to designate lands within the reservation to preserve a variety of benefits to the people that reside there. These include specific activities outlined in the Treaty like the right of taking fish from accustomed grounds and stations, the privilege of hunting, gathering roots and berries, the ability to settle upon the reservation, etc. The Federal Government, as trustee to the Tribe, has a duty to protect the Tribe when specific development considerations and land uses conflict with those rights.

Puyallup Tribe Land Claims Settlement

The Puyallup Tribe Land Claims Settlement Agreement passed by Congress in March 1990, binds its signatory members, which include all of the governments participating in the Tideflats Subarea Planning process, to adhere to specific provisions when conducting land use planning. The Tideflats Subarea Planning process will take into account specific considerations which include:

- The Tribe retaining its authority to prevent negative impacts on the fishery resource and habitat.
- Both the Tribe and local governments will follow federal law for dealing with applications by the Tribe and Tribal members to continue to put land into trust, including Bureau of Indian Affairs regulations.
- Both the Tribe and the local governments will consult with each other concerning certain kinds of land use decisions, which include the Tideflats Subarea Plan, plan ordinances, environmental regulations, and other applicable actions triggered under the Settlement Agreement. The Agreement includes a set of guidelines, standards, and factors the parties will consider when they make land use decisions. The Tideflats Subarea Planning Process does not substitute this process.
- Fourth, the Tribe owns a significant portion of the Tideflats. These lands are not subject to the Subarea Plan. However, under the Settlement Agreement, signatories are obligated to provide services and utilities to the Tribe's trust lands in situations where there is an agreement in place for those services.

3. TIDEFLATS SUBAREA PLAN

Subarea planning allows for the establishment of a shared, long-term vision, and a more coordinated approach to development, environmental review and protection, and strategic capital investments in a focused area. Completion of a subarea plan will support the ongoing eligibility for, and prioritization of, transportation funding in the Port of Tacoma Manufacturing and Industrial Center. A well-developed plan for the Tideflats will provide great regional benefit. In addition, subarea planning meets the requirements of the Washington Growth Management Act (GMA). The GMA mandates that local comprehensive plans comply with VISION 2040 and directs local jurisdictions having one or more regionally designated centers to prepare a subarea plan for each.

The Subarea Plan, at a minimum, will address requirements under Washington State law including the State Environmental Policy Act (SEPA) environmental review, GMA, Shoreline Management Act (SMA), the Puyallup Land Claims Settlement, the Container Port Element and elements for certification as a Regional Manufacturing and Industrial Center (MIC) by the Puget Sound Regional Council (PRSC).

Anticipated Planning Outcomes

The planning process is expected to culminate in a Subarea Plan that is ready to be presented for adoption by the Tacoma City Council as an element of the City's Comprehensive Plan. In addition, the Subarea Plan will provide potential text and map amendments to other elements of the City's Comprehensive Plan and amendments to the City's Land Use Regulatory Code, zoning districts, Shoreline Master Program, and Capital Facilities Program. As described in the Work Plan, anticipated planning outcomes include, but are not limited to those listed in the box on the following page.²

² City of Tacoma, et al. *Tideflats Subarea Planning Work Plan*. (February 10, 2019), pp. 2 - 3.

Anticipated Planning Outcomes

1. The Subarea Plan will protect the fisheries and shellfish resources that are essential to the Puyallup Tribe culturally and economically and shall support continued growth of the regional economy and the currently estimated 29,000 existing family-wage jobs in the maritime, manufacturing and industrial sectors, the provision of infrastructure and services necessary to support these areas, and the important role of the Tideflats area as an economic engine for the City of Tacoma, Pierce County, state, and the region while protecting the livability of surrounding areas.
2. The Subarea Plan will support and consider transportation and infrastructure that promotes connectivity to other regional employment centers and will provide reasonably efficient access to the core area through transportation corridors to include freight.
3. The Subarea Plan will establish environmental improvement goals for Commencement Bay, including providing for greater bay-wide diversity of ecosystems, restoration of historic functions and improvement of physical conditions to protect and enhance environmental and cultural resources.
4. The Plan will ensure the ability of the participating governments to compete effectively for grant funding.
5. The Plan will support, protect, and improve health and safety of area employees and residents of surrounding communities.
6. The Subarea Plan will be consistent with Tacoma's adopted planning policies and goals, as well as state, regional, and federal law, policies, and regulations.
7. The Subarea Plan will retain sufficient planning flexibility to secure emerging port and manufacturing/industrial opportunities and other economic opportunities.
8. The Subarea Plan will result in process improvements that will streamline Tideflats project permitting and environmental review and will provide predictable mitigation measures.
9. The Subarea Plan will materially preserve the area and boundaries of the Port of Tacoma Manufacturing and Industrial Center and will support resiliency strategies to prevent loss of manufacturing/industrial lands, transportation infrastructure, and environmental resources.
10. The Subarea Plan will promote and support opportunities for voluntary, proactive interjurisdictional plans and projects to clean up environmentally contaminated sites within the Tideflats.
11. The Subarea Plan will define and protect the core areas of port and port related manufacturing/industrial uses within the city. The Subarea Plan will resolve key land use conflicts along the edges of the core area, and minimize and mitigate, to the extent practicable, uses that are incompatible with industrial uses along the edge of the core area. The Subarea Plan will evaluate the use of transitions and buffers as a means of addressing compatibility with surrounding communities.
12. The Subarea Plan will be consistent with treaty-protected rights.

Subarea Plan Elements

The Work Plan identifies the following non-exclusive elements, intended to meet PSRC MIC Checklist requirements, as well as applicable legal requirements and issues identified by the participating governments.

