



AGENDA

MEETING: Regular Meeting (Hybrid)
DATE/TIME: Wednesday, April 19, 2023, 5:00 p.m.
LOCATION: Council Chambers, 1st Floor of the Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
ZOOM INFO: Link: <https://www.zoom.us/j/81358095104>
Dial-in: +1 253 215 8782
ID: 813 5809 5104

A. Call to Order

- Quorum Call
- Land Acknowledgement

B. Approval of Agenda

C. Approval of Minutes

- November 16, 2022
- December 7, 2022
- January 4, 2023

D. Public Comments

This is the time set aside for public comment on Discussion Items on this agenda that have not been the subject of a recent public hearing.

- Written comments must be submitted to Planning@cityoftacoma.org by 12:00 noon prior to the meeting. Comments will be compiled, sent to the Commission, and posted on the Commission's webpage at www.cityoftacoma.org/PlanningCommissionAgendas.
- To comment virtually, join the meeting using Zoom. To comment in person, sign in at the back of the Council Chambers. Where necessary, the Chair may limit the allotted time for comment.

E. Disclosure of Contacts and Recusals

F. Discussion Items

1. 2023 Amendment Package Debriefing – “Mor Furniture”, “Delivery-Only Businesses”, “Commercial Zoning Code Update”, and “Minor Amendments”

- Description: Review comments received at the public hearing on April 5, 2023, and through the comment period ending April 7, 2023; and review staff responses to the comments.
- Action: Review and Comment.
- Staff Contact: Stephen Atkinson (SAtkinson@cityoftacoma.org)



2. Home In Tacoma Phase 2

- Description: Status check on the full list of Home In Tacoma – Phase 2 actions, and continued direction to prepare initial package of zoning and standards for further analysis and Round 2 engagement.
- Action: Review and Comment.
- Staff Contact: Elliott Barnett (EBarnett@cityoftacoma.org)

3. Draft Letter on Joint Transit Oriented Development Task Force with Transportation Commission

- Description: Review and consider approving a draft letter to the Transportation Commission regarding the potential formation of a joint task force of the Planning and Transportation Commissions.
- Action: Review and Approve.
- Staff Contact: Brian Boudet (BBoudet@cityoftacoma.org)

G. Upcoming Meetings (Tentative Agendas)

- (1) Agenda for the May 3, 2023, regular meeting includes:
 - 2023 Annual Amendment Package Debriefing – “Electric Fences” & “Shipping Containers”
 - Urban Design Review Program
- (2) Agenda for the May 17, 2023, regular meeting includes:
 - 2023 Annual Amendment Package Recommendation

H. Communication Items

- (1) **Status Reports by Commissioners** – Housing Equity Taskforce, Picture Pac Ave, and Facility Advisory Committee.
- (2) **IPS Agenda** – The Infrastructure, Planning, and Sustainability Committee's next hybrid meeting is scheduled for Wednesday, April 26, 2023, at 4:30 p.m.; the agenda (tentatively) includes interviews for the Sustainable Tacoma Commission. (Held at 747 Market Street, Tacoma, WA 98402, Conference Room 248 or virtually at <http://www.zoom.us/j/87829056704>, passcode 614650)

I. Adjournment



MINUTES (draft)

MEETING: Regular Meeting (hybrid)

DATE/TIME: Wednesday, November 16, 2022, 5:00 p.m.

PRESENT: Christopher Karnes (Chair), Andrew Strobel (Vice-Chair), Morgan Dorner (arrived at 5:03 p.m.), Robb Krehbiel, Brett Marlo, Matthew Martenson, Brett Santhuff, Anthony Steele, Alyssa Torrez

ABSENT: N/A

A. Call to Order

Chair Karnes called the meeting to order at 5:00 p.m. A quorum was declared.

Chair Karnes read the Land Acknowledgement.

B. Approval of Agenda

Vice-Chair Strobel moved to approve the agenda as submitted. Commissioner Santhuff seconded the motion. The motion passed unanimously.

C. Approval of Minutes

There were no meeting minutes to approve.

D. Public Comments

Lihuang Wung, Senior Planner, reported that no comments were received.

E. Disclosure of Contacts

There were no disclosures of contacts.

F. Discussion Items

1. 2023 Amendment – “Electric Fences”

Commissioner Dorner arrived here at 5:03 p.m.

Jana Magoon, Land Use Manager, provided a review of the staff analysis and preliminary conclusions on the application of “Electric Fences” for the 2023 Annual Amendment to the One Tacoma Comprehensive Plan and Land Use Regulatory Code, including background, issues, the draft recommendations, and key policy option questions.

The Commission discussed what types of businesses have requested electric fences, other municipalities implementing similar code, potential safety issues, voltage and strength of fences, having a secondary fence or barrier in front of the electric fence, screening, rules for barbed wire and razor wire fences, warning signage, fence setbacks and buffers, height requirements, zones that electric fences are to be allowed, fence appearances, and current fence regulations.

2. 2023 Amendment – “Shipping Containers”

Ms. Magoon presented the staff analysis and preliminary conclusions on the application of “Shipping Containers” for the 2023 Annual Amendment to the One Tacoma Comprehensive Plan and Land Use

Regulatory Code, including background, issues, draft recommendations, key policy option questions, and next steps.

The Commission discussed whether they are allowed for conditioned space, screening, allowance in residential areas, health and safety concerns, use as a temporary structure, foundation requirements, narrowing the uses of shipping containers, why they are prohibited, if half-size containers have different requirements, aesthetic requirements, the accessory structure code, and shipping container dimensions.

The Planning Commission recessed at 6:09 p.m. and reconvened at 6:15 p.m.

3. Pacific Avenue Corridor Subarea Plan & EIS (“Picture Pac Ave”)

Wesley Rhodes, Senior Planner, presented the update on the Pacific Avenue Corridor Subarea Plan and EIS, including key project priorities, major elements of the plan, community engagement to date, a “soft launch phase” snapshot, major themes of what has been heard, formation of the Project Advisory Committee (PAC), and next steps.

The Commission discussed mixed-use centers along the corridor, PAC structure, representation from an economic development professional, consistency between the city and county, anti-displacement as a priority, planning for utility capacity, and addressing crime in the area.

Commissioner Torrez expressed interest in volunteering for the PAC position.

Commissioner Krehbiel moved to appoint Commissioner Torrez to the advisory group. Commissioner Steele seconded the motion. The motion passed unanimously.

G. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the December 7, 2022 (hybrid) meeting includes:

- Capital Facilities Program Update
- McKinley Neighborhood Plan
- Design Review Program
- 2023 Amendment – “Minor Plan and Code Amendments”

(2) Potential cancellation for the December 21, 2022 (hybrid) meeting.

(3) Agenda for the January 4, 2022 (hybrid) meeting includes:

- 2023 Amendment - Delivery-Only Businesses
- 2023 Amendment - Commercial Zoning Update
- Planning Commission Annual Report and Work Program Update

Commissioner Krehbiel moved to cancel the December 21, 2022, meeting. Commissioner Steele seconded the motion. The motion passed unanimously.

H. Communication Items

The Commission acknowledged receipt of communication items on the agenda.

Brian Boudet, Planning Manager, informed the commission that the Infrastructure, Planning, and Sustainability Committee reviewed the South Tacoma Groundwater Protection District moratorium on November 9, 2023, and is planning on finalizing at a special meeting on November 30, 2023, and sending the recommendation to the full City Council.

Mr. Wung announced that he is retiring from the city and December 7, 2022, will be his last meeting.

I. Adjournment

The meeting was adjourned at 6:49 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/



MINUTES (draft)

MEETING: Regular Meeting (hybrid)

DATE/TIME: Wednesday, December 7, 2022, 5:00 p.m.

PRESENT: Christopher Karnes (Chair), Andrew Strobel (Vice-Chair), Morgan Dorner, Robb Krehbiel, Brett Marlo, Matthew Martenson, Brett Santhuff, Anthony Steele, Alyssa Torrez

ABSENT: N/A

A. Call to Order

Chair Karnes called the meeting to order at 5:00 p.m. A quorum was declared.

Chair Karnes read the Land Acknowledgement.

B. Approval of Agenda

Commissioner Krehbiel moved to approve the agenda as submitted. Commissioner Steele seconded the motion. The motion passed unanimously.

C. Approval of Minutes

There were no meeting minutes to approve.

D. Public Comments

Lihuang Wung, Senior Planner, reported that one comment was received regarding the Urban Design Review Program.

E. Disclosure of Contacts

There were no disclosures of contacts.

F. Discussion Items

1. Capital Facilities Program (CFP) Update

Nick Anderson, Office of Management and Budget, provided an update on the 2023-2024 Capital Budget and CFP process review, including planning documents, how a project gets into the CFP, roles, 2023-2028 CFP adopted projects, projects by section, projects by tier, the Planning Commission recommendation, Capital Budget highlights and challenges, and next steps.

Discussion ensued regarding a review of prioritization and evaluation criteria for projects, opportunity for the Planning Commission to provide initial prioritization input, a structural deficit in terms of meeting capital facilities requirements, and if there is a tracking method of aging projects.

Commissioners Santhuff and Steele expressed interest in serving on the Facility Advisory Committee.

2. McKinley Neighborhood Plan

Lauren Hoogkamer, Principal Planner, and Anneka Olson, Senior Planner, introduce Sophia Agtarap, community member.

Together, they provided an update on the McKinley Neighborhood Planning process and the draft recommendations, including Neighborhood Planning Program background; coordination and alignment;

program objectives; partners; project elements and prioritization; the McKinley Steering Group schedule; outreach; highlights from the McKinley Neighborhood Fair, community booster voting, Social Pinpoint, and language access; plan goals; an outline of the draft plan; and next steps.

Discussion ensued throughout regarding the business district vitality plan goal; engaging the Puyallup Tribe, VFW, and farmers markets; mapping and photos; strengthening the historic resources section; engagement with Metro Parks; safety concern; the development actions map and if there are any proposed zoning changes; maintaining and replacing amenities; tree retention and adding numbers to tree canopy increase goal; and partnership with Pierce Transit.

The Planning Commission recessed at 6:21 p.m. and reconvened at 6:26 p.m.

3. Urban Design Review Program

Stephen Antupit, and Carl Metz, presented an overview of the Urban Design Review Program, including program elements, the review thresholds, review processes, program comparisons, the Urban Design Review Board composition, and next steps.

The Commission discussed board composition and member expertise, the value of the board, the ideal number of projects for the board to review, the board's role and timing of their review, providing a poll to the commissioners for feedback on the questions, location-based criteria, exemptions for certain uses, and review thresholds.

G. Upcoming Meetings (Tentative Agendas)

(1) December 21, 2022 (hybrid) meeting – cancelled.

(2) Agenda for the January 4, 2022 (hybrid) meeting includes:

- 2023 Amendment - Delivery-Only Businesses
- 2023 Amendment - Commercial Zoning Update
- Planning Commission Annual Report and Work Program Update

(3) Agenda for the January 18, 2022 (hybrid) meeting includes:

- Pacific Avenue Corridor Subarea Plan & EIS (“Picture Pac Ave”) – Workshop
- Urban Design Review Program
- 2024 GMA Update

H. Communication Items

The Commission acknowledged receipt of communication items on the agenda.

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

- The Infrastructure, Planning, and Sustainability Committee finalized their discussion on the South Tacoma Groundwater Protection District moratorium and forwarded a recommendation to the City Council.
- The Transit-Oriented Development Advisory Group, as it is, has sunset and forwarded its recommendations to the City Manager concerning whether the group should continue to operate in 2023 and beyond.
- Stephen Atkinson, Principal Planner, will serve as Planning Commission Liaison.

I. Adjournment

The meeting was adjourned at 7:51 p.m.

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



MINUTES (draft)

MEETING: Regular Meeting (hybrid)

DATE/TIME: Wednesday, January 4, 2023, 5:00 p.m.

PRESENT: Andrew Strobel (Vice-Chair), Morgan Dorner, Robb Krehbiel, Matthew Martenson, Brett Santhuff, Anthony Steele

ABSENT: Christopher Karnes (Chair), Brett Marlo, Alyssa Torrez

A. Call to Order

Vice-Chair Strobel called the meeting to order at 5:00 p.m. A quorum was declared.

Vice-Chair Strobel read the Land Acknowledgement.

B. Approval of Agenda

Commissioner Santhuff moved to approve the agenda as submitted. Commissioner Steele seconded the motion. The motion passed unanimously.

C. Approval of Minutes

There were no meeting minutes to approve.

D. Public Comments

Stephen Atkinson, Principal Planner, reported that three comments were received regarding the Home In Tacoma Project.

E. Disclosure of Contacts

There were no disclosures of contacts.

F. Discussion Items

1. Home In Tacoma Project Phase 2

Elliott Barnett, Senior Planner, introduced Heidi Oien, consultant with Mafoon, and presented the Home in Tacoma presentation, including key questions for initial zoning maps, round one engagement, existing conditions report, existing lot sizes, existing alleys, an overview of residential character areas, preliminary findings of existing conditions, regional zoning benchmarks, key findings from regional zoning benchmarks, zoning framework options, guiding principles, and location criteria.

The Commission discussed special review districts, mixed residential, location criteria, priorities on where midscale projects are placed, owner occupancy data, benchmarking, alleys, number of zones, characteristics of pre-war/pre-zoning areas, being more direct on the needed housing types, differentiating zones, and lot sizes and development potential.

The Planning Commission recessed at 6:15 p.m. and reconvened at 6:20 p.m.

2. 2023 Amendment – Delivery-Only Businesses

Adam Nolan, Associate Planner, presented the status of the analysis of the staff-initiated application "Regulating Delivery-Only Businesses of Food and Other Consumables" ("Delivery-only" business) for the

2023 Annual Amendment to the One Tacoma Comprehensive Plan and Land Use Regulatory Code, including background on the amendment process, the 2023 Amendment timeline, the 2023 Amendment docket, characteristics of delivery-only businesses, potential impacts, the basis for this amendment request, and next steps.

The Commission discussed volume of businesses and location allowances, county standards, parking impact concerns, environmental impact concerns, businesses that fall into the category, why staff recommended the proposal, broadening an existing use category, and health authority standards.

3. 2023 Amendment – Commercial Zoning Update

Wesley Rhodes, Senior Planner, presented an update on the project scope and preliminary analytic framework as part of the assessment of the staff-initiated application “City-wide Commercial Zoning Code Update” for the 2023 Annual Amendment to the One Tacoma Comprehensive Plan and Land Use Regulatory Code, including application details, the phase approach, commercial pattern area typologies, examples, provisional classification criteria, changes under consideration for 2024, Multi-Family Property Tax Exemption Program (MFTE) expansion – “neighborhood commercial nodes”, and key issues.

The Commission discussed exploring the changing of classification in certain emerging areas, MFTE expansions, the requirement of 30 percent of commercial footprint for corner properties, commercial footprint requirements within mixed-use centers, requirements driving costs, and zoning classifications.

4. 2023 Amendment – Minor Plan and Code Amendments

Mr. Nolan presented the status and analysis of the “Minor Plan and Code Amendments” for the 2023 Annual Amendment to the One Tacoma Comprehensive Plan and Land Use Regulatory Code, including background, the scope of work, items removed and added from preliminary work plan, and next steps.

5. Planning Commission Work Program Update and By-laws Review

This item was deferred to a future meeting to be determined.

G. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the January 18, 2023, meeting includes:

- Pacific Avenue Corridor Subarea Plan & EIS (“Picture Pac Ave”) – Workshop
- Urban Design Review Program
- 2024 GMA Update - Introduction

(2) Agenda for the February 1, 2023, meeting includes:

- 2023 Amendment – Electric Fences
- 2023 Amendment – Shipping Containers
- 2023 Amendment – Mor Furniture
- Neighborhood Planning Program – McKinley Neighborhood Plan
- Home In Tacoma Phase 2

H. Communication Items

The Commission acknowledged receipt of communication items on the agenda.

I. Adjournment

The meeting was adjourned at 7:38 p.m.

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



To: Planning Commission
From: Adam Nolan, Planning Services Division
Subject: **2023 Annual Amendment Package – Public Hearing Debrief**
Memo Date: April 12, 2023
Meeting Date: April 19, 2023

Action Requested:

Provide direction to staff.

Discussion:

The Planning Commission conducted a public hearing on April 5, 2023, to receive oral testimony, and kept the hearing record open through April 7, 2023, to accept additional written comments, concerning the 2023 Annual Amendment to the [One Tacoma Comprehensive Plan](#) and [Land Use Regulatory Code](#) (or “[2023 Amendment](#)”), which includes the following applications:

- (1) Mor Furniture Land Use Designation Change (near South 49th and Wilkeson)
- (2) Electric Fence Development Standard Amendments
- (3) Shipping Container Development Standard Amendments
- (4) Delivery-only Retail Businesses
- (5) Commercial Zoning Update Phase I: Neighborhood Commercial Design Standards
- (6) Minor Plan and Code Amendments

At the next meeting on April 19, 2023, the Commission will review public comments received and consider modifications to applications 1, 4, 5, and 6 of the 2023 Amendment. To facilitate the Commission’s review and discussion, staff has included the following materials in the agenda packet:

- Attachment 1 – Staff Responses to PC Questions
- Attachment 2 – List of Commenters
- Attachment 3 – Summary of Oral Testimony
- Attachment 4 – Compilation of Written Comments

Staff is seeking comments and direction from the Commission, which will be used to prepare draft documents of “Planning Commission’s Letter of Recommendations” and “Planning Commission’s Findings of Fact and Recommendations Report” for the Commission’s consideration for approval at the meeting on May 17, 2023.

Tentatively, next steps for the 2023 Annual Amendment include the following dates and actions:

- April 19 – Commission review of public comments
- May 3 – Commission review of public comments
- May 17 – Commission Recommendation
- May/June – City Council Consideration

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 TMC 13.02.070. 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. The process for the [2023](#)



[Amendment](#) began with accepting applications during January-March 2022 and is slated for completion in June 2023.

Prior Actions:

- 04/05/2023 – Public Hearing on 2023 Amendment Package
- 03/01/2023 – Review status of “Delivery-Only Retail Businesses” and “Minor Plan and Code Amendments”, and release of 2023 Amendment Package for public review
- 02/15/2023 – Review status of “Delivery-Only Retail Businesses”, “Commercial Zoning Update Phase I”, “Electric Fences”, and “Shipping Containers”
- 02/01/2023 – Review status of “Mor Furniture”
- 01/04/2023 – Review status of “Commercial Zoning Update Phase I”, “Minor Plan and Code Amendments”, and “Delivery-Only Retail Businesses”
- 11/16/2022 – Review status of “Electric Fences” and “Shipping Containers”
- 11/02/2022 – Review status of “Mor Furniture”
- 09/07/2022 – Assessment and Determination of “Commercial Zoning Update Phase I” and “Delivery-Only Retail Businesses” (proceed with technical analysis)
- 08/17/2022 – Assessment and Determination of “Minor Plan and Code Amendments”, “Electric Fences”, and “Shipping Containers” (proceed with technical analysis)
- 07/20/2022 – Assessment and Determination of “Mor Furniture” (proceed with technical analysis)

Staff Contacts:

- Stephen Atkinson, satkinson@cityoftacoma.org
- Jana Magoon, jmagoon@cityoftacoma.org
- Adam Nolan, anolan@cityoftacoma.org
- Wesley Rhodes, wrhodes@cityoftacoma.org

Attachments:

- Attachment 1: Staff Responses to PC Questions
- Attachment 2: List of Commenters
- Attachment 3: Summary of Oral Testimony
- Attachment 4: Compilation of Written Comments

c. Peter Huffman, Director



2023 ANNUAL AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Attachment 1: Staff Responses to Planning Commission Comments

(From Public Hearing, April 5, 2023)

“Mor Furniture” Amendment Application

1. Requesting information on the Conservation Futures Funding program, especially South 84th Street site; any applicability to subject site? (Marlo, Strobel)

Staff Response: Planning staff made contact with Pierce County Conservation Futures Fund staff. The [Pierce County Conservation Futures Fund](#) application is open on odd number of years; the application is expected to open in April/May 2023 (open for 3-4 weeks). This is a competitive application process. Sites must be at least one acre in size or connected with existing land identified as preserved open space, and applicant/s can identify up to three conservation priorities (wildlife habitat, passive recreation, etc.) in the application. The application requires: Signed Willing Seller Statement (for land in question), Signed Sponsor's Statement, and Signed Receiving Agency Statement (if different from the Sponsor). Detailed information on the project proposal, including budget (includes CFF funding request and matching funds) and sources of matching funds, are required in the application.

2. Requesting clarification on subject site history when owned by Tacoma Public Schools; was the school required to have and maintain buffer between school and freeway? Any school layout plans to reference? (Dorner)

Staff Response: Staff has reviewed some historic and contemporary permit documents related to the Gaudrone Middle School parcels at 4902 S Alaska St. There is no language indicating that the subject site parcel (1824 S 49th St.) was mandated/required to be a buffer from Interstate 5. Staff review of school layout plans also indicate that the subject site parcel was not necessarily intended to be a buffer to impacts from Interstate 5. Staff review of documents included:

- Conditions of Approval (Dec 17, 1959) and Site Extension Approval (Mar 21, 1961) related to construction of Seward Elementary School. The site extension included Blocks 23-28 (five lots lying east of State right-of-way line; subject site lies within this). No reference to parcels to be utilized for buffer/s between freeway and school.
- Special Use Permit SUP2002-00003 (April 2002) to allow construction of new 124,000 sf middle school on existing Seward Elementary School site. In reference to the area between the school building and Interstate 5 (that includes the subject site area), Page 6 of the SUP notes:
“To help abate the freeway noise exposure to kids using the ball fields (south border of school) a solid fence/wall will be erected at the top of the bank on the west side of the ball fields. Also, there will be some trees planted outside the wall as well as between the wall and the ball fields. **The remainder of the property between the wall and the west boundary will be left with the existing vegetation, which is a combination of grass and blackberry vines.**”

- Planning and Development Services approval of Boundary Line Adjustment LU16-0264 (January 25, 2017) at 4902 S Alaska St to consolidate multiples lots and vacated right of ways into three large lots. One of the lots is the 1.24 acre subject site parcel noted to be “projected for potential commercial rezone.” The other two lots are noted to be “for continued use as school grounds.”

3. Public commenter suggested that the proposed land use designation change at the site would be a violation of the WA state HEAL Act. Provide background on the HEAL Act and how it may/may not apply. (Santhuff)

Staff Response: The HEAL Act creates a coordinated approach to reducing environmental and health disparities across Washington State requiring seven state agencies to apply specific Environmental Justice requirements to agency actions. These agencies are the departments of Agriculture, Commerce, Ecology, Health, Natural Resources, and Transportation, and the Puget Sound Partnership. (Washington State Office of the Attorney General website page, [“About the HEAL Act.”](#))

The HEAL Act applies to the state agencies identified above. It does not apply to cities and their permitting and land use actions but may apply in the case of grant funding requirements of these state agencies.

4. Heard about buffer planting programs at Jennie Reed School; provide background/context on this. (Santhuff)

Staff Response: Tacoma Green Schoolyards program is a collaborative effort including the Trust for Public Lands (TPL), Tacoma Public Schools (TPS), and Metro Parks. This initiative currently involves five TPS elementary schools in South and Eastside Tacoma (including Jennie Reed). The initiative also ties into TPL’s 10-minute walk program that promotes community accessibility to parks and greenspaces. TPL has also worked with Metro Park Parks and TPS in previous projects, including at First Creek and Charlotte’s Blueberry Park.

TPL uses GIS resources to identify potential areas of work, then does ground-truthing and community engagement with potential partners and communities. The approach is to engage closely with school staff, students, parents, and community members in visioning and design activities and considerations for each respective location. TPL does not own any of the land, but instead partners with landowners and can assist with design, bidding, construction, and other ongoing considerations. The maintenance and upkeep is the responsibility of the property owner and/or designated partners. The Jennie Reed project is a joint partnership with TPS owning the land and maintaining the space/s during school hours, and Metro Parks maintaining outside of school hours when the schoolyard can be made accessible to the broader community. A contractor has been hired for the Jennie Reed project, and construction will soon begin with anticipated completion by beginning of 2023-2024 school year.

Additional information can be found here:

- <https://www.metroparkstacoma.org/project/community-schoolyards/>
- <https://www.tpl.org/our-work/tacoma-green-schoolyards>

5. What communication has staff had with Tacoma Public Schools and other agencies; how have they weighed in concerning the Mor Furniture application. (Strobel)

Staff Response: Staff has had a few meetings with the Tacoma Public Schools Planning and Construction Department and communications with Giadrone Middle School administrative personnel. Planning staff gathered that TPS was aware that in selling the subject site parcel in 2018 to the Wesco Management, LLC, it would likely result in commercial development (Refer to staff response to Question 5, specifically “Boundary Line Adjustment LU16-0264”). Of paramount concern to TPS staff is student safety, especially considering how the subject site will be accessed. Access through the applicant-owned commercial parcels off of S 48th would be preferred. Through these conversations, staff became aware of these concerns, but did not receive any formal comments through the Planning Commission public hearing or written comment period from TPS concerning the application.

Staff has also consulted with the Tacoma Pierce County Health Department (TPCHD) concerning potential negative environmental impacts of any development (Air quality and PM2.5 emissions, traffic, lack of tree canopy) on students and residents in the subject site area, especially since the area encircles low- and very low-opportunity neighborhoods (City of Tacoma Equity Index). A letter highlighting TPCHD’s concerns was shared with the Planning Commission as part of the 2/1/2023 meeting packet.

In conducting technical analysis, staff consulted with a number of staff from different departments in the city, including vetting baseline conditions and how city plans and development standards would apply to the subject site. This is a land use designation change request and not attached to a specific development proposal at this time. Site rezone and permitting stages would require development plans that would be subject to additional, thorough analysis and evaluation to identify potential impacts, any required mitigations of impacts, and ensure compliance with city code and standards.

6. Is there a pollution threshold in the area around subject site? Has threshold been reached, or would the proposed land use designation change push area over pollution threshold? (Steele)

Staff Response: This current proposal, being a land use designation change and not attached to any specific development project at this time, would not have an effect on pollution in the area around the subject site. There is also no identified threshold for air pollution levels in the area specifically around the subject site. The WA State Dept. Of Ecology and Puget Sound Clean Air Agency (PSCAA) monitor and track emissions to make sure levels of outdoor air pollutants meet federal and state air quality standards. Air quality and pollution are monitored at a regional level, with monitoring stations set up in different geographic areas throughout the Puget Sound region to measure particulate pollution ([Air Quality Sensor Map](#)). The city does not establish or enforce regulatory standards and monitoring for air quality. Rather, air quality impacts are considered as part of the City’s Environmental Review (SEPA), typically at a project level. City staff does consider air quality impacts in policy and proposals, but it is other agencies that establish the standards, and we rely on those standards. Pollution is further discussed in Question 7 that follows.

The PSCAA requires a [construction permit](#) for “any new or modified air pollution source prior to construction or making operational modifications (including equipment, process, or design changes) that affect the level of air contaminants emitted.” This appears to apply to industrial and commercial uses

that may generate higher emissions and potential pollutants as part of their operations or manufacturing processes (does not generally apply to vehicle impacts).

Staff and policymakers with the City and partner agencies do have tools available to them to help better understand or anticipate environmental, health, and equity impacts in considering policies and government projects. Two of these tools include the [City's Equity Index](#) and the [Washington Environmental Health Disparities Map](#).

7. Has the subject site area been involved in declaration of nonattainment by EPA for status of air pollution, particulate matter? What are the sources of pollution in the area? (Karnes)

Staff Response: The Clean Air Act requires the Environmental Protection Agency to set air quality standards for six common air pollutants (carbon monoxide, lead, ground-level ozone, nitrogen dioxide, particulate matter, and sulfur dioxide). Staff from the WA Dept of Ecology provided the following information by email:

The entire state of Washington is currently in attainment for all criteria pollutants, including the Tacoma/Pierce County area...From past nonattainment, Tacoma/Pierce is currently a PM2.5 maintenance area (ends 2035)...EPA intends to lower the annual standard for PM2.5 in the coming years. However, we believe the monitor will likely continue to demonstrate attainment when the designations occur in ~2025.

The Puget Sound Clean Air Agency monitors regional (Pierce, King, Kitsap, and Snohomish counties) air pollution and focuses monitoring on fine particle pollution because of its health impacts.

[PSCAA Criteria Air Pollutants](#); [PSCAA 2020 Air Quality Data Summary](#)

Due to the proximity to Interstate 5, PM2.5 emissions and concentration are at higher levels. The [Washington Environmental Health Disparities Map](#) (WA Dept. of Health) evaluates environmental health risk factors in communities and rates the census block group containing the subject site a "10" - highest risk rank for "Diesel Exhaust PM2.5 Emissions," "PM2.5 Concentration," and "Proximity to Heavy Traffic Roadways." Additional information, including methodology, data sources, and how to interpret the map can be found in the [2022 Washington Environmental Health Disparities Map Report](#).

The census block group that the subject site is within also has a "Very Low" rating for the Environmental Health Index (includes Diesel Emissions, toxic risk, heavy traffic roadways, and urban heat island index) in the [City of Tacoma's Equity Index](#).

"Minor Plan and Code" Amendment Application

8. What does it take to modify City Charter to allow people to serve on commissions that are not residents. What kind of opportunities are there to edit the city charter in the future, even if the LPC Membership minor amendment is adopted? How might the Charter impact ability for people to serve on Urban Design Review board or other boards in the future? (Santhuff)

Staff Response: This minor amendment is solely related to the Landmarks Preservation Commission membership.

While appointments to certain committees, boards, and commissions (CBCs) must be limited to residents of the City of Tacoma, persons living outside of the City of Tacoma may be considered and appointed to positions not legally restricted to city residents when specific expertise is required as deemed appropriate by the City Council.

City CBCs can be established by City Charter or City Council ordinance or resolution. The City Planning Commission was established by City Charter (Section 3.8). The Landmarks Preservation Commission was established by ordinance and later recognized in the City Charter (Section 3.13 – amended in 2014). Both have residency requirements. Others such as the Human Rights Commission and Sustainable Tacoma Commission, established by ordinance and resolutions, respectively, do not have residency requirements.

Pursuant to Section 2.25 of the City Charter, the City Council shall commence a comprehensive review of the City Charter no less frequently than once every ten years by appointing citizens to a Charter Review Committee. The last Charter Review Committee was held in 2014.

Full City Charter can be accessed here: <https://www.cityoftacoma.org/citycharter>



Attachment 2 Lists of Commenters

Oral Testimony (At Public Hearing, April 5, 2023)	
No.	Name
Application: Mor Furniture Land Use Designation Change	
1.	Kirk Kirkland
2.	Eric Seibel
3.	April Smith
4.	Stacey Oaks
5.	Laura Svancarek
6.	Esther Day
7.	Sean Arent
Application: Electric Fences	
8.	Doug Konop
9.	Michael Pate
10.	Randy Ehli
11.	Charlie Brown
Application: Shipping Containers	
12.	Esther Day

Written Comments

(Received through April 7, 2023)

No.	Name	Affiliation
Application: Mor Furniture Land Use Designation Change		
1.	Dale Bickenbach	
2.	Kirk Kirkland	Tahoma Audubon Society
3.	Michelle Mood	
4.	Janeen Provazek	
5.	Heidi Stephens	
6.	Cathie Urwin	
Application: Electric Fences		
7.	Jody Fetters	Titus-Will Auto Group
8.	Michael Pate/Donald McLellan	AMAROK
9.	Miles Penk	Washington Department of Fish and Wildlife



Oral Testimony Public Hearing - 2023 Annual Amendment Package April 5, 2023

Application: Mor Furniture Land Use Designation Change

1. **Kirk Kirkland** – I'm with the Audubon Society in Pierce County. We have some problems with this particular proposal. It's in violation of several policies that are part of the comp plan. One of the policies pertains to putting commercial growth like this in centers with corridors and transit stations. This is an isolated project at the end of a dead-end road in a challenging neighborhood. Another policy the city has is about the negative impacts of putting a project, this would have negative health impacts in a sensitive area. This is an environmental injustice issue where we have a lot of pollution coming off I-5, and we don't need to add more traffic to the neighborhood. I've included a lot more information in a letter than I can't possibly say in a two-minute speech. So, I can only give you a brief outline. This is a particularly underserved, underrepresented community. There wasn't an analysis done like that. The staff report didn't look into the fact that 55% of the people are people of color, there's low-income people here - 81% - and there's 20% that are over 64. The unemployment rate here is 21%. This is not a neighborhood that needs to be having a commercial district created. It's not part of a regular part of the city that has arterials and transit and other things. So, to be really brief, it's compatible with residential land use. This isn't a commercial zone. It's not supported by transportation and other needs. It disproportionately affects low-income people and people of color, and it's an environmental justice issue in this zip code. We should look into those details and decide to deny this permit.
2. **Eric Seibel** – I'm co-chairman of the Conservation Committee of Oddball Society in Pierce County. Thank you for the opportunity to speak about the Mor Furniture amendment to the comp plan. We would like to ask you to deny this amendment. We believe the site would be better served to help the community if the land was set aside as a forest buffer. We hope that in denying this amendment, you will ask the City Council to explore purchasing the land with the county's Conservation Futures funding. Such a buffer was once created on I-5 at the 84th Street intersection, for example, so the city could make application again. The project, as proposed, is in violation of several city planning policies which would justify you in denying this amendment. First of all, Mor Furniture Outlet proposed opening a store next to a school and on a dead-end neighborhood street. This amendment is incompatible with city policies that require commercial outlets to locate in centers, corridors, and transit station areas. The staff report failed to determine if the proposal was in violation of concerns about environmentally sensitive areas and about community health and safety. The I-5 corridor, for example, from Everett to Tacoma, experiences the worst diesel particulate matter pollution in the state due to heavy truck traffic. The regional health disparities map shows that diesel emissions are concentrated in communities with a higher percentage of low-income people and people of color. Secondly, underserved communities is a factor here. The zip code for this project is comprised largely of low-income families that are disproportionately exposed to environmental harms and health disparities, according to the Tacoma Pierce County Health Department. City Policy UF-1.11 requires evaluating the impacts of land use decisions on current residents of particularly under-served and under-represented communities. The planning staff report skipped this step. This is an environmental injustice. This land use decision affects communities of people of color who live in close proximity to pollution that creates a health disparity. Therefore, we would ask that you deny the Mor Furniture land use rezone.
3. **April Smith** – I'm here to ask that you deny this application. Because of the location right next to this middle school, these children and the families that live in this area are impacted so much already from the pollution from I-5, that they don't need additional pollution from the trucks and all the additional traffic that will come from this being right up against the school. It would be much better served to use as a green space and fill it with trees to help with counteracting the pollution that's coming from I-5.



4. **Stacey Oaks** – I oppose the Mor Furniture rezone. As people have pointed out, this is an area right behind the school. This is an area behind a school that is already rated by the Health Equity Index to have a 10 out of 10 score, which is negative, for environmental pollution. That pollution affects school performance, brain development, life expectancy, incidences of cancer, asthma, and other illnesses. Several agencies have already submitted comments concerned about this. That should be part of any presentation going forward. So, let's just be clear. What we're talking about right now is voting to poison children - children that are already being poisoned. The traffic impact analysis is incomplete, and that matters. Bernice A. King wrote, "Truth is only a threat to those who benefit from lies." So, let's think about that. Why would an incomplete traffic analysis be used? Why wouldn't we be digging into this health equity index prior to it even being brought up by public comments? Because we're benefiting from the lies to try to put this in. Why are we not already addressing that this is an already overburdened community. The Heal Act was passed to try to keep things like this from happening. This is not a proposal where the city can hide behind the excuse of "if it fits in the current land use, we have to say yes" - which is, frankly, from a dirty playbook; but nevertheless, not available to use in this case. This zoning change can and should be denied.
5. **Laura Svancarek** – I'm speaking personally today as a Tacoma resident. I live about three blocks away from the parcel in question. I'm really concerned about traffic impacts, particularly increased freight traffic. I'm not speaking as a driver, but from my experience as a cyclist, pedestrian, and transit user in this neighborhood. South 48th Street, to be really blunt, is scary. I can't tell you how many times that I've almost been hit by drivers while crossing 48th. At the same time, 48th is also the safest way to cross I-5 in south Tacoma if you're walking or biking. While it's safer than other options, I need to be clear that it's still not actually safe, especially if you are on a bike. Those are the current conditions. I understand that staff determines the zoning change will generate less traffic than if the parcel was developed into housing as currently zoned. I think we all know that development into housing was very unlikely anyway, so this is an increase in traffic over the current levels, and it worries me a lot based on my lived experiences on this street. I'm also a member of the Pierce Transit BRT System Expansion Study Technical Advisory Group, and 48th is under serious consideration for the next BRT route in Tacoma. I think that's very important to mention. We should be planning for the success of that route rather than creating more points of roadway conflict for those that have to navigate and slow the system. I really encourage the commission to look at alternatives here, as has been mentioned, the loss of trees, while we already don't have enough in South Tacoma just for another furniture warehouse, which we already have quite a few of within like three blocks, or three miles, an increase in current and truck exhaust - that's really challenging to me. At the very least, I've heard interest from others in my neighborhood around this site, that there should be a plan to mitigate tree loss should this project move forward. So, thank you for your time. I am not supportive of this change.
6. **Esther Day** – This project, while it may sound wonderful to have more commercial business here, it's really not a good idea. It can find another place. We have to think about our children. Put yourself as a parent next to that Mor place and have all that traffic pollution petering into your home where you can't open your windows or air out anything, or even enjoy the outdoors because the pollution is so bad. If you've never sensed that type of pollution, you need to try it, walk in their shoes. Mor Furniture can find another location. Keep it for trees to clean the air - which we need desperately in the city, as we are constantly trying to cut down trees, but also continue to do something better for housing. This is a low-income community, and you're adding to the low-income communities' problems. The children should be our first priority in this regard. In this particular regard, please deny this application.
7. **Sean Arent** – I live in the neighborhood where this project is being proposed, and I oppose it. Let's look at the facts. There's a partnership underway between the Trust for Public Land and Jenny Reed Middle School. The purpose is to plant trees between a school unfortunately sited next to I-5 as a buffer. My question is shouldn't we do this with all the schools located along I-5? Air pollution kills. I worked for the Washington Physicians for Social Responsibility we've effectively drawn that link, particularly when we advocated to ban natural gas hookups in new homes. Air pollution causes life-altering conditions, such as asthma, cardiovascular disease. I-5 is a huge source of air pollution. Kids running on the track at Giandrone are just breathing that right in. My neighborhood has worse air quality and less trees as much of the rest of Tacoma. These things are interlinked. The science behind trees reducing air pollution is clear, and they are a living filter. So, on one hand, we have a clear recognition that tree

buffers are needed for schools and communities next to I-5. We have a public recognition that lower-income neighborhoods in the south and east side need trees and investment. We have a climate action plan and a comprehensive plan that speaks to that. On the other hand, we can change the code and lose the best opportunity to do that in my neighborhood. We can increase truck traffic next to a school and push forward a project to expand the concrete desert of the Tacoma Mall, and build another absolutely unnecessary furniture store in an area that has at least five furniture stores in a 10-minute radius. It isn't your fault what Tacoma Public Schools did in 2018 with selling this. They gifted this public property without looking at the big picture, but you have a choice to make. We can reject this code change and subsequent rezone rendering the property worthless to the developer. Take it back and create a vibrant green space akin to McKinley Park that actively absorbs air pollution in an underserved neighborhood, or you can give us Mor Furniture for less.

Application: Electric Fences

8. **Doug Konop** – I am speaking today as a business owner in the Port of Tacoma. I've been a resident of Tacoma for the last 27 years and in January of this past year, I moved my company from King County to Tacoma to the port. So, since January 2022, I've operated my business there and one of the first things I did was install a chain link fence on the property to protect semi-truck equipment and propane tanks. Since I've had that fence in place, I've had over six break-ins in the past six months. Break-ins cost me \$2,500 to have repaired, and I have losses in the \$1000s for stolen equipment and vandalized equipment. I've made multiple police reports. I've worked with the City of Tacoma and the police department who have tried to help but I still have break-ins on a regular basis. I'm trying to support this measure to allow electric fences in Tacoma. I've applied for a permit through AMAROK back in November, and now we find ourselves here discussing this tonight. My biggest issue on this is - I know I've read through some of the notes from this meeting - I know it's an aesthetic issue, but I'm pleading for public safety both for my employees and people that are living on the streets in front of my property. I do not want my employees to get involved in any altercations with people there, and until we improve the security of our property, these types of issues are going to continue. We currently have a fence, the Amarak fence that we'll put in place, where it'll be behind our fence - it's medically safe, and I think it will keep my employees safe and those people that are around the property safe as well. I really ask that people do this. I'm a small business owner, and I am regretting moving my business here without change.
9. **Michael Pate** – I am with Amarak. We basically are the folks who install many of these devices across the state. We actually have dozens of these devices installed at this time in the city of Tacoma. During the COVID pandemic, for some reason, the city staff initiated an amendment to ban the use of these devices. So, we literally have dozens of these devices now in the city that protect properties, and literally dozens of folks who would like to install these devices that are unable to do so. There are a couple of things with the draft that is proposed right now that really will not work. One is the setback issue. These are not fences, these are alarms and security systems. They go behind the existing fence line. So there really shouldn't be a setback issue at all, they actually go behind the existing fence line as it exists. The other issue that we're looking to right here is the front yards and not allowing them in front yards. This is akin to locking your back door and closing your windows and opening all the windows and doors in the front of your house and leaving. I don't think any of you would do that on your own personal residences, and we don't think anyone should have to do that on their business. It just doesn't make any sense at all. I'd like to also address aesthetics that Doug just brought up. These devices are almost impossible to see the only reason you can really see them as you know where they are and what you're looking for. They are industrial commercial areas that are used for outdoor storage or for businesses that actually store large amounts of property outdoors. I thank you for your time we will be submitting written response to this.
10. **Randy Ehli** – I'm CEO of Ehli Auctions. The Ehli family has been serving the Tacoma market since 1948. We are located on 94th and Pacific. We leased three acres there and 20,000 square feet. So, I guess we're part of your Picture Pac Ave. It's been about 12 months since the city made the decision about businesses utilizing fences. In that time, our business has faced significant losses over \$45,000 in theft and damages. They steal trucks. They run through our gates and steal forklifts and inventory.

Our inventory is consigned by the public and government agencies. We didn't have a fence when he started leasing there in 2008, not even a cyclone, and we hardly had any issues. However, since the city's lack of focus on tackling property theft, we have no choice but to request the use of commercially available electric fences. While electric fence services is not cheap, it offers a safe, reliable, and cost effective solution for protecting business and keeping intruders out. In summary, we urge the city to allow businesses to use electric fence services, and so that each of us don't have to go through a variant process. It just needs to be done. Also, I have an objection to the rule that they want to make a setback for the fence; however, my building sits 100 feet from the road, I paid for commercial property and commercial taxes, and we would like to have a fence put inside, closer to the road.