Exhibit 8 Subarea Plan Elements³

Plan Element	Description
Plan Concept or Vision	<ul style="list-style-type: none"> ▪ Preservation of industrial land base ▪ Economic role of the Manufacturing and Industrial Center ▪ Relationship to Comprehensive Plan ▪ Relationship to adjacent areas
Environment	<ul style="list-style-type: none"> ▪ Protection of sensitive areas ▪ Stormwater management ▪ Air pollution and greenhouse gas emissions ▪ Contaminated soils ▪ Environmental risks and hazard areas, including sea level rise ▪ Opportunities for proactive environmental remediation
Land Use	<ul style="list-style-type: none"> ▪ Employment growth targets ▪ Description of appropriate industrial and manufacturing uses ▪ Incompatible land uses ▪ Buffers for industrial uses and appropriate transitions ▪ Mitigation of aesthetic impacts
Economy	<ul style="list-style-type: none"> ▪ Economic development and growth strategies ▪ Maintain and expand family wage jobs ▪ Key sectors and industry clusters
Public Services and Facilities	<ul style="list-style-type: none"> ▪ Capital plans and investments to meet targeted employment growth ▪ Safety and Emergency Response
Transportation	<ul style="list-style-type: none"> ▪ Freight movement ▪ Employee commuting ▪ Transit and mode splits ▪ Priority projects ▪ Financing strategy ▪ Design standards
Implementation Actions	<ul style="list-style-type: none"> ▪ Zoning and Code Amendments ▪ Programs ▪ Funding Strategies ▪ Other

³ City of Tacoma, et al. *Tideflats Subarea Planning Work Plan*. (February 10, 2019), p. 4.

Plan Development

The planning process for the Tideflats Subarea Plan is will proceed in four major phases, as illustrated in Exhibit 9. The phases of work follow a logical progression of tasks, beginning with early data collection and review and culminating in adoption of the Subarea Plan. Each phase consists of specific technical tasks and community engagement activities that will work together to inform and guide each phase of planning. Each of the phases of work that comprise the plan development process are briefly described below. Community engagement activities mentioned below are described in greater detail in Chapter 4.

Visioning

Purpose. The Visioning phase provides an opportunity to think broadly about the desired future in the Tideflats Subarea and develop preliminary future scenarios for further consideration and analysis.

Activities. Technical work will include data collection and review, including a summary of existing plans and programs. Community engagement activities will include development of communication materials, facilitation of community visioning sessions, initiation of meetings supported by meeting in a box materials, one or more visioning open houses, and ongoing online outreach. The Technical Advisory Group (TAG) and Steering Committee will meet and guide the process as described in Chapter 4.

Scoping

Purpose. The Scoping phase overlaps with Visioning, but is focused primarily on developing and refining the future scenarios. Technical work includes developing the future scenarios and preparing a recommended scope of environmental review for the SEPA Environmental Impact Statement (EIS).

Activities. Technical work will consist primarily of refining the description of the scenarios, finalizing the scope of analysis for the EIS, and transitioning to initial steps in the environmental analysis and plan development. During this period, the SEPA-required 21-day comment period on the proposed scope of the EIS will occur. Community engagement will continue the visioning activities from the prior phase and add new activities, including a public meeting on the scope of the EIS and discussion of the alternative scenarios that will be considered in the EIS. The TAG and Steering Committee meetings will meet and guide the process as described in Chapter 4.

Planning

Purpose. The Planning phase is primarily focused on integrated development of the Subarea Plan and Draft Planned Action EIS. Steps within this phase of work include preparation and issuance of draft documents, public comment and review, revisions to the Draft Subarea Plan and preparation/issuance of the Final EIS.

Activities. Preparation of Draft Subarea Plan will include development of goals, policies and implementing measures. Preparation of the Draft EIS consists primarily of identification and analysis of environmental impacts and mitigating measures associated with each alternative scenario. The culmination of this effort will be public issuance of the Draft Subarea Plan and Draft EIS. During the preparation of these documents, project updates will be provided through the project website.

Following issuance of the Draft Subarea Plan and EIS, community review and feedback will be invited through a variety of measures, including in-person and/or virtual community meetings, additional meetings supported by meeting in a box materials, and outreach to interested stakeholders. During this time, the 30-day formal public comment period for the Draft EIS will provide opportunities for verbal and written comment on the Draft EIS. Online engagement will provide stand-alone opportunities for participation duplicate in-person meetings as needed. The TAG and Steering Committee will meet and guide the process as described in Chapter 4.

Following the public comment period, the Final EIS will be prepared and issued, including responses to all comments received on the Draft EIS, together with corrections and changes to the alternatives and analysis as a result of public and agency comment.

Based on comments received during the public review process and on Steering Committee guidance, the Subarea Plan will be revised for further review in the next phase. The Steering Committee will recommend the Subarea Plan to the Tacoma Planning Commission.

Adoption

Purpose. The Adoption phase of work is focused on the legislative review process through the City of Tacoma Planning Commission and City Council.

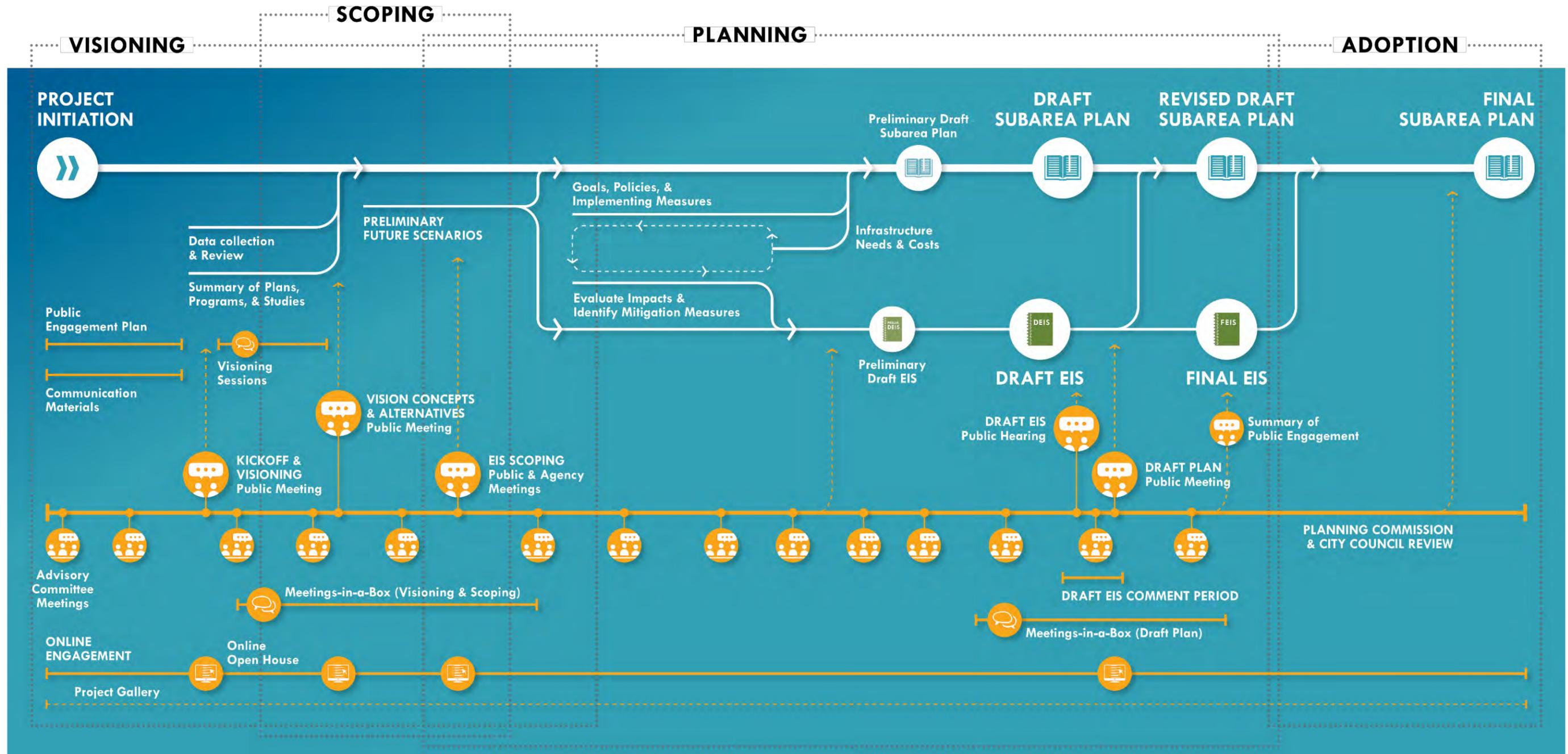
Activities. Activities include Planning Commission and City Council review of the Draft Subarea Plan, followed by City Council adoption of the final Subarea Plan. Community engagement activities will include public hearings in front of the Commission and Council and ongoing project updates on the project website.

Exhibit 10 Project Phasing

The Tacoma Tideflats integrated planning and EIS process is designed to start with development of an engagement plan and existing conditions data review and analysis, and continue through visioning, development of future scenarios, a draft plan and EIS, a final plan, and implementation tools (such as a capital plan, redevelopment strategies, and a planned action ordinance). This phasing diagram illustrates technical tasks and opportunities for public engagement throughout the entire process. Advisory committee meetings are representative only; a specific schedule will be developed for each phase of work as the project progresses.

Subarea Plan
Environmental Impact Statement
Engagement & Coordination

-  Community Meetings
-  Advisory Committee Meetings (Steering Committee & Technical Advisory Group Meetings)
-  Community Conversations (e.g., Visioning Sessions, Meetings-in-a-Box)
-  Online Engagement (e.g., Engagement HQ, social media, online open house)



4. COMMUNITY ENGAGEMENT TOOLBOX

The following pages identify both engagement tools that are required (i.e. public hearings) and tools that are flexible and can be implemented on an as-needed basis (i.e. community meetings). While many of these efforts would be carried out by the Consultant, this toolbox includes additional efforts that could be carried out by the participating governments.

Equity strategies are woven into each of the engagement activities in the toolbox presented below. Given increasingly diverse demographics, as well as past failures to fully engage all members of the community, these strategies include the provision of supports such as childcare, translation and interpretation, engagement with trusted community partners and a diverse range of ways to provide input.

The public engagement activities described in this Chapter are based on current information and best practices for meeting the guiding principles for engagement described in Chapter 1. The participating jurisdictions recognize that over the two- to three-year planning period for this project, public engagement methods may need to adapt as issues and priorities evolve, public health guidance for COVID-19 changes and other issues arise. For these reasons, this plan is intended as a flexible guide that may be modified over time according to project needs. The Steering Committee and Technical Advisory Group will be briefed on a regular basis regarding the engagement process and consulted as needed regarding proposed changes. Activities requiring adaptation are indicated by an asterisk and include additional details about how the activity would be adapted.

Exhibit 11 Public Engagement Schedule

	Start-up	Visioning	Scoping	Draft Subarea Plan & EIS	Legislative Review	Type of Engagement
Corresponding elements of Work Plan	Public Engagement Plan	Analysis of existing conditions Visioning	Identification of Alternatives	Evaluation of Alternatives Development and Recommendation of Proposed Subarea Plan	Planning Commission Recommendation to Council Council Review and Decision	
Communications Materials						
Project Identity	○					N/A
FAQ/Fact Sheet & Comment Cards	○	○	○	○	○	N/A
Notification Methods						
Emails to Project Listserv	○	○	○	○	○	Notification only
Project Website	○	○	○	○	○	Notification only
Direct Mailings	○	○	○	○	○	Notification only
Traditional Media	○	○	○	○	○	Notification only
Blogs/Newsletters/Bulletins	○	○	○	○	○	Notification only
Social media	○	○	○	○	○	Informal comment only
Public Engagement						
Meeting-in-a-Box		■		■		Facilitated group discussion & comment card
Visioning Sessions		■				Facilitated group discussion & comment card
Community Meetings	●	●	●	●		TBD
Interactive Project Website	●	●	●	●		TBD
Project Kiosk		■		■		Comment card & discussion w/staff
Project Gallery		■		■		Comment card
Other Meetings						
Advisory Committee	●	●	●	●	●	Comment card
City Council	●	●	●	●	●	Formal public comment
Planning Commission	●	●	●	●	●	Formal public comment

- Dedicated engagement activity
- Limited engagement activity
- Notification only

Communication Materials

Project Identity & Templates

Lead: Consultant with input from PM Team

Overview: The project identity will create a consistent “look and feel” for all project materials. Use of a consistent project identity increases visibility and overall public awareness of the project.

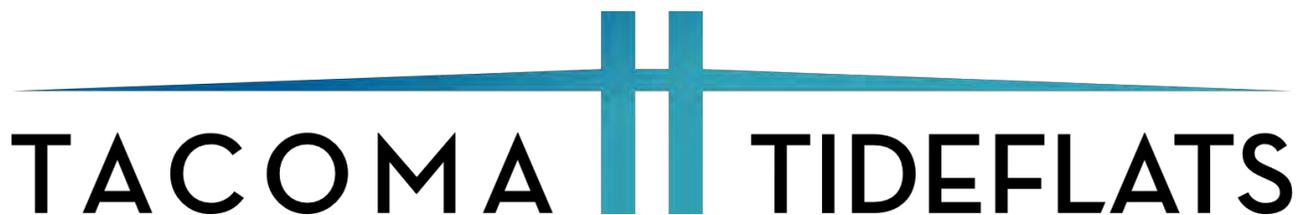
Audience: Project identity will be used on all project materials and reach all audiences.