11. **Charlie Brown** – I'm here today on behalf of AMAROK as well. We appreciate the proposed amendment and the willingness of your staff and you all to work with us to put this amendment into place. We do request the modification of view as you've heard of the five-foot setback issue. The fence actually sits about eight to 18 inches behind a perimeter fence, and that's what provides really the safety as you heard from some other speakers. People will simply cut through the chain link fence if that's what they have, and just go and steal stuff. So, this just sits right behind it, and provides that kind of security protection. When somebody tries to break into the property and the electric fence has cut, then an alarm is triggered, the property owner is notified, we will know exactly when that's happening, and we can try and get that change. So, we would request that five-foot setback to be eliminated. We'd also request that the allowance for fencing in front of our business be modified. As you heard just previously with Mr. Ehli, there are businesses where the building itself sits back from the front and you want to protect the perimeter, that's what the fence does. It simply protects the perimeter of the property from people breaking into people's properties. We would request a modification, which would be similar to what was adopted in Olympia, where you may have some auto dealerships that don't sit in exactly the kind of commercial zones that are stated in this draft, but we do allow in Olympia - at least they just adopted codes - that allow for vehicle dealerships to have these fences, for rental businesses to have these fences, and your auto body and other places that might not be exactly in these areas. I would submit to you that the Titus-Will facility, which is very interested in this, sits in just that kind of a conundrum where it's not exactly in that commercial zone. So, to that degree, I'd ask you to look at the Olympia language and consider that in your draft that you might move forward to the City Council.

Application: Shipping Containers

12. **Esther Day** – I watched your presentation regarding the shipping containers. My only request is that we make sure that we do not allow this to get out of hand, and we make sure that somehow those containers are behind some sort of protection so that they're not an eyesore and don't become a storage center in our communities in our neighborhoods.

--- (Public Hearing closed at 6:25 p.m.) ---



Written Comments (Submitted through April 7, 2023)

This compilation includes nine e-mails/letters:

Subject Commented	Number of Emails/Letters
Application: Mor Furniture Land Use Designation Change	6
Application: Electric Fences	3

From: [Dale Bickenbach](#)
To: [Planning](#)
Cc: [Nolan, Adam](#); [Ushka, Catherine](#)
Subject: 2023 Annual Amendment to the One Tacoma Comprehensive Plan and Land Use Regulatory Code ; Mor Furniture
Date: Friday, March 24, 2023 6:13:34 PM

Mr. Nolan, your providing the subject was most appreciated.

To the planning commission I hope to summarize my concerns with this project of Wesco, a San Diego corporation, I believe. This project located just across Interstate 5 and the Tacoma Mall openly demonstrates the low level of concerns for people and high concern for immediate high monetary potential gains continually demonstrated in North America resulting is what is called Urban Sprawl.

The current zoning could be left over from the days prior to a multilane, always busy, Interstate highway as living next to one with abundant open spaces is only a desperate last resort. Rather than designate the land as a buffer to accommodate and protect the residents in the local vicinity the development is a land grab to avoid potential higher costs to the developer and company on the abundant vacant areas of the nearby Tacoma Mall.

Unlike the current lone retailer across South 48th Street to the north this vacant area is located adjacent to a school where we have foot traffic of young people. The store across South 48th is also a furniture store. Perhaps furniture stores do well being located close together as some store types do?

However, the stupidity of the past does not need to justify the same in the present. Also, with a growing population and evaluated snow pack levels greater concern is being shown and warranted for the alternate source of the absolutely vital to life drinking water sources. The below is from the Amendment under consideration:

“critical area (aquifer recharge area, South Tacoma Groundwater Protection District).”

Doing an Environmental Impact Assessment, now, and energy assessment I would be concerned with the school; however, I am a couple decades away from that part of my life. However, during that career I did learn what other countries with more limited land space and denser living spaces did to protect their citizens. My recommendation would be a substantial buffer south of South 48th Street to mediate noise, air pollution, and protection of the aquifer. Concentrate the stores for the convenience of people, foot traffic, and reduced single occupancy vehicles even if, like mine, electric.

Thanks.

dnb

Dale N Bickenbach
5232 South Mason Avenue
Tacoma, Washington
98409-1817
+ 1 253 475 5242 (Please e-mail, first)

From: [Kirk Kirkland](#)
To: [Planning](#); [Eric Seibel](#); [Nolan, Adam](#); [Sean Arent](#); [Ashley Mocerro Powell](#)
Subject: comments on Item G (1) Mor Furniture proposal April 5 Planning Comm
Date: Tuesday, April 4, 2023 2:04:06 PM
Attachments: [letter trees & environmental justice cntrl tacoma v2.doc](#)

Hello Adam Nolan and Planning Commission members.

Please find letter for April 5 planning commission. We would like to comment on Item G (1) Mor Furniture proposal,

Thank you,

Kirk Kirkland

Tahoma Audubon Society
253 761 1693 | kirkkirkland9@gmail.com





April 3, 2023

Tacoma Planning Commission

planning@cityoftacoma.org

Adam Nolan" <anolan@cityoftacoma.org>

Tacoma, Washington 98401

Re: Mor Furniture Land use designation change and rezone.

Thank you for the opportunity to comment on the rezone for Mor Furniture which would place a commercial retail business in a residential neighborhood. This rezone is incompatible with Tacoma's Growth Management Plan and policies. The staff report does not evaluate how this proposal is an enhancement of the quality of the affected residential neighborhood and does not evaluate the impacts of increasing transportation on a dead end street that is used primarily by Giadrone Middle School and adjacent residents.

While City Comprehensive goals and policies support enhanced economic activity and employment growth, the development of this site would be an environmental injustice to the people in this zip code who have a higher levels of unemployment and have lower income than most other neighborhoods in Tacoma.

Planning rules and evaluation:

City of Tacoma's Policy UF-1.4 pertains to directing the majority of growth and change to centers, corridors, and transit station areas, allowing the continuation of the general scale and characteristics of Tacoma's residential areas.

The Staff Report cautions that the proposed project "may or may not be totally applicable especially in terms of the characteristics of the residential area and public school located adjacent to the subject parcel." In addition "the subject site is not located in a designated center or transit station area, and while located in proximity to Interstate 5 and S 48 th street corridor overpass, the Furniture store it is not directly accessible off of a designated corridor or a major arterial.

Placing Mor Furniture in an isolated area of this residential zone, is not providing reasonable access to other arterials. There is no public transit for employees of shoppers. This will increase traffic on this dead end street for employees and new customers when at several times of the day the street is crowded with school children.

Policy DD-11.4, Policy DD-12.1, Policy DD-12.2, and Policy DD-12.3 pertains to encouraging development, infrastructure, and building design that reduces negative impacts on environmental health, ecosystems, and sensitive areas, and on community health and safety.

The proposed project will disproportionately impact this Environmental Injustice Community, as this I-5 corridor that runs throughout Washington, port cities, including Everett, Seattle, Kent, and Tacoma, experiences the worst diesel particulate matter (“PM”) pollution in the state.

Please see the Washington Environmental Health Disparities Map, which uses GIS to overlay population data with environmental pollution indicators. It shows that, diesel emissions are concentrated in communities with a higher percentage of low income people and people of color.

Does this project enhance over all quality of the neighborhood in this zip code?

In the staff report for this project, it concludes that there is not enough information at this time to adequately comment on how this proposal may or may not be an enhancement of the quality of the affected neighborhood and it's impact on the adjacent residential neighborhood and Giadrone Middle School.

In addition the previous rezoning of this neighborhood with the Home in Tacoma Phase 1 changes completed in 2021, that process did not consider a commercial land use designation for this site or include a site specific review of this property nor did it provide public transportation usually required for an employer for commercial retail building of this size.

City Policy UF–1.11 pertains to evaluating the impacts of land use decisions and development on the physical characteristics of neighborhoods and current residents, particularly underserved and under-represented communities

Washington Environmental Justice Task Force developed a definition of environmental justice for government agencies in Washington in the fall of 2020. . Three key environmental justice principles articulated by the Task Force are that government actions and decisions should be transparent, and should achieve the highest attainable environmental quality and health outcomes for all people.

Unfortunately environmental injustice is rampant in Tacoma and throughout Washington State. The newly passed HEAL Act acknowledges that in Washington, “people of color and low-income people continue to be disproportionately exposed to environmental harms in their communities.” RCW 70A.02.005(2).

Mapping provided by EPA Environmental Justice tool shows that residents in this zip code are: people of color (55%) low income people (81%) and people over 64 years old (20% and people with a higher unemployment rate (21%).

Environmental Injustice Report

"Decisions by land use agencies have been a major contributor to this inequality. A central theme identified in community conversations about environmental justice in Washington is that unjust land use policies have caused communities with people of color who live in close proximity to pollution creates health disparities" according to the Front and Centered Coalition, Community Report on Environmental Justice in 2021.

- "Decisions by land use agencies have been a major contributor to this inequality. A central theme identified in community conversations about environmental justice in Washington is that unjust land use policies have caused people in disadvantaged communities to live in close proximity to pollution," according to the Coalition's 2021 Report.
- In this Tacoma neighborhood where rezone for the Mor Furniture store will be located next to Interstate 5 is comprised largely of low-income families that is disproportionately exposed to environmental harms and health disparities according to the Tacoma Health Department. And the census block group containing the project site has more low income people than 60- 80% of the rest of the people in Washington State.
- These neighbors living near the proposed site already have a greater risk of cancer due to exposure to air toxics than 90-95% of people in Washington State.

Tahoma Audubon Society recommends that Mor Furniture Land Use Designation change be denied.

- It is incompatible with the current residential land use,
- It is not located in a commercial zone with supporting transportation infrastructure,
- it will disproportionately effect low income people and people of color, and;
- the planning staff admitted that they "do not have enough information at this time to adequately comment on how this proposal may or may be an enhancement the quality of life in the affected neighborhood."
- To rezone this site would be an environmental injustice to the people in this zip code.

This green space between the freeway and the school & the residential homes, needs to have more trees in their open space buffer zone along the freeway. It does not need another furniture store.

Thank you for your consideration.

Kirk Kirkland

Eric Seibel

From: [Michelle Mood](#)
To: [Planning](#)
Cc: [City Clerk's Office](#)
Subject: Comment on April 5 meeting: Save the Children from "Mor" Traffic
Date: Monday, April 3, 2023 2:24:06 PM

Good afternoon,

I'm writing this comment for your April 5th meeting, one item of which concern's Mor Furniture's request for a zoning change so that they may build a large warehouse, parking lots and a store right next to Giraudrone Middle School. I echo the input from TPCHD and the state, which you seem to be disregarding despite their expertise. TPCHD says: *"Concerns we have about what a change in land use designation would mean to the short and long-term health of those closest to that parcel – the students at Giraudrone Middle School."* The state mentions: *The air quality at the subject site is a problem and of concern for the area. The subject site borders Interstate 5 and automobile traffic from the freeway is a primary driver of adverse air quality. According to the Washington State Dept. Of Health Environmental Health Disparities Map shown below, the subject site lies within an area that is in the highest rank (10) for "Diesel Exhaust PM2.5 Emissions" and "PM2.5 Concentration."*

This school is alongside I-5 and already gets noise and air pollution devastating to resident and student health. The Mor Furniture complex will be built between the school and I-5, just adding to the noise and pollution! In the materials posted, the planner did acknowledge that the truck and other warehouse/building project traffic would likely rely on **use of the side street(South 49th Street)next to the school.** Allegedly, with the slope of this building site, this side street (South 49th Street) would end up being the best travel route for trucks/vehicles vs use of a separate driveway/road addition accessing South 48th Street." So, there would be significant concerns for an increase in air pollutants from additional truck and vehicle traffic as well as the safety concerns with trucks interacting with school age children too in that area. In addition, what street/travel routes would be used by Mor Furniture(or any warehouse type business) for the truck traffic associated with this site (S 48th Street west to Tacoma Mall Blvd..to South 38th Street...?) to access I- 5? access onto I-5 via South 56th Street?). Seems like we're adding on more impacts (environmental and health) to this already overburdened South Tacoma neighborhoods that are already dealing with horrifically short life spans, high rates of cardiovascular disease and death, and low birthweight babies -- all exacerbated by diesel emissions. For shame!

Reject this Mor Furniture request and deny the zoning change!

Dr. Michelle S. Mood (she, her, hers)
(c) 740-233-6333
3719 South Gunnison St
Tacoma, WA 98409

A boomer, not a zoomer.

From: [Janeen Provazek](#)
To: [Planning](#)
Subject: Comments re Mor Furniture land Use Designation Change
Date: Monday, April 3, 2023 9:52:21 AM

Dear City Planners,

This letter is my public comment about the above proposed land use change. Mor Furniture's stated goal of obtaining a zoning change in order to build a large warehouse, parking lots and new store in this area between Giraudrone Middle School and I-5, is not in the best interest of our community, particularly not for the community and school in this East Tacoma area. Like the proposed Mega Warehouse in S Tacoma, this project would result in more air and noise pollution and would cover an aquifer discharge area with an impervious surface.

The children who attend Giraudrone Middle school, and the residents living in the neighborhoods nearby, are already subjected to air and noise pollution from the constant traffic on I-5. Again, this is an area of ethnic diversity and lower income residents. So, we are going to continue to sacrifice them by allowing large, polluting complexes to be built right by them? I spent a number of hours door knocking in this area to learn what the residents felt about this. They were all adamantly opposed and expressed considerable anger and discouragement. How many city officials from our City Council and Planning Department have gone door to door to talk to the residents being impacted by this proposed project?

Giraudrone Middle School badly needs a buffer zone along the area in question: Trees, a park, walking and biking trails. Anything but an environmentally polluting project. I understand the city is trying to keep businesses here for our economic stability. This particular proposed project is not the answer! The city has publicly stated that this area of East Tacoma needs more trees and greenery. Do not lose sight of that truth...

To try and have environmental sustainability and social justice for our community, we have to turn to new ideas that reduce pollution, not increase it. The city would never support allowing Mor Furniture to build a complex in University Place or the North End, because we have always protected our white residents first and foremost. Please do not forget that the areas being subjected to polluting projects are the ones "red lined" in our past. We owe more to these neighborhoods than continued decisions that increase their pollution.

I urge you to keep the current zoning for this area and create an environmental buffer zone that protects the children and families who live there and go to school there.

Respectfully submitted,
Janeen Provazek
1117 N 7 St
Tacoma, WA 98403

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From: [Heidi S.](#)
To: [Planning](#)
Subject: Public Comments for April 5th Planning Commission
Date: Tuesday, April 4, 2023 6:57:32 PM

Public Comments for April 5, 2023 Planning Commission:

The Mor Furniture and the Pacific Avenue Plans are flawed in that both will be removing vital mature trees, desperately needed in those areas of this city.

Regarding Mor Furniture, I echo the comments from the Tacoma Pierce County Health Department and WA State from the February 1st agenda packet:

TPCHD:

We appreciate the opportunity to raise the concerns we have about what a change in land use designation would mean to the short and long-term health of those closest to that parcel – the students at Giaudrone Middle School.

... and from the state:

The air quality at the subject site is a problem and of concern for the area. The subject site borders Interstate 5 and automobile traffic from the freeway is a primary driver of adverse air quality. According to the Washington State Dept. Of Health Environmental Health Disparities Map shown below, the subject site lies within an area that is in the highest rank (10) for "Diesel Exhaust PM2.5 Emissions" and "PM2.5 Concentration."

... however the "staff analysis" then just seems to skip over all the relevance of that information and now, in this week's packet, none of that information has been included.

Regarding the Pacific Avenue plan, please require that any transit expansion must preserve the (over 200) mature trees they are currently planning to remove. The less this Commission protects urban trees, the less livable this city becomes.

Diesel exhaust (from delivery trucks and transit buses) is a serious matter, significantly impacting developing lungs and leaving life-long detrimental effects. This is, once again, an example of environmental injustice, as such plans would never be considered within the more privileged areas of this city.

Reject the Mor Furniture rezoning, and stop rewarding poor land purchase choices with the expectation of bullying the city in bad planning at the expense of public health.

Heidi Stephens

From: [Cathie Raine](#)
To: [Planning](#)
Subject: 4/5/2023 Tacoma Planning Commission..Mor Furniture Requested changes with land use from Residential to General Commercial
Date: Wednesday, April 5, 2023 11:59:28 AM

Dear Members of the Planning Commission:

This land area use change from 'Residential' to 'General Commercial' would adversely affect the health of the area residents and the children (and staff) that attend the adjacent Giandrone Middle School. The residents of this neighborhood already are exposed to high levels of diesel exhaust from I-5.

Adding vehicle exhaust to this neighborhood would be unfair to the children living in, attending school and also the children of the nearby 'Child Care Center' (located at the corner of South 48th Street and South Alaska Streets). This exhaust would have both short- and long-term effects on the health of the children and on the families living in this neighborhood.

With all of the Planners'/City Officials' talk on improving (building up) neighborhood communities in Tacoma, this proposed land use change is NOT a change this neighborhood wants for their families.

This proposed land use change is being promoted by business interests and would not provide any benefit to this residential community. The Planners need to prioritize the health and safety of the residents over the financial needs of a business!

With review of the Traffic Impact Analysis study completed by JTE Engineering Inc (submitted on 12/22/2022), I noted that Table 1 (site traffic generation) calculations did not include the ITE Handbook code for 'warehouse'. Above that Table 1, the consultant states that the "proposed use of this property is warehouse with light retail". Why wasn't there a vehicle/truck calculation included for a 'warehouse' situation? In addition, this TIA seems to be incomplete as no proposed routes are disclosed and discussed with this proposed land use change.

Please do not agree to a land use change to General Commercial. The people of Tacoma do not deserve the loss of their neighborhoods.

Cathie J Urwin

From: jody@tituswill.com
To: [Planning](#)
Cc: [Jody Fetters](#)
Subject: ELECTRIC FENCING DISCUSSION - PUBLIC HEARING 4/5/23
Date: Monday, April 3, 2023 3:51:16 PM

I handle the security for the Titus-Will Auto Group. We have dealerships in Tacoma, Lakewood, Parkland, Lacey and Olympia. Currently, we have electric fencing at our Parkland site, Olympia site, and are in the process of adding it to our Lakewood Ford site. Our stores have been the subject of vandalism and theft too many times to count in the past couple years. From vehicles being stolen, to catalytic converter theft, bumper theft, gas theft, to customer's vehicles being ransacked right on our back lot or inside the technician's bays. It is very hard to explain to a customer that left their vehicle with you in good faith, that it has been stolen or parts stolen off of it.

How has the high level of crime at our stores affected us? Our employees feel unsafe after one of these break-ins, our security costs have sky-rocketed to \$750k in 2022, building damage costs are crippling and our insurance rates are soaring! Alarms and cameras are great, but the police can only handle so many calls per night, the thieves know they can (and have) drive away in one of our vehicles (or worse – in a customer's vehicle) right in front of a patrol car and not worry about being stopped.

All of our sites that have electric fencing are completely secure. Not a single time has someone gotten in past the electric fencing. So far, the sight of the fence and the signage warning them of the electric fencing has been enough to stop them from even trying.

We want to protect the back of our Ford and Toyota buildings and our Collision Center that back up to Oregon Avenue. Electric fencing inside of our slatted chain link fence would do that. We recently paid the City of Tacoma a bundle of money to vacate the end of Oregon Avenue because of the number of folks trying to camp on the land and steal from our store. That helped.....somewhat. The very few neighbors that we have along the dead end road (Oregon Avenue) would appreciate it if our property didn't lure in would-be thieves, since it is then less of a chance for them to get hit as well.

We ask for you to consider a variance for Titus-Will Ford/Toyota to add an electric fence behind our slatted chain link fence for the good of our stores and our community.

Jody Fetters

Executive Administrator
Titus-Will Auto Group
253-620-8943 Direct line

From: [Donald McLellan](#)
To: [Planning; Nolan, Adam](#)
Cc: [Michael Pate](#)
Subject: Tacoma City Planning Commission Letter
Date: Friday, April 7, 2023 8:35:27 AM

Chairman Karnes and members of the City of Tacoma Planning Commission:

Thank you for bringing forward the proposed electric fences amendments to the planning code. As we have conveyed to you and to members of the City Council, we believe allowing electric fences in commercial and other select areas of the city will provide a greater degree of property protection to businesses throughout the City of Tacoma. We testified to several modifications to the draft code that we believe would make the electric fences provide the highest level of security and business-owner utility.

The requests are as follows:

1. Please eliminate the draft language in TMC 13.06.090.K 4 b. (c)(ii)(b), the Standards section that requires a 5-foot setback from all property lines.
 - As we testified, the electric security alarm fence system that is commonly used throughout the state sits 4-8 inches behind a non-electrified perimeter fence. The perimeter fence provides adequate separation for persons who are not attempting to break-in to the property, while still providing the highest degree of property security protection for the business owner.
2. Please eliminate the draft language in TMC 13.06.090.K 4 b.(c)(i)(a), the Location section that prohibits the installation of the electric fence between the front of a building and the adjacent public street.
 - As we, and others, testified, it is important to provide property protection around the perimeter of the property where items are being stored. In many cases, the office building for commercial owner may be set in the middle of the property and items such as cars, machinery, or even auction items are stored adjacent to the public street. Elimination of this section will provide the highest level of protection and utility of this ordinance for business owners who choose to utilize an electric fence security alarm system.
3. Please amend the draft language in TMC 13.060.090 K 4 b.(c)(ii)(c) to specifically allow for a chain link fence to be used as a perimeter fence.
 - We noted that chain link fences are prohibited between the front of a building and a public street, except for wetland preservation and recreation uses. However, in order to protect persons from accidentally coming into contact with an electric fence that is used as an electric security alarm system, a chain link fence is a very common and protective separator. As noted above, many commercial businesses have buildings in the center of the property and a full-

perimeter electric security alarm system is the best protection against break-ins.