Materials: Graphic logo, color palette, and document templates.

Timeframe: For use throughout the project.

Highlights & Equity Strategies

- Provides an interesting, friendly project identity.
- Increases public awareness of the project.
- Provides a template for consistent and more legible project materials.



FAQ/Fact Sheet & Comment Cards

Lead: Consultant with input from PM Team

Overview: Fact Sheets will provide overview information about the project, key issues, and options. The FAQ will be developed based on the comments, questions, and issues raised throughout the project. These may be identified at public meetings, TAG meetings, through comment cards, or through one-on-one interactions between members of the public and county staff and/or the consultants. All materials will be posted on the project website and available at events.

Audience: Supports outreach to all audiences but will be a critical source of information for Meeting-in-a-Box and Kiosk audiences.

Materials: Print and online versions of a Fact Sheet, FAQ, and Comment Card.

Timeframe: An initial set of materials at the outset of the project followed by three updates as the project progresses.

Highlights & Equity Strategies

- Focuses on a broad Tacoma audience with basic project information as well as ongoing responses to questions that are raised through public outreach.
- Includes language and information that can be tailored for all types of notification and engagement opportunities.
- Includes instructions for requesting further translation and interpretation services.

Notification Methods

Emails to Project Listserv

Lead: While the City of Tacoma will maintain a contact list specific to this project, it is expected that the City of Tacoma, City of Fife, Puyallup Tribe, Pierce County, and Port of Tacoma will use their agencies' contact database where possible to share project notifications.

Overview: Emails to a comprehensive list of all project participants, including public meeting attendees, advisory group members, elected officials, media representatives, and any other groups that may be interested in the project.

Audience: The list would contain a comprehensive list of all individuals who have participated in project activities or signed up to receive project information. Depending on how information is collected, the database could be developed to sort based on specific characteristics or interests.

Materials: The database will be developed in an Excel format with different fields for name, address, organization, and email.

Timeframe: The list would be developed at the project start and maintained over the course of the project. Could be used strategically to announce key events, promote participation in online surveys or other activities, invite feedback, or other activities as appropriate.

Highlights & Equity Strategies

- Provides structure to ensure that all project participants are included.
- Email messages include instructions for requesting further translation and interpretation services.

Project Website (cityoftacoma.org/tideflatsplan)

Note: This refers to the City of Tacoma's Tideflats Subarea Plan page (cityoftacoma.org/tideflatsplan). In addition to this page, interactive online content will be hosted on the Engagement HQ site (engagetacoma.com). These two resources will be clearly linked to encourage familiarity with both resources. Read more about engagetacoma.com in the Public Engagement section of the PEP.

Lead: While the City of Tacoma will host and maintain the primary project website, the City of Fife, Puyallup Tribe, Pierce County, and Port of Tacoma will use their agencies' websites where possible to direct visitors to the City of Tacoma website.

Overview: The website will be an up-to-date, accessible source of information for all aspects of the project.

Audience: Those interested and following the project, those who use the City of Tacoma's website as a resource to learn about new projects, and those directed to the website by other project communications or activities.

Materials: Project background language, a calendar of events, project updates, advisory group meeting summaries, and project documents.

Timeframe: An initial website update at the outset of the project followed by a minimum of three updates as the project progresses.

Highlights & Equity Strategies

- Taps a resource where interested parties typically look for information.
- Uses the same information being developed for other outreach.
- Provides a consistent repository for relevant project information.
- Offers translation function, as well as instructions for requesting further translation and interpretation services.



Tacoma Tideflats website.

Direct Mailings

Lead: Agency staff

Overview: An electronic and taxpayer/occupant mailing list for formal notification.

Audience: Utility mailings or other community newsletters may be used to disseminate information to a broad audience that includes tenants as well as property owners. City of Tacoma to provide formal notice of legislative hearings to property owners within the Port of Tacoma MIC and 2500' feet of the boundaries.

Materials: Postcards/trifold notices

Timeframe: Direct mailings will be used in advance of public hearings

Highlights & Equity Strategies

- Reaches individuals without access to a computer or internet.
- Ensures that occupants—as well as property owners—are treated as equal stakeholders.
- Includes instructions for requesting further translation and interpretation services.

Traditional Media

Lead: Agency staff

Overview: Announcements for key events and document releases will be distributed to local media outlets including the Daily Index and The News Tribune, neighborhood newspapers, and other outlets.

Audience: A general audience who regularly follow the local media.

Materials: Press releases, media packets, event information.

Timeframe: In advance of all key events and to announce document releases.

Highlights & Equity Strategies

- Uses PM Team's existing network of contacts and methods for media.
- Uses the same information being developed for other outreach.
- Discussions may require monitoring and responses.
- Opportunity to reach underrepresented groups by targeting specific news outlets.
- Includes instructions for requesting further translation and interpretation services.

Community Blogs, Newsletters, and Bulletins

Lead: Agency staff

Overview: Flyers, posters, fact sheets, announcements for key events, and FAQs distributed to local organizations for distribution on their existing channels.

Audience: A general audience who follows blogs or organizations in Tacoma that are focused on specific topics, neighborhoods, or citywide.

Materials: Press releases, media packets, event information.

Timeframe: In accordance with organizations' predetermined schedules, e.g. quarterly newsletters.

Highlights & Equity Strategies

- Leverages a resource where people go for information about their community and places the Tideflats Subarea Plan within that context.
- Uses the same information being developed for other outreach.
- May require management or comment on the discussion.
- Opportunity to reach underrepresented groups by targeting specific organizations.
- Includes instructions for requesting further translation and interpretation services.

Social Media

Lead: While the City of Tacoma will lead social media notification, the City of Fife, Puyallup Tribe, Pierce County, and Port of Tacoma will use their agencies' platforms where possible to share project updates and provide online surveys soliciting community feedback. They will be tied to the initial set of informational and interactive materials at the outset of the project followed by here updates as the project progresses using the Engage Tacoma platform.

Overview: Facebook, Twitter, and Instagram will be used to announce project news and promote and document events and solicit feedback from a broader audience, including those who may not typically participate in City planning initiatives. Social media will also be used to make connections to similar efforts, organizations and individuals in Tacoma, Fife, and Pierce County.