-

4. Please amend the draft language to include additional commercial businesses to be authorized to use electric fences even though they are outside the specifically identified commercial zones in the draft code.

- As we noted in our testimony, we request that additional specified commercial properties be authorized to use the electric fences to protect their property. These businesses include auto dealerships, auto rental companies, machinery and equipment dealerships, machinery and equipment rental companies, and other such businesses that store valuable items on properties outside their buildings. The City of Olympia has adopted electric fence code language that addresses these types of businesses which we recommend to you.

-

Again, thank you for putting the electric fence code changes forward. We respectfully request the modifications to the proposal as outlined above. Please let me know if you have any questions.

Michael Pate/Donald McLellan
AMAROK

From: [DFW R6SSplanning](#)
To: [Planning](#); [Magoon, Jana](#)
Cc: [Lentes, Gwendolen A \(DFW\)](#); [Penk, Miles A \(DFW\)](#); [Bryant, Jessica \(DFW\)](#); [Eberly, Jennifer C \(DFW\)](#)
Subject: WDFW comments for Tacoma DNS 2023 Amendment - LU23-0040
Date: Friday, April 7, 2023 4:32:52 PM
Attachments: [WDFW Comments Tacoma DNS 2023 Amendments.pdf](#)

Dear Ms. Magoon,

Please find the Washington Department of Fish and Wildlife's comments for the Proposed 2023 Annual Amendment to the One Tacoma Comprehensive Plan and Land Use Regulatory, Application 2.

Thank you,

Jessica Bryant

HPA Unit Supervisor | ES4 Habitat - Protection Division
Washington Department of Fish and Wildlife
PO Box 43234, Olympia, WA 98504-3234
APPS Helpline: (360) 902-2422
Pronouns: She/Her



State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Coastal Region • Region 6 • 48 Devonshire Road, Montesano, WA 98563-9618
Telephone: (360) 249-4628 • Fax: (360) 249-1229

April 7, 2023

City of Tacoma
ATTN: Jana Magoon, Land Use Division Manager
747 Market Street, Room 345
Tacoma, WA 98402

Dear Jana Magoon:

Thank you for the opportunity to comment on the determination of non-significance for the Proposed 2023 Annual Amendment to the One Tacoma Comprehensive Plan and Land Use Regulatory, Application 2, electric fences located citywide as proposed by the City of Tacoma. The Washington Department of Fish and Wildlife (WDFW) is dedicated to preserving, protecting, and perpetuating the state's fish, wildlife, and ecosystems while providing sustainable fish and wildlife recreational and commercial opportunities. In recognition of our responsibilities, we submit the following comments on the scope of environmental review for the electric fence development standard amendments proposed citywide (in select commercial and industrial use districts) by the City of Tacoma.

Project Area of Potential Effect:

The electric fence development standard amendment would increase the types of allowable locations where electrical fences can be installed, and some of those proposed locations appear to overlap or be adjacent to critical areas recognized by WDFW and the City of Tacoma.

Fish and Wildlife Resources and Recommendations:

WDFW recommends adding defining language to 4 (b)(1)(c)(i)(c) and 4 (c)(1)(c)(i)(b) as the current proposal is ambiguous. We ask that the City of Tacoma define what "around or adjacent to a critical area" means to prevent electric fences from being placed within critical areas or their associated buffer zones.

WDFW recommends adding similar language to that referenced below, to better define when a fence may be placed and what the buffer should be. Below are two code language examples that WDFW suggests utilizing to better define the proposed 2023 amendment.

"The installation of [low impact] fencing within critical area buffers [is allowed], provided the location does not result in restricting wildlife movement, the location and installation is the least impactful to the critical area and buffer as possible, and there is no alternative to fencing to

achieve the purpose of the fence.” (Adapted from Bainbridge Island Municipal Code 16.12.030.B.5.f.i.(E))

“An electrical fence must have a setback line of 15 feet from the edge of any [wetland] buffer, if the department determined upon review of an analysis of buffer functions submitted by the applicant, that construction and/or maintenance of such fence will not encroach into the [wetland] buffer or adversely impact the [wetland]. The functional analysis shall include a functional methodology supported by best available science.” (Adapted from Bainbridge Island Municipal Code 16.12.030.B.5.j.iii.(G))

If you have any questions or concerns, please feel free to contact (360) 480-2908 or Miles.Penk@dfw.wa.gov.

Sincerely,

A handwritten signature in black ink that reads "Miles Penk". The signature is written in a cursive style with a large, stylized "P" at the end.

Miles Penk
WDFW Area Habitat Biologist
1111 Washington St SE,
Olympic, WA 98504

Cc: Gwen Lenten, Regional Habitat Program Manager (Gwendolen.Lentes@dfw.wa.gov)

Jessica Bryant, Regional Land Use Planner, (Jessica.Bryant@dfw.wa.gov)

Jennifer Eberly, Habitat Biologist, (Jennifer.Eberly@dfw.wa.gov)



City of Tacoma
Planning and Development Services

Agenda Item
F2

To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: **Home In Tacoma Project – Phase 2**
Memo Date: April 13, 2023
Meeting Date: April 19, 2023

Action Requested:

Status check on the full list of Home In Tacoma - Phase 2 actions, and continued direction to prepare initial package of zoning and standards for further analysis and Round 2 public engagement.

Discussion:

At the April 19, 2023, Planning Commission meeting, the Commission will continue its review of the Home In Tacoma zoning and standards package. The objectives will be to take stock of the overall decisions to be made, to continue to refine the initial direction on zoning standards and map options, and to begin discussion of several new topics.

In June 2022 the Commission approved the [Home In Tacoma Phase 2 Scope of Work](#) including the Detailed work plans for zoning, standards, and other actions to be addressed in Phase 2 (included as Attachment 2 for easy reference). Using the logic from the Detailed Work Programs, staff has prepared a discussion outline summarizing all of the Home In Tacoma – Phase 2 actions (Attachment 1). The outline includes initial direction to date and highlights the topics yet to be discussed. Up to this point, the primary focus has been on **Track 1 – Zoning** and has resulted in the preliminary Zoning Framework and Map Alternatives. The new topics for this meeting will round out remaining zoning topics, and introduce key decisions of **Track 2 – Standards**, and **Track 3 – Affordable Housing Regulatory Incentives and Requirements**.

Specifically, staff will present key questions and initial options for the following topics:

- Track 1 – Zoning
 - A zoning approach to areas currently zoned Single-family which are not intended for substantial middle housing development
 - A potential View Sensitive District Expansion in South Tacoma (see Attachment 3)
- Track 2 – Standards
 - Parking
 - Tree canopy
 - Yard space/open space
 - Perimeter landscaping/residential buffers
- Track 3 – Affordable Housing Regulatory tools
 - Overall guidance and objectives – How should bonussing be structured to support housing and related goals, without creating barriers to residential development?
 - Bonussing options – what bonuses should the City offer?
 - Public benefits – What features should the City seek to incentivize through bonussing?

Finally, staff will share updates on the upcoming Round 2 engagement process, the Housing Equity Taskforce, and the Environmental Impact Statement (EIS) process.



Background

Tacoma residents face increasing challenges in accessing housing they can afford that meets their needs. For many years, Tacoma's housing rules for most neighborhoods have primarily allowed just one housing type—detached houses. On December 7, 2021, the City Council adopted Amended Ordinance 28793 approving the Home In Tacoma Project – Phase 1 package. The Council's action established a new housing growth vision for Tacoma supporting Missing Middle Housing options, designated Low-scale and Mid-scale Residential areas, and strengthened policies on infill design, affordability, anti-displacement, and other goals. Home In Tacoma – Phase 2 is a high-profile public process to implement the new policies through changes to residential zoning and standards, along with actions to promote affordability and ensure that housing supports multiple community goals.

Round 1 engagement is complete – thank you for participating and keep it coming!

Everyone has a stake in housing and neighborhoods. The City is inviting broad public input on topics including middle housing design, neighborhood amenities and infrastructure, and keeping housing affordable. In January and February, the City received the following input from the community:

- Twenty-four community members participated in a day-long Housing Equity Champion training
- About 1,100 people completed the Home In Tacoma Survey
- About 75 people and organizations commented on the Environmental Impact Statement scope
- People continue to share ideas and have dialogue on the [Home In Tacoma Ideas Wall](#)

Round 2 engagement is beginning soon and will be centered around 5 in-person City Council District meetings. The City continues to get the word out on engagement opportunities through citywide mailers, email, web and social media, and both in-person and online meetings. The objective is to have meaningful engagement and input to inform preliminary proposals for the zoning framework, standards, affordability and anti-displacement actions, and other actions to ensure housing growth meets multiple goals.

Prior Council, Commission, and Taskforce Actions:

- IPS (03/22/23)
- Planning Commission (03/15/23)
- Planning Commission (02/01/23)
- City Council IPS Committee (01/25/23)
- Planning Commission (01/04/23)
- City Council Study Session (12/06/22)
- Planning Commission (zoning scenarios, evaluation criteria) (10/19/22)
- City Council IPS Committee (zoning scenarios, evaluation criteria) (10/12/22)
- Planning Commission (zoning scenarios, evaluation criteria) (09/21/22)
- Planning Commission finalize Phase 2 Scope of Work (06/15/22)
- City Council Infrastructure, Planning, and Sustainability Committee (04/13/22, 05/25/22)
- Planning Commission comments debrief (06/01/22)
- Planning Commission Public Hearing (04/20/22)
- Housing Equity Taskforce meetings (02/10/22, 03/10/22)
- City Council Study Session (02/22/22)
- Planning Commission initial discussion (02/02/22)
- City Council review and action (Ordinance 28793 adopted on 12/07/21)
- Planning Commission Phase 1 recommendations (January 2020 to May 2021)
- Housing Equity Taskforce process (2021)
- City Council acceptance of the AHAS (September 2018)

Planning Commission
Home In Tacoma – Phase 2 Zoning framework policy options
April 19, 2023
Page 3 of 3

Project Information:

- Stephen Atkinson, Principal Planner, satkinson@cityoftacoma.org, (253) 591-2002
- Elliott Barnett, Senior Planner, ebarnett@cityoftacoma.org, (253) 312-4909
- Webpage: www.cityoftacoma.org/homeintacoma - *sign up for email updates!*
- Project email: homeintacoma@cityoftacoma.org

Attachments:

- Attachment 1: Discussion outline
 - Attachment 2: Home In Tacoma – Phase 2 Detailed Work Programs
 - Attachment 3: View Sensitive District - Map Folio
- c. Peter Huffman, Director



Home In Tacoma – Phase 2 Actions (status)

DISCUSSION OUTLINE

April 19, 2023

Per the [Home In Tacoma Phase 2 Project Scope of Work](#), the project includes five categories of actions (Tracks) which are summarized in detail in the Detailed Work Programs (included in this packet for easy reference as Attachment 2). The following tracks will be addressed through this effort:

1. **Develop new residential zoning districts and framework implementing Home In Tacoma policies**
2. **Updated residential development standards implementing policy guidance**
3. **Affordable housing regulatory incentives and requirements updates**
4. Anti-displacement strategy and implementation actions
5. Administrative and technical actions to promote housing goals

This discussion outline is intended as a complete list of the topics which will be addressed through HIT – Phase 2.

Notes:

- Sorting topics into tracks is intended to help organize the discussion. That said, there is substantial overlap between the tracks (for example, zoning incorporates many standards such as lot sizes and housing types).
- Track 4 – Anti-displacement: Analysis is moving ahead under a separate process, with coordination on zoning/standards actions.
- Track 5 – Administrative and technical actions: The City is gathering input on this topic and will provide a summary later in the project.



HIT 2 Zoning and Standards Actions

The outline provides a succinct summary of the initial decisions made to date and lists the remaining topics for future discussions:

- Topics which have been the primary focus are in black font.
- Topics which are the subject of the current meeting are shown in blue font.
- Topics which will be covered in future discussions are shown in grey font.

TRACK 1. ZONING

1. Middle Housing zoning framework
2. Middle Housing zoning districts
3. Zoning map criteria
4. Areas zoned single-family but not intended for substantial Middle Housing development
5. View Sensitive Districts – Potential East Tacoma Expansion
6. Land uses (residential and associated)
7. Existing Planned Residential Districts
8. Actions for consistency with State law

TRACK 2. STANDARDS

1. Height and scale controls
2. Density
3. Housing types
4. Lot standards
5. Setbacks
6. Pedestrian and vehicular access
7. Open space/yards
8. Parking
9. Trees/landscaping
10. Development bonuses
11. Building orientation and design features
12. Adaptive reuse/historic preservation
13. Physical accessibility
14. Green building
15. Discretionary permit processes (Conditional Uses, variances, nonconforming)
16. Special Needs Housing
17. Short-term Rentals
18. Tiny, modular and mobile homes
19. Definitions
20. Actions for consistency with State law

TRACK 3. AFFORDABLE HOUSING REGULATORY TOOLS

1. General guidance and objectives
2. What development bonuses to offer
3. Public benefits to promote through bonuses
4. Structure of bonus program
5. Relation to Multifamily Tax Exemption Program
6. Actions for consistency with State law

TRACK 1. ZONING

1. Middle Housing zoning framework

- Replace single-family zoning districts (R-1 to R-4L) with newly created Middle Housing Zoning Districts
- Utilize a hybrid form-based approach integrating controls based on density, scale and housing types
- Establish 5 Middle Housing types with modified scale and development standards
 - Backyard Cottages
 - Courtyard Housing
 - House-scale
 - Rowhouses
 - Multiplex

2. Middle Housing Zoning Districts

- Low-scale Residential 1 (Middle Housing 1): Supports a range of Middle Housing types at a scale consistent with houses, allows Backyard Cottages, Courtyard Housing (Detached), House-scale, and Rowhouses, with up to 3 to 4 dwellings on a typical residential lot.
- Low-scale Residential 2 (Middle Housing 2): Supports a range of Middle Housing types, adds small Multiplex, at a slightly higher density and allowable area (FAR) than Middle Housing 1.
- Mid-scale Residential (Middle Housing 3): Supports the full range of Middle Housing types, as well as small non-residential uses, at a moderate density. Height is typically 3 stories (35 feet), with a potential bonus height of 4 stories (45 feet).

SEE DRAFT STANDARDS TABLE

3. Zoning map options

- Implement adopted goals and 5 Guiding Principles to establish locations where the Low-scale Residential 2 (Middle Housing 2) is appropriate
- Prepare 2 initial draft zoning map scenarios for Round 2 public engagement
 - Scenario A: Low-scale 2 on parcels within 1/8 mile of parks, schools, universities and colleges, Mixed-use Centers, transit centers, and Corridors
 - Scenario B: In addition to the areas above, Low-scale 2 also proposed within 1/8 mile of Mid-scale Residential areas
- In Mid-scale Residential areas (Middle Housing 3), additional height (45 feet) will be available by bonus in locations adjacent to Corridors (potentially modified further based on engagement)

MAPS UNDER DEVELOPMENT BASED ON COMMISSION DIRECTION

4. Areas zoned single-family but not intended for substantial Middle Housing development

3 Comprehensive Plan Future Land Use Designations are in this category:

- Parks and Open Space
- Major Institutions
- Airport Compatibility Residential

Policy direction for these areas supports residential development, with some modifications or limitations. All are currently zoned Single-family, and there is an existing Airport Compatibility Residential Overlay District.

Staff recommendation:

- Zone these areas Low-scale Residential 1 (Middle Housing 1) – the lowest scale/density residential district
- To reduce risk of development impacts in natural areas, establish a new Passive Open Space Overlay District in natural areas within the Parks and Open Space FLUM designation. This will involve some updates to the Critical Areas Protection Ordinance (CAPO) for consistency, and has the added benefit of increasing certainty regarding where CAPO regulations will apply.
- No additional zoning actions are needed in the Airport Compatibility Residential area or Major Institutions area at this time, since there are limited risks of impacts from upzoning.

5. View Sensitive Districts – Potential East Tacoma Expansion

Per Phase 1 policy direction, we are evaluating whether areas of South or East Tacoma benefit from significant views of the Puget Sound which could be meaningfully protected by the View Sensitive District Overlay.

Analysis:

The City has used the following criteria in recent VSD updates:

- Significant views of the Puget Sound
- Average heights of structures are under 25 feet or under 20 feet
- Topography (slope) is steep enough, but not too steep, for height limits to significantly protect views

Mithun conducted a GIS analysis to identify potential areas meeting these criteria (see Attachment 3). The study also depicts parcels which the Pierce County Assessor considers view properties as another indicator. Staff's conclusion is that there are 2 potential areas in East Tacoma that could be candidates for addition to the VSD Overlay District. Each is of relatively small size compared to the existing VSD areas. The areas are:

- McKinley Hill (areas facing north and east)
- Roosevelt neighborhood (areas facing north)

Next steps:

- Additional study is needed to determine whether VSD height limits (25 or 20 feet) would provide meaningful view protection and to delineate the specific parcels that could be included
- Additional neighborhood consultation is needed to determine whether residents of the area support VSD designation

6. Land uses (residential and associated)

Staff are preparing recommendations to simplify and consolidate the current list of residential land uses in the code, and to remove barriers to shared, group and special needs housing. This will support the housing goals and make the zoning code more user-friendly. In addition, staff is studying how to permit non-residential uses – particularly in association with the Mid-scale Residential areas.

7. Existing Planned Residential Districts

Staff will prepare recommendations on how existing Planned Residential Districts will be integrated in the new zoning framework. PRD's are essentially custom zoning districts created for individual, larger projects. Though PRD's were intended to provide extra density and flexibility, the new zoning will likely be more permissive than the PRD standards, consideration is needed on how best to integrate them into the new zoning.

8. Actions for consistency with State law

Several bills, if adopted, would affect the Home In Tacoma zoning proposals. Once the legislative session ends, staff will study any potential changes warranted.

TRACK 2. STANDARDS

1. Middle Housing height, scale and density controls

A package of height, scale and density controls is proposed. The standards vary by zoning district and housing types. These standards are the basis for the upcoming discussion of potential bonussing options. Specifically, scale controls include:

- Building height (varies by housing types and zone)
- Floor Area Ratios (varies by zone)
- Building width and depth maximums
- Separation between buildings

SEE DRAFT STANDARDS TABLE

2. Middle Housing Types

- Establish 5 Middle Housing types with modified scale and development standards
 - Backyard Cottages
 - Courtyard Housing (detached and attached)
 - House-scale
 - Rowhouses
 - Multiplex

SEE DRAFT STANDARDS TABLE

3. Lot standards

Minimum lot sizes are currently 5,000 square feet and 7,500 square feet in residential zones. Lots must be 50 feet average width, and have 25 feet of street frontage. Phase 1 policies call for substantially increased flexibility for lot sizes and dimensions, and steps to promote ownership opportunities. Proposals:

- Standard minimum lot size: 2,500 square feet, 5,000 sf for Multiplexes and Rowhouses, 7,500 sf for Courtyard Housing
- Standard average lot width: 25 feet, 35-50 feet for Multiplexes or Rowhouses, 75 feet for Courtyard Housing
- Unit lot subdivision (smaller, individual lots may be sold separately): Under study
- NOTE: Changes will be required for consistency in the Subdivision Code

SEE DRAFT STANDARDS TABLE

4. Setbacks

Existing setbacks in most residential zones are:

- Front: 20 feet; Side: 5 feet; Rear: 25 feet

The proposal would generally reduce and modify setbacks as follows:

- Front: Low-scale 15 feet minimum; Mid-scale: 10 foot minimum and 15 foot maximum
- Side: 5 feet
- Rear: Low-scale: 15 feet minimum; Mid-scale: 10 feet minimum (rear setbacks lower for Backyard Cottages and Courtyard Housing)
- Front porches and similar features can extend into required setback areas

SEE DRAFT STANDARDS TABLE

5. Pedestrian and vehicular access

Existing standards strongly encourage pedestrian access from the street and vehicular access from the rear of the site (when feasible). The proposals would carry that pedestrian orientation forward, and further specify pedestrian access requirements for some housing types. The proposals would also prohibit garages within 10 feet of the front façade.

6. Open Space/Yards

Current code has different amounts of yard/open space required for different housing types.

Discussion:

- Should open/yard space requirements vary based on housing type, both in terms of the amount and whether the space is private or shared?
- Current Residential buffers require separation between single-family and more intensive uses, which appear to be inconsistent with Middle Housing objectives

7. Parking

Current standards require 2 off-street parking stalls per single-family dwelling, and generally 1 per multifamily dwelling. A number of parking reductions are available based on proximity to features like transit and additional bicycle parking.

Discussion:

- Consider reducing off-street parking requirements to 1 parking stall per dwelling at the highest for all housing types
- Consider expanding the list of parking reduction features offered
- Consider making parking reductions a component of a bonus program

8. Trees/landscaping

Current landscaping code requirements prioritize tree canopy and require both street trees and onsite canopy coverage for multifamily development. However, street trees are not required with single-family development, and existing incentives to retain mature trees have proven ineffective.

Discussion:

- Consider requiring street trees for all residential development (including single-family)
- Consider extending the onsite tree canopy requirement to some or all Middle Housing development

- Consider new tools to promote tree retention
- Consider integrating tree canopy as a component of a bonus program

9. Development bonuses

Current residential bonuses seek to promote a range of goals, including green building and affordable housing, but are rarely utilized in residential areas.

NOTE: This topic is closely linked to TRACK 3 – Affordable Housing Incentives, though additional public benefits could be integrated. We will continue the bonus discussion in that section (below).

TRACK 3. AFFORDABLE HOUSING REGULATORY INCENTIVES AND REQUIREMENTS

1. Overall guidance and objectives

Phase 1 policies call for the expansion and strengthening of the City's regulatory affordability tools as part of the Middle Housing upzoning. Phase 1 policies also call for housing development to promote a multiple goals. This upzoning to allow Middle Housing creates significant new opportunities to integrate a bonus approach.

Key questions:

1. How should the bonus program be structured to support housing and related goals in a cost-effective way?
2. Should the City offer bonuses in both the Low-scale and Mid-scale zones?
3. Should the City offer a tiered approach to incent both market rate and affordable housing developers to participate?
4. Should there be a mandatory component to the program?
5. Should the City consider a reduction in current by-right scale or density of detached single-family dwellings to promote the use of bonuses?

NOTE: To function, bonuses would need to be valuable to developers. Otherwise, they won't be used. Staff anticipate this discussion will extend over more than one meeting, and note that an upcoming development feasibility study will help to flesh out the programs.

2. What development bonuses should be offered

Staff evaluated a range of potential bonus features and recommend the following bonus categories:

1. Density bonus: Number of dwellings allowed (included with scale bonus)
2. Scale bonus: Larger buildings allowed (included with density bonus)
3. Height bonus (in the Mid-scale only): Allow a 4th story (included with density and scale bonuses)
4. Parking reductions (viability of this option depends on how low by-right parking requirements are set)

3. Public benefits to promote through bonuses

Based on adopted policy direction, multiple goals could be integrated into a bonus program. However, creating a long list of public benefit options could effectively reduce the amount of affordable housing that is created through the program.

Initial list of potential public benefits:

- Affordable housing
- Physically accessible (visitable) housing
- Retention of existing structure while adding units to the site
- Family-sized units
- Green building
- Tree canopy

DRAFT DISTRICT STANDARDS TABLE

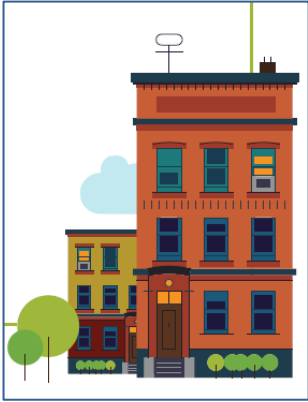
4/11/23

ZONE NAME	MH-1	MH-2	MH-3
Housing types permitted	Backyard cottages Courtyard housing (detached) House-Scale Rowhouses	Backyard cottages Courtyard housing (detached) House-Scale Rowhouses Multiplex small sometimes	Backyard cottages Courtyard housing House-Scale Rowhouses Multiplexes
Additional uses permitted	Community facilities (parks, schools, religious facilities)		Community facilities. Nonres uses (small childcare, cafes, limited live-work, corner commercial)
Lot size	Refer to housing type		
Lot width	Refer to housing type		
Lot frontage, min	Refer to housing type		
Density, max (site area per unit)	1600 SF (Bonus: 1200 SF)	1200 SF (Bonus: 800 SF)	800 SF (Bonus: 600 SF)
Height at front of lot, max	35' or consider reducing to 25' / 3 stories (consider lowering base height in order to bonus) See also housing type		35' / 3 stories (Bonus: 45' / 4 stories) See also housing type
Height at rear of lot, max	25'		35'
Front setback, min/max	15' min / no max		15' min / 10' max
Front setback at second frontage (corner lots), min	10' or average		
Side setback, min	5'		
Rear setback, min	15'		10'
Building separation on Lot, min	Refer to housing type		
FAR, max	0.6 (Bonus: 0.8)	0.8 (Bonus: 1.0)	1.0 (Bonus: 1.3)
	or use a sliding scale based on unit count (with more FAR for more units)		
Yard Space	Refer to housing type		
Tree canopy coverage	Include as % study amount in June		Include as % study amount in June

KEY

black text = proposed draft standards

red text = standards to be vetted with Planning Commission, engagement & feasibility testing



Home in Tacoma Project

Detailed work plans

ATTACHMENT 2 to the Scoping Report

June 15, 2022

Based on public input received during the project scoping period, staff have developed the following materials for the Commission's consideration to add to the draft scope of work. The purpose of these additions is to:

1. Clarify what topics are the primary focus of the Planning Commission's Home In Tacoma – Phase 2 work
2. For those topics, further clarify the decisions the policy direction already set in Phase 1 and the key decisions moving forward

Housing is a fundamental building block of community connected to multiple goals, policies and actions. The Home In Tacoma Project is both part of the City's Affordable Housing Action Strategy (AHAS) and of the City's growth strategy articulated by the One Tacoma Comprehensive Plan. These are broad, long range policy efforts being implemented iteratively over time.

There are multiple policy initiatives and implementation actions underway within the City. Some are policy decisions lead primarily by the City Council (with input from City Commissions), while others are administrative actions implemented primarily at the staff level. Still others are primarily resource decisions, or actions outside of the direct control of the City.

Given this complexity, it is important to clarify what actions will be the primary focus of Home In Tacoma – Phase 2. The following is a list of the project tracks that are broadly part of Home in Tacoma – Phase 2. However, the first three tracks are those that fall under the purview of the Planning Commission while tracks 4 and 5 will largely fall under the purview of staff and the City Council. Staff note however, that any recommendations from the anti-displacement strategy that would affect zoning or development standards would be considered by the Planning Commission as part of those recommendations.:

- 1. Develop new residential zoning districts and framework implementing Home In Tacoma policies**
- 2. Updated residential development standards implementing policy guidance**
- 3. Affordable housing regulatory incentives and requirements updates**
4. Anti-displacement strategy and implementation actions
5. Administrative and technical actions to promote housing goals

The following discussion summarizes the policy direction, regulatory baseline, key decisions and expected deliverables for each of the Planning Commission Tracks.

TRACK 1. ZONING

Adopted policy direction

1. **Missing Middle Housing** – Single-family zoning will be replaced by new zoning based on form and scale that enables Missing Middle housing.
2. **Citywide approach** – Zoning changes will be citywide using a systematic approach.
3. **Housing growth scenario** – The intent and geography of Low-scale and Mid-scale residential development is set, along with a general framework for building scale and density targets.
4. **Housing types** – Housing types, number of dwelling units, and a general framework for permitting (which would be allowed outright versus through a discretionary review process).

See Tables 1., 2. And 3., below, for a detailed summary of adopted policy direction on zoning districts.

Tacoma’s residential zoning districts today

These will be revised to implement adopted policies through this effort.

Existing zoning districts	Overview of current associated standards
Single-family zones: <ul style="list-style-type: none"> • R-1 Single-Family Dwelling District • R-2 Single-Family Dwelling District • R-2 SRD Residential Special Review District • HMR-SRD Historic Mixed Residential Special Review District 	<ul style="list-style-type: none"> ○ 1 single-family house, 1 Accessory Dwelling Unit ○ Other housing types possible through a Conditional Use Permit ○ Lots must typically be 5,000 square feet (7,500 in R-1) ○ Building height typically 35 feet ○ Setbacks, usable yard area, pedestrian orientation
Multifamily (low-density) zones: <ul style="list-style-type: none"> • R-3 Two-family Dwelling District • R-4L Low-Density Multiple-Family Dwelling District 	<ul style="list-style-type: none"> ○ Houses, duplex, triplexes, multifamily in R4-L ○ Lots must typically be 5,000 square feet ○ Building height typically 35 feet ○ Setbacks, usable yard area, pedestrian orientation ○ Lot coverage maximums, usable yard area, tree canopy requirements

Key decisions for Phase 2

- A. **How many zoning districts** – What factors should inform distinctions between zoning districts to further refine the Low-scale and Mid-scale Residential designations?
- B. **Neighborhood distinctions** – How should zoning be structured to reflect neighborhood distinctions?
- C. **Lot standards** – How can lot standards (such as minimum size, width and access) support infill while ensuring functionality and complementing residential patterns?
- D. **Permit processes** – How can permitting requirements facilitate development while providing the appropriate level of discretionary review and public notification for larger projects?
- E. **Ensuring internal consistency**

- a. **Refinements to the Phase 1 map** – Are there potential refinements to the adopted Housing Growth Scenario map or policies resulting from the Phase 2 deliverables and necessary to ensure internal consistency between the Plan and implementing regulations?
- b. **Single-family zoned areas not intended for substantial infill** – Phase 1 identified specific areas that were excluded from the area of applicability based on other goals and policies. Yet these areas often utilize the same base single-family zoning as the areas designated Low and Mid-Scale Residential. Based on the proposed zoning framework, how will these areas be impacted and what strategies can be used to ensure that the zoning remains consistent with the overall policy intent while respecting the decision to remove these areas from the Phase 2 zoning framework?

Outputs

1. *Residential zoning district framework*
2. *Residential lot standards*
3. *Residential zoning districts code*
4. *Residential zoning districts map*
5. *Land uses, housing types and permit processes in residential districts*
6. *Comprehensive Plan – Future Land Use updates for consistency with adopted zoning*

Table 1: LOW-SCALE RESIDENTIAL LAND USE DESIGNATION

This adopted policy direction will direct the development of Low-scale Residential zoning districts.

Overview/intent

- Provide a range of housing choices built at the general scale and height of detached houses
- Generally located in quieter settings of complete neighborhoods, moderate walking distance from parks, schools, shopping, transit and other neighborhood amenities
- Standards provide flexibility within the range of building width, depth, site coverage consistent with detached houses and backyard accessory structures
- Qualities associated with low-scale residential areas include:
 - Diverse housing types and prices, lower noise levels, limited vehicular traffic, moderate setbacks, private and shared open space and yards, street trees, green features, and complete streets with alleys. Infill in historic districts is supported to expand housing options consistent with the low-scale designation, but must be consistent with the neighborhood scale and defining features.*

Standards

- Scale: Generally consistent with neighborhood scale, massing and patterns (allowing for increases over time through additions)
- Height: Up to three stories
- Pedestrian orientation
- Typical lot sizes: 2,500 to 7,500 square feet

Land uses

- **Primary housing types (generally permitted)**
 - Detached houses
 - Houses with attached and/or detached accessory dwelling units
 - Duplexes, triplexes and townhouses up to three units
 - Cottage housing
 - Cohousing
- **Secondary housing types (subject to design, location and other standards)**
 - Fourplexes
 - Small-scale multifamily
 - Examples of when these housing types could be appropriate: Corner lots, large sites, at transitions to more intensive designations
- **Other land uses**
 - Community facilities including parks, schools and religious facilities are also desirable
- **Target development Density**
 - 10-25 dwelling units/net acre (indicates the desired neighborhood vision, not intended to mean more density in every case)

Table 2: MID-SCALE RESIDENTIAL LAND USE DESIGNATION

This adopted policy direction will direct the development of Mid-scale Residential zoning districts.

Overview/intent

- Generally located in close proximity to Centers, Corridors and transit
- Provides walkable, urban housing choices in buildings of a size and scale between low-scale residential and the higher-scale of Centers and Corridors
- Qualities associated with low-scale residential areas include:
 - Diverse housing types and prices, a range of building heights and scales, walkability, transportation choices, moderate noise and activity levels, generally shared open space and yards, street trees, green features, and complete streets with alleys. Infill in historic districts is supported to expand housing options consistent with the mid-scale designation, but must be consistent with neighborhood scale and defining features, and with policies discouraging demolition.*

Standards

- Height: Generally up to 3 stories, 4 stories in limited circumstances along corridors
- Scale: Generally moderately larger than existing neighborhood scale
- Ensure that development is harmonious with the scale and residential patterns of the neighborhood through building height, scale, width, depth, bulk and setbacks that prevent overly massive structures, provide visual variety from the street, and ensure a strong pedestrian orientation.
- Provide for smooth scale transitions by methods including matching low-scale building height maximums where mid-scale residential abuts or is across the street from low-scale areas.

Land uses

- **Primary housing types (generally permitted)**
 - Detached houses, small lot houses
 - Accessory dwelling units
 - Duplexes, triplexes and townhouses
 - Cottage housing
 - Cohousing
 - Fourplexes
 - Multifamily
- **Other land uses**
 - Community facilities including parks, schools and religious facilities are also desirable
 - Nonresidential uses such as small childcare, cafes or live-work may be appropriate in limited circumstances
- **Target Development Density**
 - 15-45 dwelling units/net acre (indicates the desired neighborhood vision, not intended to mean more density in every case)

Table 3: OTHER RESIDENTIALLY ZONED AREAS

Residentially zoned areas associated with the following Comprehensive Plan Land Use Designations and Zoning Districts are not directly included within the scope of Home in Tacoma Phase 2, yet they often utilize the same base zones that currently apply to the Low and Mid-Scale Residential Designations. However, the zoning framework considered in Phase 2 will have to consider impacts to these areas or strategies to ensure consistency with the intent of these areas. The majority of these areas are located in the following Land Use Designations. The majority of these areas are located in the following Land Use Designations.

AIRPORT COMPATIBILITY RESIDENTIAL DISTRICT

This designation is intended to increase safety in residential areas within the approximately 200-acre area of South Tacoma corresponding with the Joint Base Lewis McChord Airport Protection Zone II. Safety will be increased by preventing development conditions that could interfere with airport operations or increase the likelihood of an accident, and by reducing risk to life and property in the incidence of a crash. Key strategies are to prevent development with explosive or flammable characteristics, and to allow reasonable use and expansion of existing uses while discouraging increases in residential density or in public gathering capacity.

PARKS AND OPEN SPACE DESIGNATION

This designation is intended to conserve and enhance open, natural and improved areas valuable for their environmental, recreational, green infrastructure and scenic character and the benefits they provide. The designation encompasses public and private parks and open space lands, with lands set aside for these purposes by the City of Tacoma and the Metropolitan Parks District forming the core of the designation. The designation supports Tacoma's vision of an integrated parks and open space system that defines and enhances the built and natural environment, supports and nurtures plant and wildlife habitat, enhances and protects trees and the urban forest, preserves the capacity and water quality of the stormwater drainage system, offers recreational opportunities, and provides pedestrian and bicycle connections. Lands within this designation include both natural open space areas and active use parks and recreational areas. Natural open space is intended to be conserved and enhanced through habitat restoration and vegetation management to maximize its environmental and stormwater benefits, along with low-impact public access such as natural area trails and viewpoints, when appropriate. Parks and recreation lands are intended to provide opportunities for active recreation such as playfields and sports facilities, and urban amenities such as plazas, pocket parks and community gardens.

MAJOR INSTITUTIONAL CAMPUS DESIGNATION

This designation is intended for large institutional campuses that are centers of employment and that service a broader population than that of the neighborhood in which it is located. This designation includes hospitals, medical centers, colleges, universities, and high schools typically greater than 10 acres in size. The designation recognizes the unique characteristics of these institutions and is intended to accommodate the changing needs of the institution while enhancing the livability of surrounding residential neighborhoods and the viability of nearby business areas.

MULTIFAMILY (HIGH-DENSITY) DESIGNATION

This designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and institutions, and some limited commercial uses and mixed-use buildings. It is characterized by taller buildings, higher traffic volumes, reduced setbacks, limited private yard space, and greater noise levels. These areas are generally found in the central city and along major transportation corridors where there is increased access to public transportation and to employment centers.

Target Development Density: 45–75 dwelling units/net acre.

TRACK 2. STANDARDS

Adopted policy direction

1. **Compatible growth** – Promote and support infill that is reasonably compatible with residential patterns and enhances the quality, character and function of residential neighborhoods.
2. **Residential patterns** – Standards will focus primarily on residential patterns including building form and scale, yards, pedestrian access (rather than on architectural style).
3. **Neighborhood distinctions** – Evaluate how distinctions in residential patterns in different neighborhoods could inform standards.
4. **Meet multiple goals** – Standards should support multiple community goals including housing affordability and choice, design, sustainability, accessibility, pedestrian-orientation, walkability, adaptive reuse of existing buildings.

See Table 4., below, for a detailed summary of adopted policy direction on residential standards.

Existing residential standards

The starting point for this review will be Tacoma’s existing residential standards including the following:

- Setbacks
- Lot widths and dimensions
- Building height
- Pedestrian, vehicular and bicycle access
- Landscaping and tree canopy
- Onsite parking
- Usable yard area and site coverage limits
- Standards for specific housing types
- Incentives and bonuses
- Discretionary permit processes (including variances, conditional uses, nonconforming development)

Key decisions for Phase 2

- A. **Learn from current standards** – How well do current standards support policy goals?
- B. **Balancing housing production** – How should Tacoma balance housing production against standards that reduce development capacity or increase costs?
- C. **Promote desired features** – How can standards incentivize desired features (including housing affordability and choice, ownership opportunities, compatible design, sustainability, accessibility, reuse of existing buildings)?
- D. **Form and scale** – Since building form and scale are central to this regulatory approach, what new or updated tools are needed?
- E. **Neighborhood distinctions** – How and to what degree should standards vary from one neighborhood to another?
- F. **Specific housing types** – What tailored guidance is needed for specific housing types, particularly for those that include common open space and access?
- G. **Functional considerations** – What functional and feasibility considerations must inform standards?

Outputs

1. Residential infill building scale, height and bulk standards
2. Updated parking, landscaping, access, yard, lot, subdivision and other standards
3. Updated standards for specific housing types
4. Updated permit process standards
5. Comprehensive Plan – Design and Development Chapter updates for consistency

Table 4: RESIDENTIAL INFILL STANDARDS

This adopted policy direction will direct the development of residential infill and related standards.

AFFORDABILITY, CHOICE & OWNERSHIP

- Promote diverse housing types and costs in all neighborhoods
- Promote a range of configurations, sizes and number of rooms in all neighborhoods
- Promote a mix of rental and ownership opportunities in all neighborhoods
- Strive to increase ownership opportunities as a pathway to financial stability
- Take steps to reduce displacement risk for those who face it
- Ensure that standards do not pose an undue barrier to housing development

BUILDING SCALE & HEIGHT

- **Building scale**
 - Ensure that development is harmonious with the scale and residential patterns of the neighborhood through building height, scale, width, depth, bulk and setbacks
 - For Low-scale Residential areas: New development should be generally consistent with existing scale, massing and patterns, allowing for scale increases over time through additions and remodels
 - For Mid-scale Residential areas: New development should be generally moderately larger scale than existing neighborhood
- **Building height**
 - Low-scale Residential: Generally up to 3 stories (35 feet)
 - Mid-scale Residential: Maximum 3 stories (35 feet), potential 4 stories (45 ft) along designated Corridors where reasonably compatible
 - View Sensitive Districts: Height limited to 20 or 25 feet
 - Evaluate potential view protections in areas where they do not currently exist
- **Transitions**
 - Provide for smooth scale transitions by methods including matching low-scale building height maximums where mid-scale residential abuts or is across the street from low-scale areas

BUILDING AND SITE DESIGN

- **Context-sensitive Missing Middle housing infill**
 - Located in a walkable context with strong pedestrian orientation and features
 - Consistent massing and scale of neighboring structures and compatible design language
 - Smooth transitions from Low-scale to higher scale areas
 - Mitigate appearance of density from right-of-way and adjacent properties through breaking up building footprint, appropriate setbacks/screening and limiting height at lot lines
 - Integration of shared spaces
 - Minimize vehicular orientation through moderate onsite parking, alley access or shared driveways
 - Encourage reuse of existing structures
 - Develop standards for individual housing types and shared spaces
- **Multifamily building design**
 - Façade articulation to reduce perceived scale and add visual interest
 - Encourage use of similar façade articulation and detailing as existing structures
 - Covered entries visible from the street and/or common open space
 - Building materials that are durable and provide visual interest
- **Yards, landscaping and tree canopy**
 - Provide onsite open space appropriate for the housing type (yards, common spaces, and or balconies, patios, rooftop decks
 - Utilize landscaping elements to improve the livability, block unwanted views, enhance environmental conditions, provide compatibility and upgrade appearance
 - Support Urban Forestry goals in the streetscape and on sites
- **Encourage adaptive reuse**
 - Encourage adaptive reuse and conversions of historically significant and existing viable older structures through a range of methods (incentives, review code barriers, programmatic actions)
 - Discourage unnecessary demolition of older viable and historically significant structures through a range of methods (incentives, promoting growth on vacant spaces, programmatic actions)
 - Ensure consistency with historic district policies
- **Green, sustainable, resilient and healthy housing**
 - Promote green, resilient and climate-adaptive housing
 - Promote efficient and healthy residential design
 - Emphasize natural physical qualities of the neighborhood

ACCESS & FUNCTIONAL STANDARDS

- **Transportation choices**
 - Support transportation choices through pedestrian, bicycle and transit-oriented features
 - Building, access and site layout oriented to the public right-of-way
 - Parking and vehicular access from the rear or side of buildings
- **Accessibility**
 - Strive to increase quality and quantity of housing units accessible for people of all abilities
- **Onsite parking**
 - Right-size parking requirements to reflect the inherent policy tradeoffs
 - Consider needs of people with disabilities, drop-offs, loading and deliveries either onsite or in the vicinity of significant destinations
 - Evaluate transportation demand management approaches such as shared and permit parking
- **Land subdivision**
 - Ensure the orderly subdivision of land in support of legal requirements, provision of access and utilities, and consistency with adopted goals and policies
- **Infrastructure and utilities**
 - Ensure that residential development will be efficiently served by urban infrastructure and utilities

SPECIFIC HOUSING/HOUSEHOLD TYPES

- **Review existing standards to promote infill and better accommodate housing needs, including:**
 - Standards for specific housing types (including shared housing, small lot single-family, accessory dwelling units, cottage housing, townhouses, multifamily)
 - Discretionary processes (including Residential Infill Pilot Program, Conditional Use Permits, Development Regulatory Agreements)
 - Short-term rentals
 - Definition of “family” as used to regulate household occupancy
 - Special Needs Housing standards
 - Tiny, mobile and modular housing standards

TRACK 3. AFFORDABILITY & ANTI-DISPLACEMENT:

Adopted policy direction

1. **Calibrate standards to promote affordability** – Identify how standards can support housing supply, choice and affordability as well as ownership opportunities (see above).
2. **Strengthen Tacoma’s affordable housing regulatory tools** – Modify and expand the City’s inclusionary housing provisions to target unmet need and align with market conditions.
3. **Anti-displacement Strategy** – Develop an anti-displacement strategy that coordinates zoning, standards, regulatory affordability tools, AHAS actions, and other targeted actions.