Audience: A general audience who regularly follow the PM Team's agencies' social media accounts, and through the use of social media by the City of Fife, the Puyallup Tribe, Pierce County, and the Port of Tacoma, a broader audience, including those who may not typically participate in city planning initiatives.

Materials: Short, simple messages accompanied by graphics highlighting upcoming events, project updates, and ways to get involved.

Timeframe: Can be used strategically to announce key events, promote participation in online surveys or other activities, invite feedback, or other activities as appropriate.

Highlights & Equity Strategies

- Relatively low cost.
- May require management or comment on the discussion.
- Reaches broad audience, including those who may not typically participate in City planning initiatives.
- Includes instructions for requesting further translation and interpretation services.



Public Meetings

“Meeting-in-a-Box” (Speakers Bureau) *

Lead: PM Team, Staff Leadership Team, and TAG, with materials developed by Consultant

Overview: Provides PM Team, Staff Leadership Team, and TAG with materials for use at meetings with Neighborhood Councils, Business Districts, and other neighborhood and business groups to talk about the process upon request and seek their input. The PM

Team will ensure that interested groups are made aware of project proposals and milestones, offer opportunities for submitting comments and attend community group meetings at key milestones.

As needed, these meetings could be adapted as live events held via Zoom or another videoconferencing platform or narrated online presentations with guided questions and feedback opportunities available anytime for individual participation.

Audience: Neighborhood, community, and business organizations with regularly scheduled meetings who can accommodate a presentation on their regular agendas or arrange a dedicated meeting for the project. Meeting-in-a-box materials could be provided to teachers for use with their classes.

Materials: Short slideshow, talking points, fact sheets, FAQ, comment cards, and feedback worksheet.

Timeframe: An initial set of meeting materials at the outset of the project followed by three updates as the project progresses, including following issuance of the draft subarea plan and prior to the formal legislative process.

Highlights & Equity Strategies

- Reaches a broad audience of Tacoma residents and business owners who participate in various civic and community organizations.
- Can be presented by a variety of agency staff.
- Offers opportunity to gather regular and timely feedback.
- Located in accessible spaces along public transit lines.
- Held at varying times of day to ensure that people who work non-traditional schedules can participate.
- Provides sign-language and non-English interpreters.
- Make meetings child friendly and provide financial compensation for participants' time at some meetings, depending on availability of resources.

Visioning Sessions*

Lead: Consultant with input from PM Team

Overview: A series of meetings consisting of small group facilitated discussions to gather input on vision concepts. Consultant would develop a moderator guide, facilitate each focus group, and provide summaries of up to five meetings; additional meetings could be led by agency staff. It is anticipated that each visioning session will focus on a specific topic, such as transportation, natural environment, etc. For each meeting, Consultant will invite stakeholders with specific interest in the selected topic as well as provide broad notice to members of the public.

As needed, these meetings could be adapted as live events held via Zoom or another videoconferencing platform or narrated online presentations with guided questions and feedback opportunities available anytime for individual participation

Audience: Up to ten participants in each small discussion group. Participants could represent specific interest groups such as employees of Tideflats businesses or environmental interests, specific city neighborhoods, or be broadly based to provide diverse opinion. The structure of the focus group will depend on the nature of the questions to be addressed.

Materials: Materials would be determined based on the types of issues to be addressed in the meeting.

Timeframe: Focus Groups would be held during the Visioning phase of the project and would provide the foundation for the larger public Community Visioning Meeting.

Highlights & Equity Strategies

- Facilitated small group discussion.
- Allows consideration of complex questions.
- Can be tailored to specific or diverse audiences, depending on meeting goal.
- Provides for in-depth consideration of issues and perspectives.
- Located in accessible spaces along public transit lines.
- Held at varying times of day to ensure that people who work non-traditional schedules can participate.
- Provides sign-language and non-English interpreters.
- Make meetings child friendly and provide financial compensation for participants' time at some meetings, depending on availability of resources.

Community Meetings*

Lead: Consultant with input from PM Team

Overview: Public events such as open houses and workshops provide opportunities to share information about the project and process; identify issues, concerns, and questions of participants; and obtain feedback about key project issues.

An **open house** is an informal event in which there are a number of staffed informational stations and opportunities for the public to review materials and engage in informal discussions with staff.

Workshops are typically more structured events in which a facilitator leads participants through one or more exercises to gain specific feedback on one or more questions. Elements of both types of events may include presentations, display boards, handouts and written or verbal opportunities to provide individual comments.

As needed, these meetings could be adapted as live events held via Zoom or another videoconferencing platform or narrated online presentations with guided questions and feedback opportunities available anytime for individual participation.

Audience: Stakeholders and the general public

Materials: Likely to include PowerPoint presentations, display boards, handouts and other materials depending on the focus of the open house or workshop.

Timeframe: Four meetings, including:

- Kickoff Meeting to introduce the team, project schedule, milestones, and planned engagement activities.
- Visioning Meeting to share vision concepts and alternative scenarios.
- Informational Meeting – Prior to Public hearing to provide an opportunity to learn about drafts that are open for public comment.

Highlights & Equity Strategies

- Traditional outreach method and public familiarity.
- Opportunity for in-person interaction.
- Opportunity to share key messages, information and to hear from interested participants.
- Most effective in reaching active stakeholders and those with specific interests.
- Located in accessible spaces along public transit lines.
- Held at varying times of day to ensure that people who work non-traditional schedules can participate.
- Provides sign-language and non-English interpreters.

- Make meetings child friendly and provide financial compensation for participants' time at some meetings, depending on availability of resources.

Interactive Project Website: EngageTacoma.com

Note: Interactive online content will be hosted by the City of Tacoma at their Engagement HQ site, engagetacoma.com, which will supplement the City of Tacoma's Tideflats Subarea Plan page (cityoftacoma.org/tideflatsplan). These sites will be clearly linked to encourage familiarity with both resources.

Lead: Agency staff

Overview: An interactive website that can host surveys, "online open houses," comment forms, and other interactive elements.

Audience: Those interested and following the project, those who fill out online surveys, those who use Engage Tacoma as a resource to learn about new projects, and those directed to the website by Fife, Puyallup Tribe, Pierce County, and Port of Tacoma websites and social media, or other project communications or activities.

Materials: An initial set of informational and interactive materials at the outset of the project followed by three updates as the project progresses. Four online surveys soliciting feedback on project process. Short videos about Tideflats issues posted to the website and available to others to post to their Facebook or other sites.

Timeframe: Though active and maintained throughout the project, updates should coincide with and supplement Community Meetings.

Highlights & Equity Strategies

- Provides opportunities for individuals who are unable to attend real-time meetings to get involved.
- Includes instructions for requesting further translation and interpretation services.

Project Kiosk ("Tabling-in-a-box") *

Lead: Agency staff

Overview: A set of materials that would enable agency staff to set up a table or "kiosk" at community events. If bringing the kiosk to in-person events is not possible, kiosk materials could be adapted and dispersed online through agency and partner channels.

Audience: Supports outreach to all audiences who regularly frequent community events, including those less likely to be aware of the project.

Materials: Could include posters, Fact Sheet/FAQ, comment forms, etc.

Timeframe: Kiosks could be utilized throughout the project process but would be most valuable early on to build public awareness of the project and increase participation in future activities.

Highlights & Equity Strategies

- Leverages existing network of spaces to bring information to people in locations they already frequent.
- Can reach audiences who may otherwise be unaware of the project.
- Includes instructions for requesting further translation and interpretation services.

Project Gallery

Lead: PM Team with support from Consultant

Overview: High visibility, graphically compelling display that provides basic project information, advertises engagement opportunities, and shares the URLs for the project website and Engage Tacoma. Located in high traffic areas, such as libraries, community centers, universities, museums, workplaces, or shopping centers. Workplaces in the project area that employ 25 or more people. The Project Gallery would allow for socially distanced viewing by passers-by and would not need to be adapted if in-person gatherings continue to be restricted.

Audience: Supports outreach to all audiences who regularly frequent public and educational facilities, including those less likely to be aware of the project.

Materials: Materials could include posters, Fact Sheet/FAQ, comment forms, etc.

Timeframe: A Project Gallery could be utilized throughout the project process but would be most valuable early on to build public awareness of the project and increase participation in future activities.

Highlights & Equity Strategies

- Leverages existing network of spaces to bring information to people in locations they already frequent.
- Can reach audiences who may otherwise be unaware of the project.
- Includes instructions for requesting further translation and interpretation services.

Legislative Process*

The legislative review process will be initiated upon Steering Committee recommendation of a Draft Tideflats Subarea Plan to the City of Tacoma Planning Commission. During this process, the Planning Commission will review the Draft Subarea Plan, including one or more public hearings for public comments and testimony, and make a recommendation to the City Council for final action. The City Council will review the Planning Commission recommended Subarea Plan, hold one or more public hearings for public comments and testimony, and make a final decision. Please see Exhibit 9 Project Phasing and supporting narrative in Chapter 3.

See also Chapter 5 Decision Making Process for additional discussion of the Planning Commission and City Council process. This discussion notes that if the Planning Commission and/or City Council propose a material change to the Steering Committee recommended Subarea Plan, it will be provided back to the Steering Committee for additional review and comment.

SEPA Planned Action EIS Review Process

EIS Scoping Workshop*

As part of initiation of the Planned Action EIS process, the City of Tacoma will conduct a 21-day comment period to invite comments on the EIS scope and alternatives. During this period, agency staff will meet with interested members of the public to describe the EIS process, preliminary direction for the EIS alternatives and topics for analysis in the Draft EIS. Public comments on the EIS alternatives and topics for analysis will be invited in written and verbal form at this workshop. Written comments will also be invited through the project website and via email during the balance of the 30-day comment period. This meeting will be adapted to be held online as needed.

Draft EIS Public Hearing*

Following issuance of the Draft EIS, the City of Tacoma will conduct a 30-day comment period to receive comments on the Draft EIS. During this period, the City will conduct a public hearing to share the major findings and to hear comments from the public about the EIS. Public comments in written and verbal form will be invited at the hearing. Written comments will also be invited through the project website and via email during the 30-day comment period. This meeting will be adapted to be held online as needed.

Tideflats Advisory Group (TAG)

Tideflats Advisory Group (TAG) provides input and feedback as a “sounding board” for the Subarea Planning Process and the City during their respective parts of the process. TAG members also serve as liaisons to the broader stakeholder groups they represent. TAG meetings will be open to the Public but will not receive public comment. The TAG will number no more than twenty-one individuals. The public is welcome to attend meetings of the Tideflats Advisory Group (TAG) to listen to presentations and discussions and fill out a comment card. The composition of the TAG will consist of the affected communities and perspectives listed below.⁴

Adjacent Jurisdictions

- City of Lakewood (Self-appointed)
- City of Sumner (Self-appointed)
- Joint Base Lewis McChord (Self-appointed)

Neighborhoods

- Northeast Tacoma Neighborhood Council (Self-appointed)
- New Tacoma Neighborhood Council (Self-appointed)
- South Tacoma Neighborhood Council (Self-appointed)

Business & Industry

- Port Tenant (Port appointed)
- Tideflats Industrial/Non-Port Property (Fife appointed)
- Energy Company (Self-appointed)
- Fredrickson Industrial Group (County appointed)

Labor

- ILWU Local 23 (Self-appointed)
- Pierce County Building and Construction Trades Council (Self-appointed)

Environmental

- Wildlife Representative (Tribe appointed)
- Air Quality Representative (Tacoma appointed)
- Water Quality Representative (Port appointed)
- Climate Change Resiliency (Tribe appointed)

Regional Economic

⁴ City of Tacoma, et al. *Tideflats Subarea Planning Work Plan*. (February 10, 2019), pp. 7 - 8.

- Tacoma/Pierce County Chamber of Commerce (Self-appointed)
- Tacoma/Pierce County Economic Development Board (Self-appointed)

General

- Transportation (Fife appointed)
- Other to achieve balance (Tacoma appointed)
- Other to achieve balance (County appointed)

Note: This group is referred to as the Stakeholder Advisory Group in the Work Plan approved on February 8, 2019.

Planning Commission

The Tacoma Planning Commission is a nine member citizens' advisory body responsible for advising the City Council on all land use matters. The Commission's meetings are open to the public and advertised on the City's website. The Tideflats subarea planning process will include regular consultation and information sharing with the Steering Committee, and the Steering Committee will be responsible for developing an initial draft Subarea Plan for consideration by the Tacoma Planning Commission and the City Council.



5. DECISION MAKING PROCESS

Because of the regional significance of the designated Port of Tacoma Manufacturing Industrial Center, a cooperative interjurisdictional planning and decision-making process is essential to a successful outcome. At the same time, the work products of this process will be a Subarea Plan and implementing regulations that ultimately will be adopted by the City of Tacoma. This section describes how the interjurisdictional planning process will integrate with the City of Tacoma decision-making process. In addition, the required state and regional approvals required as part of the adoption process are briefly described.