See below for a detailed summary of adopted policy direction on affordability and anti-displacement.

Existing regulatory affordability tools

The starting point for this review will be Tacoma’s existing affordability incentives, including the following:

- Voluntary Inclusionary Zoning
 - Downtown Regional Center, adopted 1999, modified 2015
 - Affordable Housing Incentives Code (administrative standards), adopted 2015
 - Mixed-Use Centers, adopted 2009, modified 2015 and 2018
 - Planned Residential Districts, adopted 2015
 - Religious organizations and nonprofits affordable housing Conditional Use Permit, adopted 2021
 - Development Regulatory Agreement for affordable housing, adopted 2021
- Mandatory Inclusionary Zoning
 - Private Upzones, adopted 2015
 - Tacoma Mall Regional Center Inclusionary Zoning Pilot, adopted 2018

Key decisions for Phase 2

- A. **Start with infill standards** – How can infill standards be crafted to promote affordability and ownership opportunities, while also meeting compatibility, sustainability and other goals?
- B. **Understanding market opportunities** – How should Tacoma calibrate regulatory tools to promote affordability without slowing down housing construction?
- C. **Optional or mandatory** – Should affordability tools be optional or mandatory?
- D. **Setting priorities** – What should the priorities be in terms of location, income levels of households served, duration of affordability and other factors?
- E. **Incentives and bonuses** – What incentives and bonuses (such as increased height or density, reduced standards) make sense?
- F. **Balancing public benefits** – How should affordability be prioritized relative to other public benefits (such as affordability, enhanced design features, green building and conservation) included in incentives and bonus programs?
- G. **Administrative burden** – What are the costs and benefits of implementing and monitoring regulatory affordability tools?
- H. **Anti-displacement** – How can zoning, infill standards, regulatory affordability tools and administrative actions help to combat displacement risk?

Outputs

1. *Infill standards calibrated to promote affordability, ownership and anti-displacement goals (see above)*
2. *Updates to existing affordable housing incentives, bonuses and requirements*
3. *Policy options for additional and expanded regulatory affordability tools*
4. *A coordinated Anti-displacement Strategy*
5. *Comprehensive Plan – Housing Chapter updates for consistency*

Table 5: AFFORDABILITY & ANTI-DISPLACEMENT

This adopted policy direction will guide development of affordability and anti-displacement policy options.

AFFORDABILITY REGULATORY TOOLS

- **Objectives/intent**
 - Partner with the private sector to create some affordable housing along with market-rate housing development, calibrated to market strength and opportunities
 - Support a robust supply of affordable, accessible housing to meet the needs of special populations
 - Prioritize serving households with the greatest housing challenges and unmet needs
- **Geography**
 - Seek to create affordable housing in all neighborhoods, particularly in high opportunity areas
 - Refine and expand affordability incentives in designated centers and other areas where affordable housing options are needed
 - Evaluate options for affordability incentives in Mid-scale Residential areas and potentially Low-scale Residential areas

ANTI-DISPLACEMENT STRATEGY

- Use data-inform tools to prevent displacement of local residents and encourage City partners to use these tools to ensure that more residents are able to stay in Tacoma with a focus on households from “low” and “very low” opportunity areas, as well as Black, Indigenous and People of Color households
- Establish and implement a coordinated Anti-displacement Strategy to reduce risk of displacement for low-income renters and owners, with actions including:
 1. Use the full spectrum of housing tools to address needs, such as funding for affordable housing and increased staffing and program resources.
 2. To ensure equitable distribution of housing opportunities, implement land use changes to allow more missing middle products citywide.
 3. Implement inclusionary zoning in submarkets where it is economically feasible, tailored to specific affordability needs and market conditions.
 4. Require that developers benefiting from land use changes, property tax exemptions, fee waivers, expedited processing, and city funding use affirmative marketing in advertising unit availability.
 5. Implement a resident preference policy that applies to both residents at-risk of displacement and neighborhoods with high-displacement risk.
 6. Promote ownership opportunities as a pathway for wealth-building for those who choose it.
 7. Promote family-sized units, particularly in areas where they are in short supply.
 8. Working with local architects and lenders, create a set of affordable ADU designs and a financing package to facilitate the construction of ADUs by lower income households.

9. Require redevelopment of large parcels with city investment include deeply affordable rental and ownership products (e.g., publicly-assisted rentals, land trust).
10. Coordinate with the Tacoma Housing Division to ensure that residents at-risk of displacement have the resources they need to mitigate eviction and displacement.
11. Support anchor institutions and businesses at risk of displacement by providing city subsidies for leases and implementing first rights of refusal for city-subsidized commercial in redeveloped sites.
12. Empower people of color and others who have been historically under-represented in policymaking to take a stronger role in implementing policy.

NOTE: These actions are inter-disciplinary and will be coordinated by Affordable Housing Action Strategy staff. The Planning Commission will focus primarily on actions related to planning, zoning, standards and regulatory affordability incentives.

END

Slope between 5% to 15%

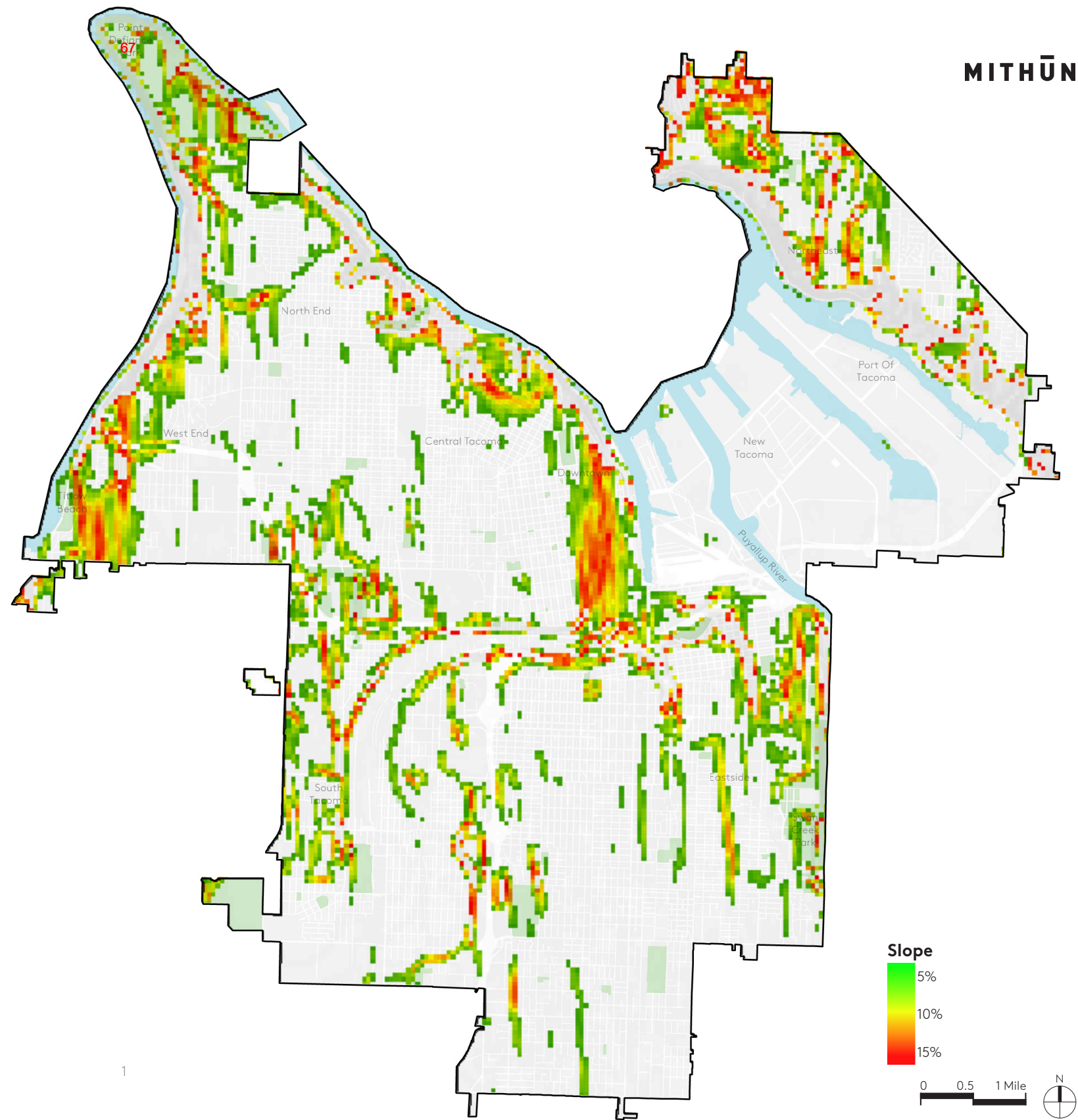
Attachment 3:

Potential View Sensitive District - East Tacoma Expansion Area

GIS Analysis of:

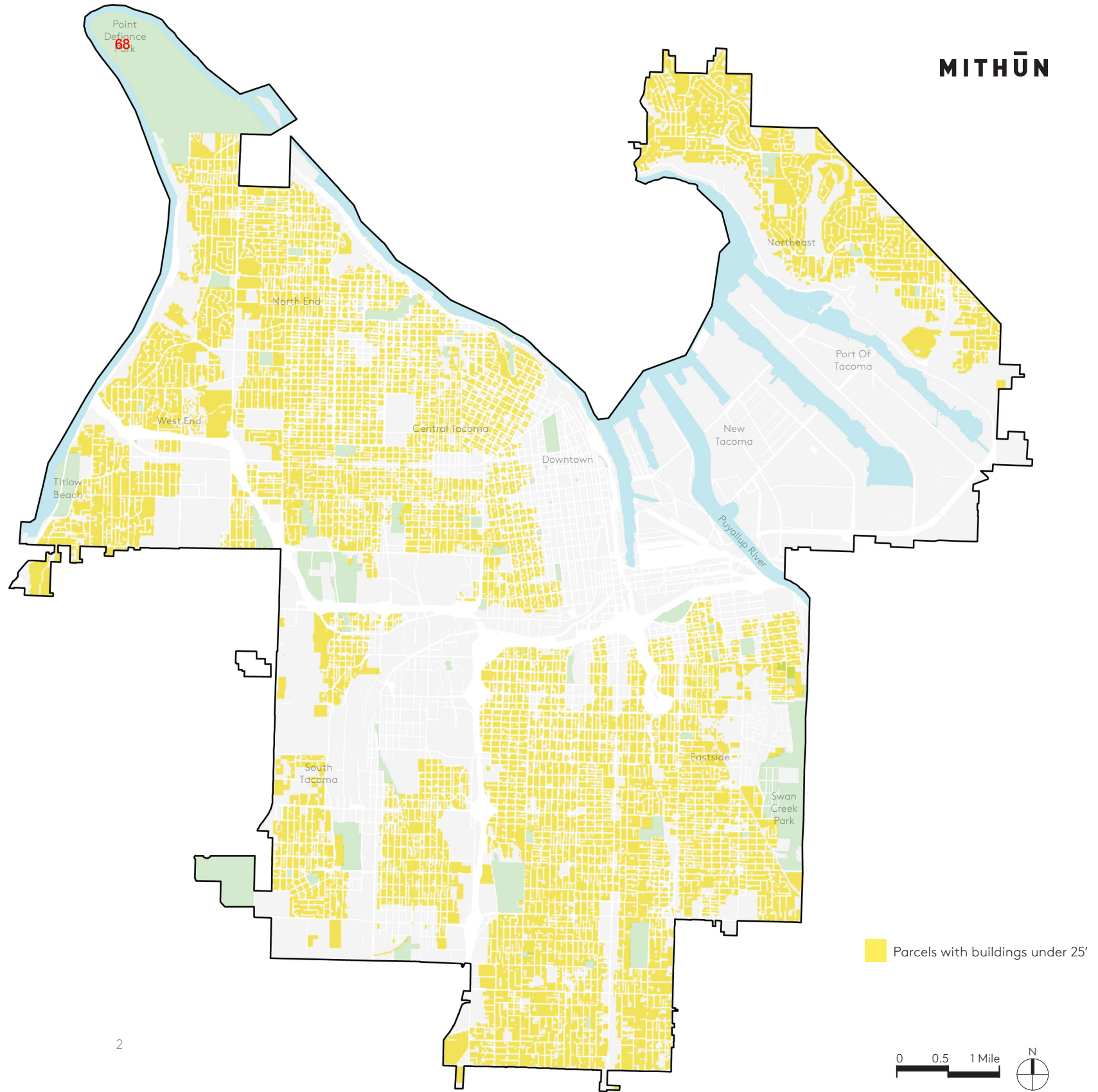
- Slopes
- Average building heights
- Pierce County Assessor view designations

This methodology is consistent with that used for other Tacoma VSD designations.



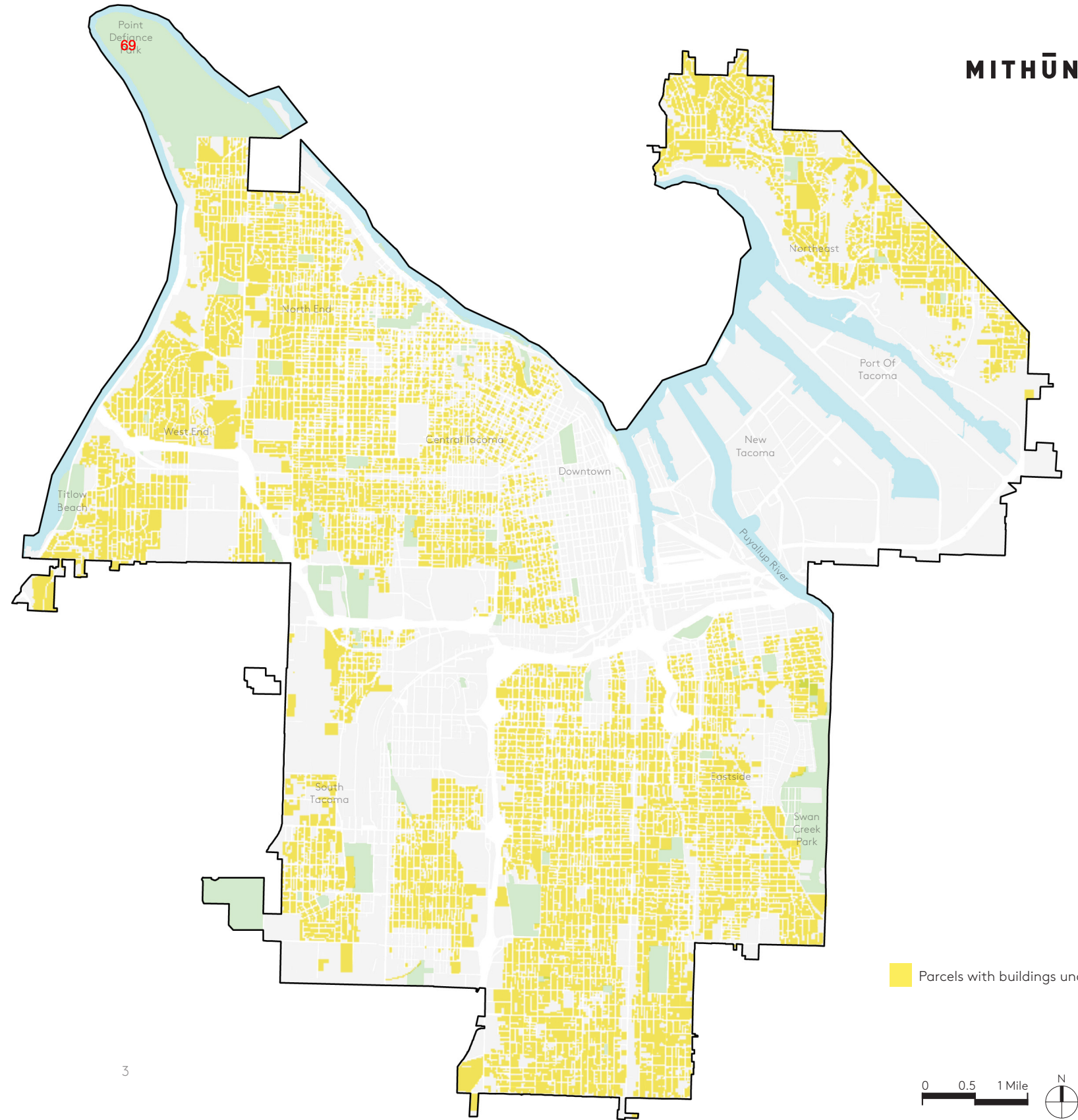
Parcels with buildings under 25'

MITHŪN



Parcels with buildings under 20'

MITHŪN

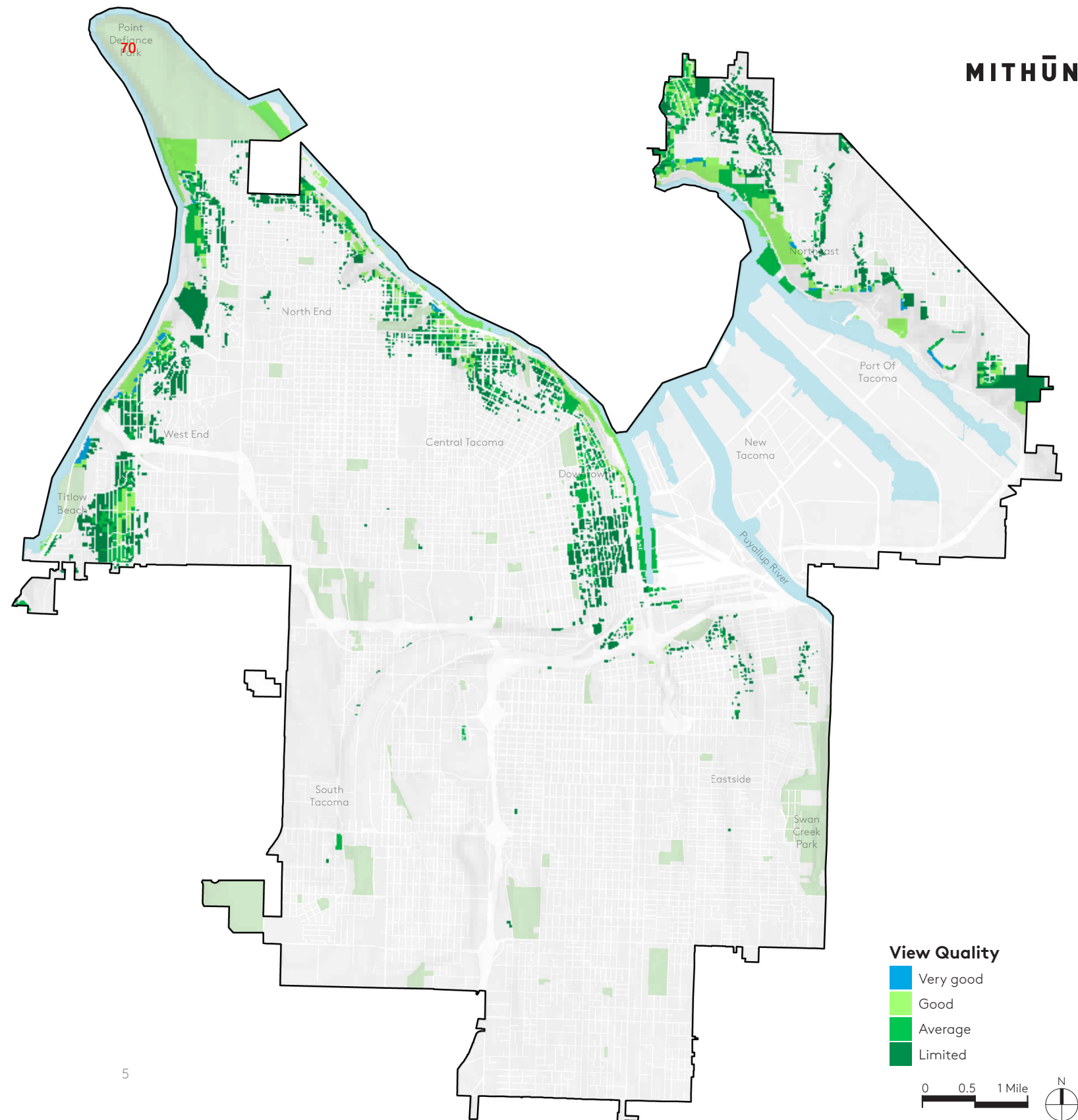


Parcels with buildings under 20'



View quality (Assessor data)

MITHŪN



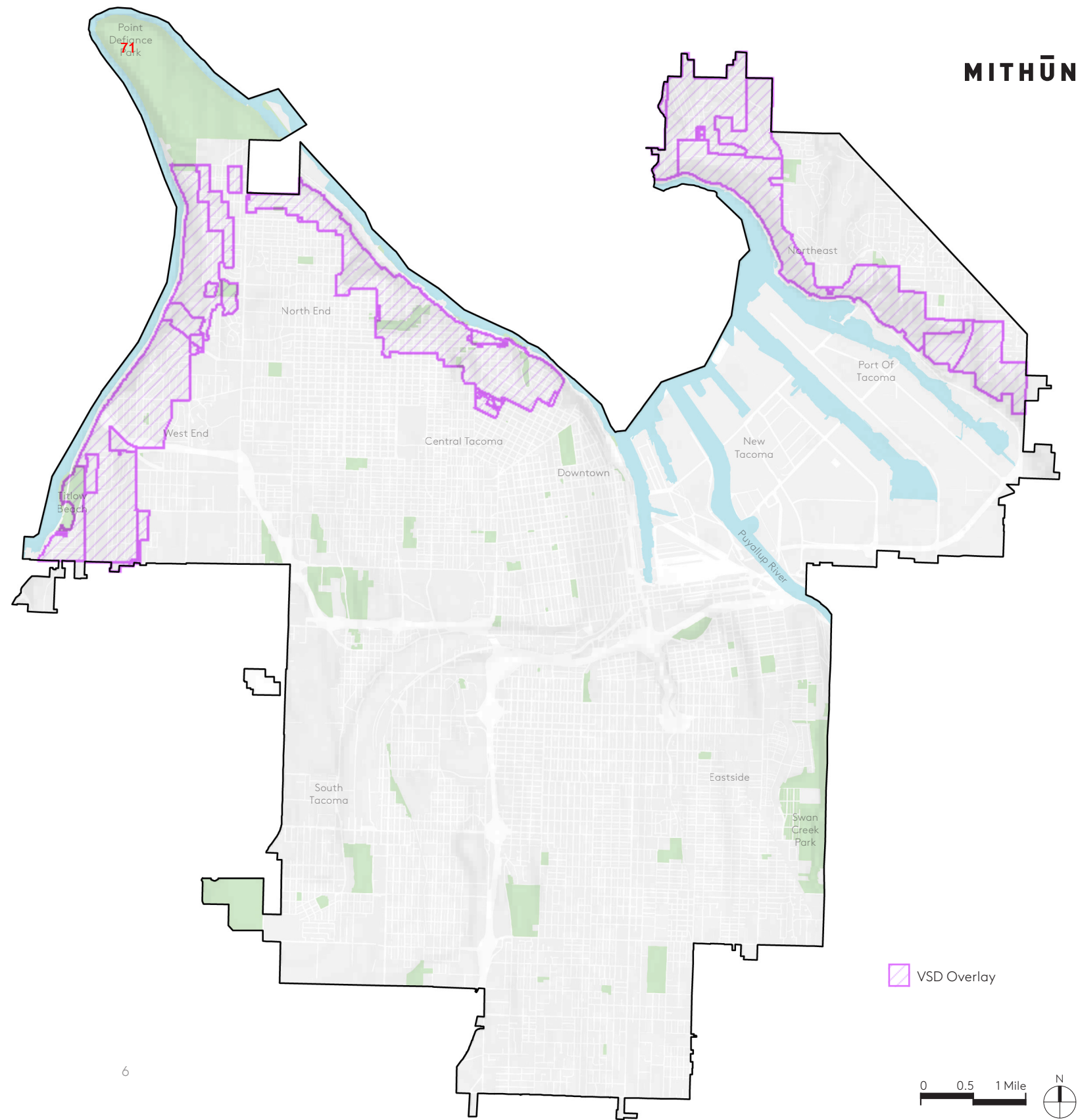
View Quality

- Very good
- Good
- Average
- Limited

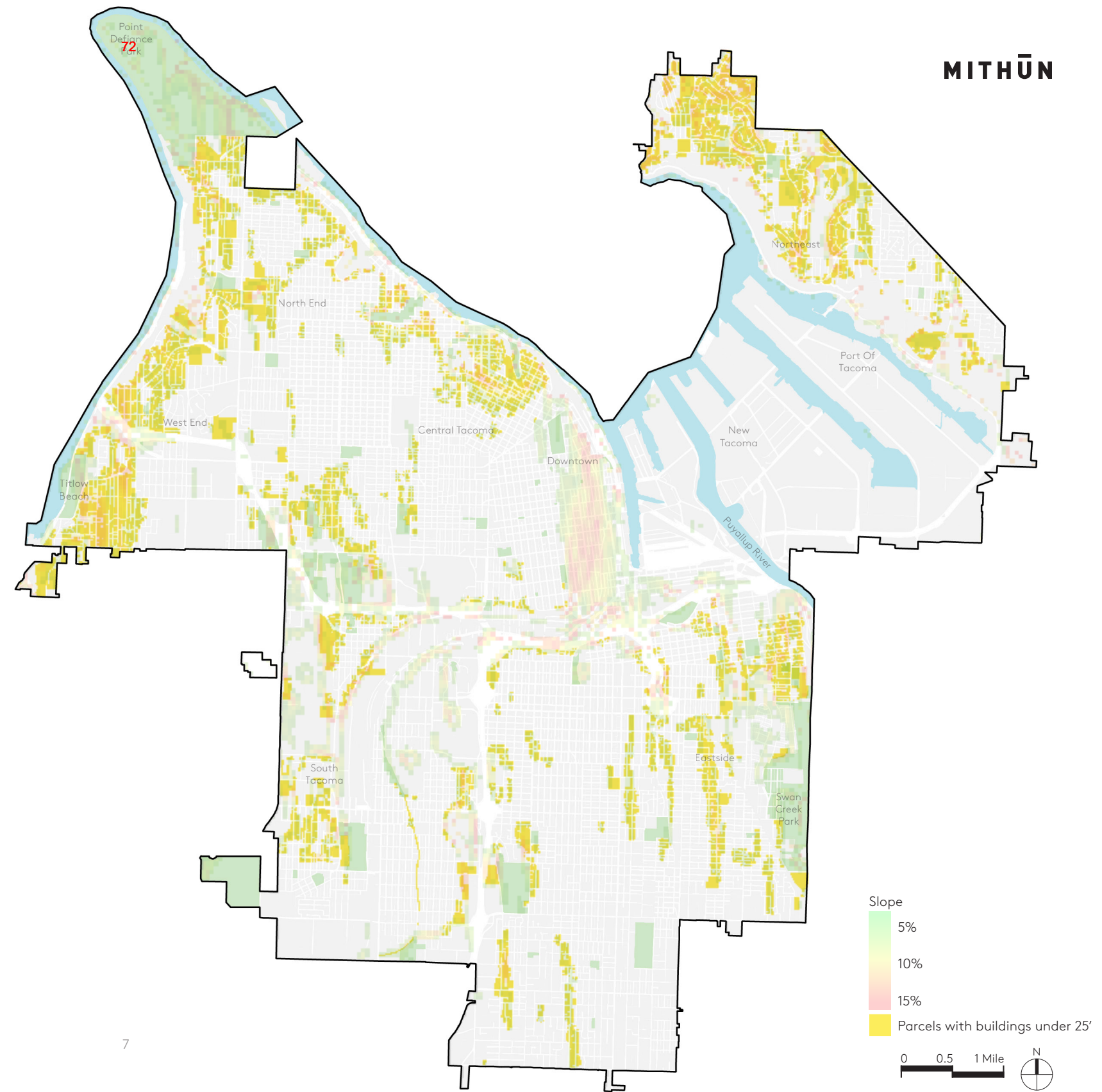


VSD overly (City of Tacoma data)

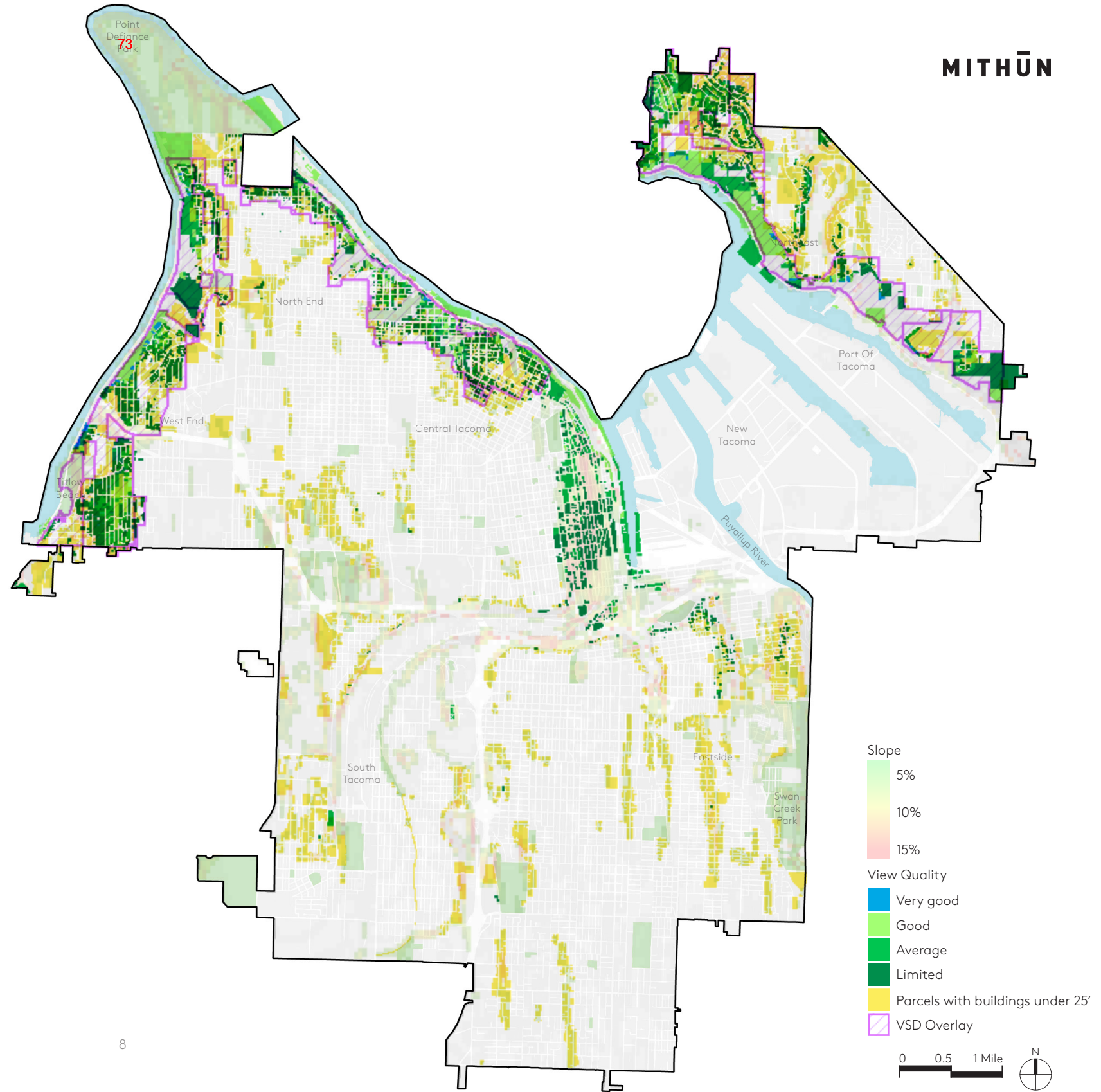
MITHŪN



Parcels with buildings less than 25' height + areas with 5% to 15% slope



Parcels with buildings less than 25' height +
Areas with 5% to 15% slope +
View quality +
VSD overly

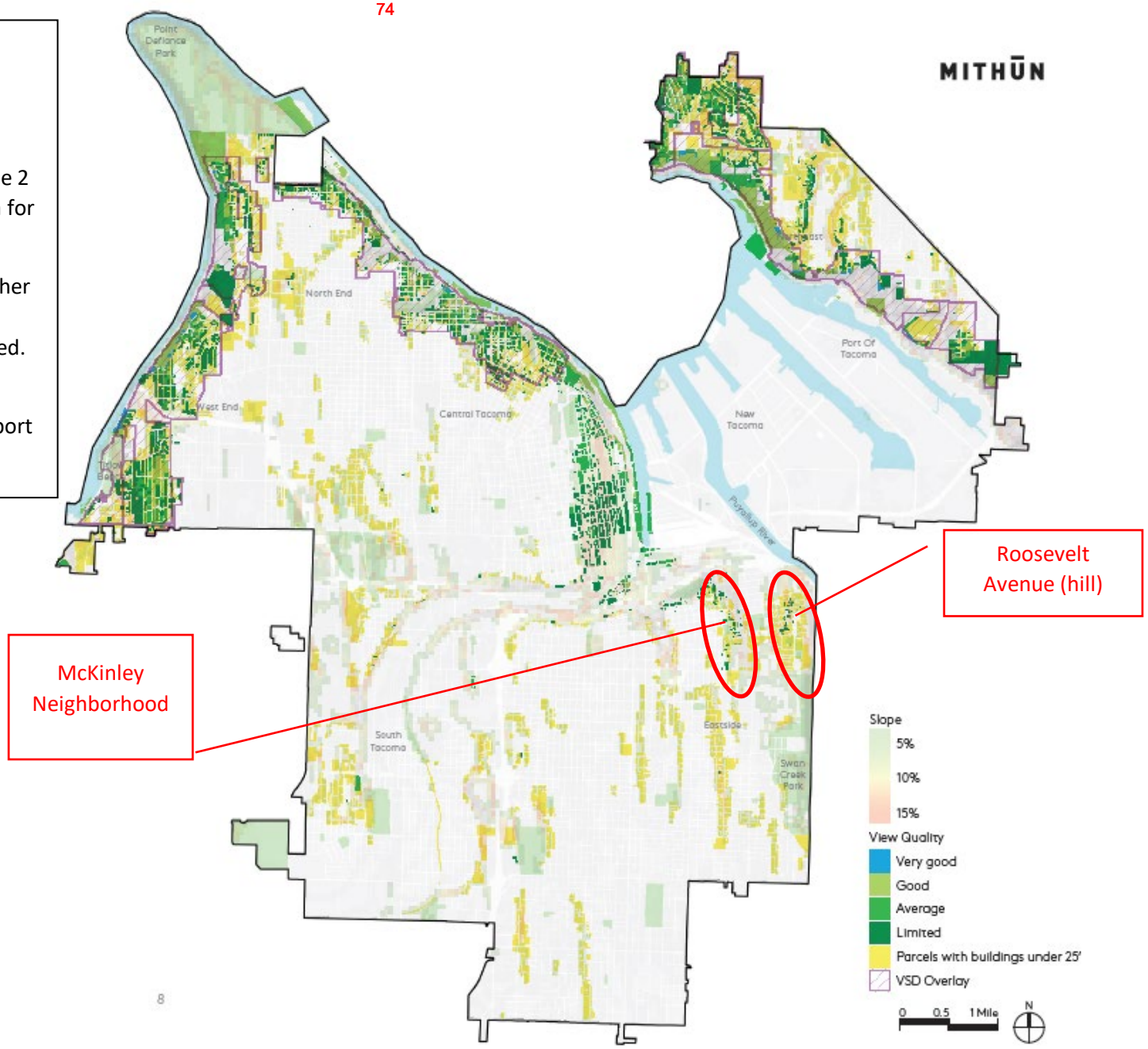


Potential View Sensitive District – East Tacoma Expansion Areas

Based on an initial GIS analysis, these 2 general locations may fit the criteria for View Sensitive District designation.

Locations are approximate, and further study is needed to determine the specific parcels that could be included.

Engagement is also needed to determine the level of resident support for this concept.





To: Planning Commission
From: Brian Boudet, Planning Manager, Planning Services Division
Subject: **Joint Transit-Oriented Development Task Force with Transportation Commission**
Memo Date: April 13, 2023
Meeting Date: April 19, 2023

Action Requested:
Review and Approval.

Discussion:

Chair Karnes has drafted a proposed response letter to the Transportation Commission regarding the potential formation of a joint task force of the Planning and Transportation Commissions. The intent of the Task Force would be to enhance coordination between the two commissions, with a particular focus on the upcoming 2024 Comprehensive Plan periodic update and the associated Transportation Master Plan update. The Commission is requested to review and consider approving the letter.

Background:

The City Council created the Transit-Oriented Development Advisory Group (TODAG), a citizen-based advisory group, through the passage of Resolution No. 40303 on April 16, 2019 (and extended them via Resolution 40889), to help inform the design and development of significant transit projects throughout the City including the Dome District, one of the region's most transit-rich areas. The TODAG was sunset at the end of 2022. In response to Council request, the City Manager, on January 18, 2023, recommended the following regarding the "future of TODAG":

- Regarding citywide policy-level issues around transit-oriented development, the City should consider the creation of a joint subcommittee (or similar structure) of the Planning and Transportation Commissions to improve coordination and streamline review and input
- With regards to specific transit, infrastructure and planning projects, where the direct, focused input of local residents, businesses, key agencies, and partners is needed, the City should continue to utilize project-specific community advisory committees

Additional Information:

Further background on the creation and work of the TODAG and their recommendations can be found on the project webpage here: [TODAG Webpage](#).

Staff Contacts:

- Brian Boudet, bboudet@cityoftacoma.org

Attachments:

- Attachment 1: Draft Planning Commission Letter to the Transportation Commission
- Attachment 2: City Manager's Recommendation to Council
- Attachment 3: Transportation Commission's Letter
- Attachment 4: TODAG's Letter



Planning Commission
Joint Transit-Oriented Development Task Force with the Transportation Commission
April 19, 2023
Page 2 of 2

c. Peter Huffman, Director



City of Tacoma
Planning Commission

Christopher Karnes, Chair
Andrew Strobel, Vice-Chair
Morgan Dorner
Robb Krehbiel
Brett Marlo
Matthew Martenson
Brett Santhuff
Anthony Steele
(District 4 - vacant)

April 5, 2023

To: Tacoma Transportation Commission

Subject: RE: Transit Oriented Development Advisory Group Resolution and Future

Dear Transportation Commission Co-Chairs Nyland and Morris:

I am writing to you today as Chair of the Tacoma Planning Commission, to discuss the formation of a joint Transit Oriented Development Task Force with the Transportation Commission. This recommendation comes in response to the Transportation Commission's letter dated November 17, 2022, and the sunset of the Transit Oriented Development Advisory Group (TODAG), which was communicated to us by the City Manager on January 18, 2023. The Planning Commission concurs that a subcommittee taking the form of a joint Task Force is the right direction to address the issues raised in both communications. Such action is supported by Planning Commission Bylaws under Section 2 - Advisory Committees and Task Forces.

As Chair of the Planning Commission, I fully support the Transportation Commission's request to form this Task Force and agree in principle with the scope and structure presented in your letter. I believe that the Task Force has the potential to build upon the work of the TODAG and develop recommendations for citywide policy and code on land use and transit that can be incorporated into established workflows. This includes updates to the Transportation Master Plan, the Comprehensive Plan, and relevant chapters of the Municipal Code.

In my view, the work of the Transit Oriented Development Task Force would initially focus on informing the scope of the 2024 periodic update of the Comprehensive Plan. This would include setting standards for transit capital investments, design considerations for high-capacity transit projects, corridor modal priority designations throughout the City, and establishment of standardized transit service levels applied to corridors to set the stage for a frequent service network. Additionally, the Task Force would aim to consolidate outside presentations and recommendations regarding specific transit projects, instead of requiring duplicate presentations to each commission and potentially disparate letters of recommendation from either commission.

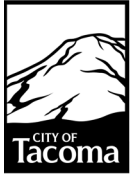
To begin this process, I would like to invite the Co-Chairs to engage with Planning and Development Services staff such as Stephen Atkinson and Brian Boudet, as well as relevant Public Works staff to set up a series of meetings where we can develop a charter and work plan.

Thank you for considering this request, and we look forward to working with you.

Best regards,

Chris Karnes, Chair
Tacoma Planning Commission

CC: City Manager
Planning Commission
Planning and Development Services Director
Public Works Director



TO: Mayor Victoria Woodards and the Tacoma City Council
FROM: Elizabeth Pauli, City Manager
SUBJECT: **Status and Future of the Transit-Oriented Development Advisory Group (TODAG)**
DATE: December 27, 2022

This memo is in response to the City Council’s Resolution No. 40889, adopted on December 14, 2021, which extended the operation of the Transit-Oriented Development Advisory Group (TODAG) through the end of 2022 and requested the City Manager to develop recommendations for the potential continuation of TODAG in 2023 and beyond. This memo transmits the TODAG’s recommendations to the City Manager concerning the “new TODAG” and the City Manager’s recommendations to the City Council.

Background

The TODAG is a citizen-based advisory group established by the City Council per [Resolution No. 40303](#) of April 16, 2019, to help inform the design and development of significant transit projects throughout the City including the Dome District, one of the region’s most transit-rich areas. The TODAG was assigned to review and make appropriate recommendations on the following three major projects: Sound Transit's Tacoma Dome Link Extension (TDLE), Pierce Transit's Pacific Avenue Bus Rapid Transit (BRT) project, and the City's Puyallup Avenue Transit/Complete Streets Improvement Project.