Tideflats Steering Committee

The Tideflats Steering Committee consists of two elected leaders, and alternates (elected officials), from each participating government. The governments that are members of the Steering Committee include City of Fife, City of Tacoma, Pierce County, Port of Tacoma and the Puyallup Tribe.

The subarea planning process will include regular consultation and information sharing with, and advice from, the Steering Committee. The Steering Committee will provide guidance for policy decisions and facilitate mutual understanding and a closer alignment of interests across jurisdictions throughout the subarea planning process. The Steering Committee is specifically responsible for affirming the Public Engagement Plan and for developing an initial draft Subarea Plan for consideration by the Tacoma Planning Commission.⁵

Tacoma Planning Commission

The Tacoma Planning Commission is a nine-member advisory body appointed by the City Council. Its review and advisory responsibilities primarily include the Comprehensive Plan and its elements, land use and development regulations, and other planning issues. The Tideflats Subarea Plan will

⁵ City of Tacoma, et al. *Tideflats Subarea Planning Work Plan*. (February 10, 2019), pp. 5 – 6, 9.

be an element of the City's Comprehensive Plan and falls under the purview of the Planning Commission.

The Planning Commission will receive a recommended Tideflats Subarea Plan from the Steering Committee and conduct a review of the draft Plan. This review will include study sessions and one or more public hearings, in which community members will have an opportunity to provide comments and testimony directly to the Planning Commission. Following their review, the Commission will send their recommendation to the Tacoma City Council and to each participating government. If the Planning Commission proposes a material change to the Steering Committee recommended Subarea Plan, the proposed change will be provided to the Steering Committee for review and comment within a 45-day comment period before transmittal to the City Council. Each participating government and the Steering Committee will also have the opportunity, either jointly or separately, to comment on the Planning Commission's recommendation.⁶

Tacoma Planning Director

The City of Tacoma Planning Director is designated as the State Environmental Policy Act (SEPA) Responsible Official for this project, responsible for ensuring compliance with substantive and procedural requirements of SEPA. The City has determined that it will meet its SEPA responsibilities through preparation of a Planned Action Environmental Impact Statement (EIS). As Responsible Official, the Planning Director will oversee this process, ensuring that processes are properly followed and substantive content is factual and objective. The Draft and Final SEPA EIS documents will be issued upon approval by the Responsible Official. The City must wait a minimum of seven days after issuance of the Final EIS before acting on the Subarea Plan.

Tacoma City Council

Final decisions regarding the Subarea Plan will be made by the Tacoma City Council based on recommendations from staff, Steering Committee, Planning Commission and public input. The City Council will review and discuss any recommended revisions at one or more study sessions. The study session meetings are open to the public, although public comment is not invited at study sessions. The City Council will also hold at least one public hearing to receive additional public comment before acting on the proposed Subarea Plan.

If the City Council proposes a material change to the proposed Subarea Plan, the proposed change will be provided to the Steering Committee for review and comment within a 45-day comment period. If additional changes are proposed by the City Council, the review and comment

⁶ City of Tacoma, et al. *Tideflats Subarea Planning Work Plan*. (February 10, 2019), p. 11.

process will repeat. Final City Council action on the Subarea Plan will occur after the final 45-day comment period, if applicable.⁷

State & Regional Approvals

Puget Sound Regional Council (PSRC)

The Puget Sound Regional Council is an association of cities, towns, counties, ports, and state agencies that serves as a forum for developing policies and making decisions about regional growth management, environmental, economic, and transportation issues in Snohomish, Kitsap, King and Pierce counties. The PSRC is designated under federal law as the Metropolitan Planning Organization (required for receiving federal transportation funds), and under state law as the Regional Transportation Planning Organization for the four-county region. Consistent with its responsibilities, the PSRC developed and adopted VISION 2040, a regional plan that describes the growth management, environmental, economic, and transportation strategy for the central Puget Sound region.

VISION 2040 directs local jurisdictions with a regionally designated center to prepare a subarea plan for each such center within four years of designation (DP-Action-17). Subarea plans must be consistent with the jurisdiction-wide comprehensive plan and are required to fully address all planning requirements in the Growth Management Act. Subarea plans should be a chapter or section in the comprehensive plan. The Port of Tacoma Manufacturing Industrial Center is a regional-designated center under VISION 2040 and the Tideflats Subarea Plan will be an element of the City's Comprehensive Plan.

Prior to adoption and during the same period that the Department of Commerce is reviewing the draft Subarea Plan (see Department of Commerce below), PSRC will also conduct a preliminary review of the Subarea Plan. To facilitate this review, the City will provide a brief report that outlines how the plan satisfies Growth Management Act requirements for subarea plans, as well as regionally established criteria for center planning. Once the final center plan is adopted, the PSRC prepares a certification report and makes their decision regarding certification of the plan. Plan certification qualifies and prioritizes capital projects identified in the plan for regional funding.

Department of Commerce

The Growth Management Act requires that at least 60 days prior to adoption, the City provide a copy of the proposed Subarea Plan to the Department of Commerce for review and distribution

⁷ City of Tacoma, et al. *Tideflats Subarea Planning Work Plan*. (February 10, 2019), p. 11.

to other state agencies. The purpose of this requirement is to allow Commerce and other state agencies the opportunity to comment on the proposal. Following adoption, the City must provide Commerce with notice of adoption within ten days of final adoption. This requirement does not impact the date of effectiveness of the City's action; the Subarea Plan and related implementing regulations would become effective upon adoption by the City.

Department of Ecology

The Shoreline Management Act requires that after local adoption of amendments to the Shoreline Master Program (SMP), the amended SMP must be approved by the Department of Ecology before the amendments take effect. Depending on the type of comments provided by the Department of Ecology, resolution of comments can take months or longer. During this period, the prior SMP would remain in effect and proposals for actions under the amendments would not be permitted.

6. ACCOUNTABILITY & EVALUATION

Feedback Loop

As part of this public involvement plan, the Consultant team and PM team will be responsible for gathering and disseminating the public's input to decision makers and back to the public at large. This is a necessary component for a successful project. The Consultant team will work closely with the PM team to compile public comments throughout the planning process. Comments and online survey results will be integrated into ongoing work and summaries will be shared through the website, electronic/hard copy mailings and local media outlets.

Public Involvement Evaluation

Evaluation of the public involvement will be completed upon completion. Tools for evaluation will include:

- Informal feedback from stakeholders
- Voices and representation from all communities with an interest and stake in the future of the Tideflats. This includes ensuring that traditionally under-represented and under-served groups, including low-income communities and communities of color are engaged. (see Community Profile)
- Short questionnaires following events
- Team debriefs following meetings and events to discuss needed adjustments

APPENDIX A EQUITY & EMPOWERMENT FRAMEWORKS

A focus of the engagement effort will be on equitable engagement, or strategies to make sure that all voices in the community are heard as part of inclusive decision-making. Particular efforts will be made to improve communication with traditionally under-represented and under-served groups, including low-income communities and communities of color. The Plan details a range of opportunities for meaningful engagement, to include voices in our community that may have been historically marginalized and excluded, to create a shared vision for the future. This focus flows from the commitment to equity across all five participating governments, summarized below. This shared commitment provided guidance for the development of this Public Engagement Plan.

City of Tacoma

The City of Tacoma's commitment to diverse and inclusive public engagement is demonstrated by the Equity and Empowerment Initiative framework, which was adopted by City Council in September 2015 (see page X) and has been incorporated into the Tacoma Comprehensive Plan. The City created the Office of Equity and Human Rights in October 2014 to support the city in carrying out the goals of the equity framework.

In a 2014 survey, Tacoma residents ranked how important it was to expand access to city services and infrastructure to people of different races, ethnicity, disability, and income levels; 71% of respondents said this work was "essential" or "very important." In public outreach for the Tacoma 2025 Strategic Plan, community members indicated a strong desire to see equity and racial justice. The framework calls out five goals to improve outcomes for all communities:

1. **The City of Tacoma Workforce Reflects the Community it Serves** – actively work to eliminate racial and other disparities and provide accommodations for people with disabilities in hiring, promotion, and retention.

2. **Purposeful Community Outreach and Engagement** – work with community partners and businesses to promote equity and inclusion within Tacoma and throughout the region, producing measurable improvements and disparity reductions.
3. **Equitable Service Delivery to Residents and Visitors** – provide guidance, education, and assistance to all departments as they develop sustainable methods to build capacity in achieving equitable outcomes and services.
4. **Support Human Rights and Opportunities for Everyone to Achieve their Full Potential** – promote, support, and build capacity for compliance with civil rights laws, ordinances, and regulations, including ADA within the City.
5. **Commitment to Equity in Policy Decision Making** – be transparent and collaborative with internal and external individuals and groups, hold ourselves and partners accountable for measurable improvements and outcomes.

APPENDIX B STAKEHOLDERS

Stakeholders

There are a variety of stakeholders with an interest in this plan. In addition to the stakeholders identified in the Work Plan, below an initial set of stakeholders by stakeholder group. This list is intended as a “living list” and will be iteratively updated as the planning process unfolds.

Exhibit 11 Initial Stakeholders by Group

Stakeholder Group	Stakeholder
Community Members	<ul style="list-style-type: none"> ▪ Hearing and visually impaired individuals ▪ Non-English speakers ▪ Older residents ▪ People of color ▪ Tribal members ▪ Northeast Tacoma Neighborhood Council ▪ New Tacoma Neighborhood Council ▪ South Tacoma Neighborhood Council
Port Users	<ul style="list-style-type: none"> ▪ Shipping lines ▪ Beneficial cargo owners ▪ Smaller business owners and employees ▪ Port tenant ▪ Northwest Horticultural Council and Washington Wheat Growers Commission ▪ Automobile importers ▪ Aerospace, trucking, and rail ▪ United States Customs and Homeland Security ▪ Recreational users ▪ Joint Base Lewis McChord (JBLM) ▪ Academic institutions that do research in/utilize port area
Regional Economic	<ul style="list-style-type: none"> ▪ City of Sumner ▪ City of Lakewood ▪ Tacoma-Pierce County Chamber of Commerce ▪ Manufacturing Industrial Council
Labor	<ul style="list-style-type: none"> ▪ ILWU Local 23 ▪ P.C. Building and Construction Trades ▪ Pierce County Labor Council ▪ Trucking Owner Operators Association ▪ Water navigation pilots

Stakeholder Group	Stakeholder
Workforce Development Entities	<ul style="list-style-type: none"> ▪ University of Washington Tacoma ▪ Community colleges ▪ Trade organizations
Elected officials	<ul style="list-style-type: none"> ▪ Steering Committee ▪ City Council ▪ Port Commission ▪ Tribal Council
Environmental Groups	<ul style="list-style-type: none"> ▪ Friends of Hylebos Wetlands ▪ Tahoma Audubon Society ▪ 350 Tacoma ▪ Advocates for a Cleaner Tacoma ▪ Earthcorps ▪ Forterra ▪ Surfrider ▪ CCL ▪ Citizens for a Healthy Bay ▪ Puyallup Watershed Initiative
Community Organizations	<ul style="list-style-type: none"> ▪ Sea Scouts ▪ NW Immigrants Rights Project ▪ La Resistencia ▪ Foss Waterway Development Authority ▪ Centro Latino ▪ Tacoma Urban League ▪ Asia Pacific Cultural Center
Local, State & Regional Agencies	<ul style="list-style-type: none"> ▪ Department of Ecology (to expedite environmental review) ▪ Metro Parks Tacoma ▪ Emergency planning commission ▪ Washington State Department of Transportation Freight and Rail Office (WSDOT) ▪ Washington State Department of Commerce ▪ Washington State National Guard ▪ Pierce Transit ▪ Department of Natural Resources ▪ Pierce Conservation District
Boards and Commissions	<p data-bbox="656 1554 824 1583">City of Tacoma</p> <ul style="list-style-type: none"> ▪ Police and fire ▪ Transportation Commission ▪ Planning Commission ▪ Sustainable Tacoma Commission ▪ Mayor's Youth Commission ▪ Transportation Commission ▪ Human Rights Commission ▪ Commission on Disabilities

Stakeholder Group	Stakeholder
	<ul style="list-style-type: none">Port of Tacoma▪ Port CommissionPuyallup Tribe▪ Planning Commission▪ Fisheries CommissionCity of Fife▪ Planning CommissionPierce County▪ Pierce County Planning Commission
Adjacent Jurisdictions	▪ Boards and Commissions