Resolution No. 40303 assumed an operating schedule of 24–30 months for the TODAG as a “pilot program,” but did not provide a specific sunset clause. It was not clear if the TODAG shall continue to operate upon the scheduled conclusion in October/November 2021. On December 14, 2021, the City Council adopted [Resolution No. 40889](#) directing the City Manager to take the following actions:

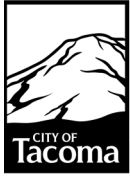
1. Extend the TODAG’s operation through December 31, 2022;
2. Develop recommendations as to whether the TODAG should be made a permanent advisory group, and if so, what its scope of work, membership and other relevant operating parameters should be; and
3. Fill all vacant positions of the TODAG in 2022 with the intent to add diversity and enhance equity in the current membership.

TODAG’s Recommendations

Attached is the Issue Paper, titled “Reshaping and Rescoping the TODAG,” developed by the TODAG and finalized on October 24, 2022. As documented in the Issue Paper, the TODAG evaluated five potential options for how the TODAG could be reshaped and identified the following two options as its primary recommendations to the City Manager:

- Option C – Joint Subcommittee (of Planning and Transportation Commissions).
- Option E – Permanent Advisory Group (City Manager appointed).

The TODAG also recommended that, regardless of whichever "reshaping" option is chosen, the scope of work for the “new TDOAG” should be expanded to citywide TOD projects, its membership should be fairly representative of the community and relevant fields of expertise, and it must be supported with adequate level of funding and staffing resources.



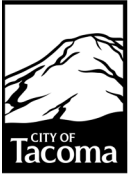
City Manager's Report and Recommendations

The first action requested by the City Council, per Resolution No. 40303, was to extend the TODAG's operation through the end of 2022. I am happy to report that the TODAG did conduct five bi-monthly meetings in 2022. They reviewed and commented on the TDLE and BRT projects, and developed the attached Issue Paper.

The third action requested by the City Council was to fill all vacant positions of the TODAG in 2022 with the intent to add diversity and enhance equity in the current membership. Staff established initial contacts with numerous individuals interested in filling the vacant seats of "Pacific Avenue Corridor Businesses and/or Residents," "Hilltop," and "East Tacoma," but was not able to solidify commitment from those individuals. Staff found that it was particularly challenging to get new individuals to commit to join the group after it had completed so much of its original charge and with the limited time left before the group's current timetable concluded.

Pertaining to the second request of the City Council to develop recommendations concerning the "new TODAG," I would respectfully submit the following thoughts:

- Upon careful review of the TODAG's Issue Paper, input from the Transportation Commission and Planning Commission, and consultation with some Council Members and my staff, I have come to the conclusion that the concept of increased coordination between the Planning Commission (PC) and the Transportation Commission (TC), through a joint subcommittee (or similar structure), is the most effective, efficient and feasible format for carrying on the duties and responsibilities of the TODAG regarding citywide policy-level issues around transit-oriented development and meeting the needs of the community, the City Council and the accountable City departments.
- The budgetary constraints make it challenging to provide appropriate staffing support for Citizen's Committees, Boards, and Commissions (CBCs). Instead of creating a new CBC, it would be more efficient and feasible to establish a joint subcommittee, task force or work group within the organizational structures of existing CBCs.
- The City Council may direct the PC and the TC to establish the membership, assignments and expected outcomes of the subcommittee. I will make sure appropriate staffing support for the subcommittee is provided.
- A PC/TC joint subcommittee provides a unique opportunity to institutionalize and further enhance the coordination and collaboration between the PC and the TC and between the supporting departments.
- A PC/TC subcommittee provides a platform that can streamline the presentation and outreach process for the agencies working on the TDLE, BRT and Puyallup Avenue Project; for example, they don't need to repeat the same presentations to the PC, the TC and the "new TODAG." The joint subcommittee can also more effectively consolidate comments and recommendations from the PC and the TC on these projects and present them to the City Council in a coordinated and cohesive manner.
- A PC/TC subcommittee can also be assigned to work on other issues of common interest to the PC and the TC, such as the Impact Fees Study, the Transportation Master Plan Update, and the continued development of TOD related policies, programs, and review guidelines. Another great opportunity for the subcommittee to weigh in is the upcoming State mandated 2024 Periodic



Update of the Comprehensive Plan that requires close collaboration between the PC and the TC and among several City departments.

- The subcommittee should be operating on an ad-hoc, as needed basis, and its effectiveness subject to periodic assessments by the PC and the TC.
- With regards to specific transit, infrastructure and planning projects, where the direct, focused input of local residents, businesses, key agencies and partners is needed, I feel that it is most effective to continue utilizing project-specific advisory committees where appropriate. Different than the policy-level scope of the PC/TC subcommittee discussed above, this project-level advisory approach allows the local individuals most directly impacted to be engaged on those particular projects, with a focus on the critical early planning and conceptual project design phases. With support from departments including Planning & Development Services and Public Works, this model has been used successfully in the past, such as with the Amtrak Station Citizen Advisory Committee, and continues to be used for key projects, such as the Pacific Avenue Corridor Subarea Plan (“Picture Pac Ave”).

Next Steps

If the City Council concurs with my recommendations, we will prepare a resolution for the Council’s consideration within the next few weeks.

Attachment:

1. Transit-Oriented Development Advisory Group Report - “Reshaping and Rescoping the TODAG” (October 24, 2022)



**City of Tacoma
Transportation Commission**

November 17, 2022

Tacoma City Council
747 Market Street, RM 1200
Tacoma, WA 98402

Subject: Transit Oriented Development Advisory Group Resolution and Future

Dear Infrastructure, Planning, and Sustainability Committee:

The Transportation Commission respectfully resubmits this letter to reaffirm their stance on the future of the Transit Oriented Development Advisory Group (TODAG). As TODAG's term ends, the Transportation Commission proposes continuing this work through a revised structure and mission. **We recommend a permanent group: a joint TOD subcommittee made up of members from the Planning and Transportation Commissions.** Because Transit Oriented Development (TOD) principals cross between Transportation and Planning disciplines, we believe this the best path forward to ensure the long-term evolution of Tacoma, and to ensure the success of meeting the goals laid out in the Transportation Master Plan and the One Tacoma Comprehensive Plan.

The Transportation Commission would like to thank TODAG for the hard work that the group and its city liaisons have accomplished over the past 24 months. TODAG has put in many hours to review major projects and explore different opportunities for the City of Tacoma.

TODAG was established by the Resolution 40303 on April 16, 2019, to specifically focus on three projects for a period of 24 to 30 months. Those are:

- Sound Transit's Tacoma Dome Link Extension (TDLE)
- Pierce Transit's Bus Rapid Transit (BRT)
- Puyallup Avenue/Complete Streets Improvement Project

The Transportation Commission has concerns that the TODAG was mostly from the Dome District, and thus the TODAG work was too narrowly focused on projects limited to that part of the city. While the Dome District is the largest multimodal hub in the region and is deserving of the city's TOD focus, we must also promote change in other parts of the city that will be host key investments: Pacific Avenue BRT, Hilltop and South 19th Street Tacoma Link Extensions, Sounder Stations, and other locations throughout the city where appropriate.

Further, the TODAG group did not explore alternative perspectives on development that can create additional pathways for investigation: zoning changes, road and lane reductions or eliminations, and how transit and road alignments would have supported future development. Instead, the group was overly focused on station design and location, which are two important considerations for future large projects, but not the only considerations. The exclusive focus on the Dome District denied the city a broad lens with which to evaluate and embrace TOD tenets across all areas of Tacoma.

The Transportation Commission is also concerned that the TODAG group was focused on two areas that are frequently contrary to TOD goals: preserving parking spaces (especially free spaces) and ensuring the easy passage of freight traffic. TODAG prioritized these items over increasing multimodal connections and denser

communities near existing transit hubs, places where more people should be encouraged to live and work. While these discussion points are relevant for the industrial zone near the Tacoma Dome, they do not have priority over people, and they will not be as important in a successful citywide TOD program.

Again, the Transportation Commission proposes a permanent, joint TOD subcommittee made up of members from the Planning and Transportation Commissions. We envision the joint TOD subcommittee will be structured as follows:


- Two or three members from both the Transportation Commission and Planning Commission.
- Support by a minimum of two staff members from the City
 - Public Works Staff Member
 - Planning and Development Services Staff Member
- Invite staff from Sound Transit and Pierce Transit to serve as liaisons to the group
- Scope to include the entire city and not be limited to single subject projects
- Scope to include such items (but not limited to) zoning, parking minimums, development goals and policies that support further TOD in our city
- The work product of the subcommittee will be to identify documents, regulations, and policies that need to be updated by either Commission or the city to ensure a successful TOD process
- The joint TOD subcommittee will work through each commission to ensure any changes identified are consistent and congruent with the One Tacoma Comprehensive Plan—or identify sections where the comprehensive plan needs to be amended

This future subcommittee would have roots in two relevant disciplines as Tacoma refines the One Tacoma Plan. It would be able to pool resources and knowledge to ensure that Tacoma successfully manages its intensifying and sustained growth. This subcommittee would also better reflect a citywide view as both commissions are comprised of residents from throughout the city.

Tacoma has numerous other areas beyond the Dome District that need TOD to be successful. A joint TOD subcommittee would have the resources, expertise, knowledge, and experience to address them effectively. There exists an oversight need for all of Tacoma and its many bike, pedestrian, and transit assets, and how they interplay with our ongoing and future growth.

We firmly believe a joint TOD subcommittee would be the best path to success.

Sincerely,



Gerrit Nyland
Transportation Commission Co-Chair



Bruce Morris
Transportation Commission Co-Chair

CC:
City Manager
Planning Commission
Planning and Development Services Director
Public Works Director



City of Tacoma
Transit-Oriented Development Advisory Group

October 24, 2022

Transmitted via E-mail: epauli@cityoftacoma.org

Ms. Elizabeth Pauli, City Manager
City of Tacoma
747 Market Street, Suite 1200
Tacoma, WA 98402

RE: Reshaping and Rescoping the TODAG

Dear Ms. Pauli:

On behalf of the Transit-Oriented Development Advisory Group (TODAG), I would like to express our appreciation for the leadership of the City Council and you in the adoption of [Resolution No. 40889](#) on December 14, 2021, extending the TODAG's operation through December 31, 2022. I would also like to express a special thank you to former Councilmember Robert Thoms, who was instrumental in recognizing the need for TODAG's formation and its importance to the future of Tacoma's TOD integration.

By the resolution above, the City Council also directed you to develop recommendations as to whether the TODAG should continue to operate beyond 2022, and if so, what its legislative or administrative status, scope of work, membership structure, recruitment and appointment process, operating funds, staffing support and other relevant operational parameters should be. As you are formulating your recommendations, we feel obligated and have a vested interest in providing some insights and suggestions for your consideration.

Therefore, we have developed the enclosed Issue Paper, titled "*Reshaping and Rescoping the TODAG*", that summarizes our major accomplishments and contributions, future work plan, as well as issues and concerns relating to membership, operating funds and staffing support.

The most prominent aspect of the Issue Paper is in its attachment, the Options Matrix, where we have identified several potential options for the future of the TODAG, as follows:

- Option A – Sunset.
- Option B – Temporary Advisory Group (status quo).
- Option C – Joint Subcommittee (of Planning and Transportation Commissions).
- Option D – Permanent Advisory Group (City Council appointed)
- Option E – Permanent Advisory Group (City Manager appointed).

Based on our thought process, assessment, deliberations, as well as voting for each option that are well documented in the Options Matrix, we respectfully offer **Option E** (permanent advisory group appointed by the City Manager) and **Option C** (permanent joint subcommittee of the Planning Commission and the Transportation Commission) as our primary recommendations for your consideration. These options represent two distinct schools of thought for the "new TODAG" and are the two most supported among all options that we evaluated.



Ms. Elizabeth Pauli, City Manager
 Reshaping and Rescoping the TODAG
 October 24, 2022
 Page 2

In addition to the above suggestions about “Reshaping” the TODAG, we would also like to offer some thoughts about “Rescoping” the TODAG, as follows:

1. Through hard work and intellectual deliberations, the TODAG has established a baseline measure and a communication platform as the first step in growing great places that promote transportation choices, housing and employment opportunities, cultural vibrancy, and resilient communities. The TODAG, as initially established by the City Council in 2019 as a “pilot program”, has been a success and should be sustained.
2. The scope of work of the “new TODAG”, regardless of which option is chosen, should be enhanced and expanded to incorporate: (a) citywide TOD projects, (b) TODAG’s “Future Work Plan”, (c) TODAG’s Progress Report No. 3 – “Tacoma TOD Toolkit”, (d) certain design review activity, and (e) other relevant projects as assigned by the City Council or as recommended by the Planning Commission and/or the Transportation Commission.
3. The membership of the “new TODAG”, regardless of which option is chosen, should be fairly representative of the community and relevant fields of expertise, with particular attention given to interests relating to equity, diversity, accessibility, active transportation, and affordable housing.
4. The “new TODAG”, regardless of which option is chosen, must be supported with adequate level of funding and staffing resources, in order to operate in an efficient and effective manner and maintain close collaboration with appropriate agencies, citizen’s groups and stakeholders.

Thank you and the City Council for the opportunity to serve the City of Tacoma in this important capacity over the past three and a half years. We look forward to new opportunities and to sustaining the momentum already provided through TODAG.

Sincerely,



Imad H. Bahbah, AIA
 Chair of TODAG

Enclosure: “Reshaping and Rescoping of the TODAG” Issue Paper

- c. Kurtis Kingsolver, Deputy City Manager
 Peter Huffman, Director, Planning and Development Services Department
 Josh Diekmann, Interim Director, Public Works Department
 Brian Boudet, Planning Manager, Planning and Development Services Department
 Tacoma Planning Commission
 Tacoma Transportation Commission



“Reshaping and Rescoping the TODAG”

An Issue Paper concerning the Continued Operations of
the Transit-Oriented Development Advisory Group (TODAG)

October 24, 2022

A. Introduction

The Transit-Oriented Development Advisory Group (TODAG) is a citizen-based advisory group established by the City Council per [Resolution No. 40303](#) of April 16, 2019, to help inform the design and development of significant transit projects throughout the City including the Dome District, one of the region’s most transit-rich areas.

The TODAG was assigned to review and make appropriate recommendations on the following three major projects: Sound Transit’s Tacoma Dome Link Extension (TDLE), Pierce Transit’s Bus Rapid Transit (BRT), and the City’s Puyallup Avenue Transit/Complete Streets Improvement Project.

Resolution No. 40303 assumed an operating schedule of 24–30 months for the TODAG as a “pilot program”, but did not provide a sunset clause. It was not clear if the TODAG shall continue to operate upon the scheduled conclusion in October-November 2021. On December 14, 2021, the City Council adopted [Resolution No. 40889](#) directing the City Manager to take the following actions:

1. Extend the TODAG’s operation through December 31, 2022;
2. Develop recommendations as to whether the TODAG should be made a permanent advisory group, and if so, what its scope of work, membership and other relevant operating parameters should be; and
3. Fill all vacant positions of the TODAG in 2022 with the intent to add diversity and enhance equity in the current membership.

As the City Manager is formulating her recommendations to the City Council, the TODAG feels it is necessary and appropriate to weigh in. This Issue Paper summarizes the TODAG’s thoughts and suggestions for the City Manager’s consideration.

B. Major Accomplishments

The TODAG began to operate in August 2019 and has conducted 27 meetings over the past 39 months. There was a hiatus during March–July 2020 due to the COVID-19 pandemic. All meetings were open to the public, and written comments on agenda items were accepted prior to each meeting.

The TODAG has reviewed the three assigned projects extensively, reviewed other relevant projects and documentations, conducted certain studies and activities, developed design principles and review criteria for transit-oriented development (TOD), produced several reports and letters of comments, and suggested ways to continue promoting and facilitating TOD in Tacoma.

The TODAG has accomplished these tasks in close coordination and collaboration with the Planning Commission, the Transportation Commission, the Bicycle and Pedestrian Technical Advisory Group, Sound Transit, Pierce Transit, the Puyallup Tribe, the Port of Tacoma, the Washington State Department of Transportation, the Puget Sound Regional Council, as well as the City’s Planning and Development Services, Public Works, and Community and Economic Development departments. Consultant services were utilized for the first two years of operations to provide TOD-specific expertise, knowledge, research, and facilitation and staffing support.



The City Council has been kept abreast of the TODAG's progress, through updates reported by the group's leadership and/or the supporting staff at the study sessions in August 2020, November and December 2021, and August 2022.

Summarized below are major accomplishments, products and study activities of the TODAG:

1. Design Principles, Review Criteria and Evaluation Matrix for the Evaluation of TDLE Station Locations and Designs (December 16, 2019)
2. Progress Report No. 1 – TDLE Tacoma Dome Station Area Evaluation (June 15, 2020)
3. TODAG Work Plan for 2020-2021 (October 14, 2020)
4. Progress Report No. 2 – TDLE Portland Avenue Station Area Evaluation (October 18, 2021)
5. Progress Report No. 3 – “Tacoma TOD” Toolkit (October 29, 2021)
6. Letter of Comments on Puyallup Avenue Design Project (February 22, 2021)
7. Joint Letter of Comments with the Transportation Commission and the Bicycle and Pedestrian Technical Advisory Group on Sound Transit Program Realignment (April 30, 2021)
8. Letter of Comments on Bus Rapid Transit & Stream System Expansion Study (August 15, 2022)
9. Additional projects reviewed and activities conducted:
 - a. Reviewed the Urban Land Institute's Technical Assistance Panel Report: “Tacoma Dome District Transit Oriented Development” (November 2019 and October 2020)
 - b. Reviewed Amtrak Station Design (November 2019)
 - c. Reviewed Dome District related policies and planning documents (December 2019)
 - d. Reviewed Station Design Best Practices (December 2019)
 - e. Conducted a walking tour of the Tacoma Dome Station Area (February 2020)
 - f. Reviewed the Tacoma Dome District Parking and Access Report (September 2020)
 - g. Conducted a Multi-Jurisdictional Roundtable on Portland Avenue Station Area (November 2020)
 - h. Conducted a TOD Roundtable Series to study TOD from three perspectives (Economic, Regional and Local Policies, and Placemaking), leading to the development of Progress Report No. 3 (January–June 2021)
 - i. Reviewed the Dome District Quiet Zone (June 2021)
 - j. Reviewed the Climate Action Plan (December 2021)
 - k. Reviewed TODAG membership structure and recruitment (February-June 2022)
 - l. Reviewed “Picture Pac Ave” – Pacific Avenue Corridor Subarea Plan & EIS (June 2022)


The agenda packets for all of the TODAG's meetings, as well as all the major products (i.e., Items #1 through #8 above), are posted on the TODAG's website at www.cityoftacoma.org/TODAdvisoryGroup.

C. Future Work Plan

Despite of the accomplishments, the TODAG does not believe the work is done. The three major projects, i.e., TDLE, BRT/SSES, and Puyallup Avenue Improvement Project, are still underway. The City Council can continue to entrust the TODAG to review and provide community-driven, expertise-based and timely recommendations on these projects.

In addition to the three projects, the TODAG has identified a number of TOD related issues, opportunities, studies, and action items that should be addressed in Tacoma and can be accomplished through the leadership and/or contributions of the TODAG.

In fact, the TODAG foresaw the need to do so, and had incorporated these thoughts in its Work Plan for 2020-2021 developed in October 2020 (listed as Item #3 above and copied below). As for implementation, the TODAG has developed the Progress Report No. 3 (listed as Item #5 above) that provides a toolkit and a multi-purpose platform for evaluating TOD projects. The Toolkit has also been acknowledged by the City Council in Resolution No. 40889 as an implementation strategy for the One Tacoma Comprehensive Plan.

 City of Tacoma Transit-Oriented Development Advisory Group			
TODAG Work Plan for 2020-2021 – Outline			
October 14, 2020			
The TODAG Work Plan for 2020-2021 is expected to include the following work items, subject to modifications and further elaborations. These Work items are grouped below as TODAG Review Items, TODAG Action Items, and Recommended Studies by Others.			
A. TODAG Review Items (What We Need to Know):			
Priority Review Items (<i>Items are numbered for identification purpose</i>)	Lead Agencies		
Review/monitor TDLE/ST3 (Sound Transit) projects	ST	PT	COT
1. Review TDLE Station Design concepts for Tacoma Dome District	✓		
2. Review TDLE Station Design concepts for Portland Avenue Area	✓		
3. Review Sound Transit ridership and projected ridership demographics for light rail	✓		
4. Review Tacoma Link (“streetcars”) Hilltop Extension	✓		
5. Review Tacoma Dome Link Extension DEIS	✓		
Review/monitor Pierce Transit related projects			
6. Review Pierce Transit’s ridership / projected ridership demographics for bus transit		✓	
7. Review Pierce Transit’s Pacific Avenue Bus Rapid Transit (BRT) project		✓	
8. Review Pierce Transit’s infrastructure/capital improvements program		✓	
Review/monitor City of Tacoma (COT) related projects			
9. Review City’s Puyallup Avenue design project			✓
10. Review ULI Technical Assistance Panel’s Dome District TOD Report			✓
11. Review Tacoma Dome District Parking and Access Report			✓
12. Review upcoming non-public new development plans and initiatives			✓
13. Review affordable housing issues in relation to TOD			✓
14. Review historic preservation and owner rehab programs in relation to TOD			✓
15. Review public/private partnership strategies/tools such as a Public Development Authority, business improvement district, etc.			✓
16. Review City Street Operations & Maintenance Program			✓
B. TODAG Action Items (What We Provide):			
1. Develop recommendations for TDLE’s East Tacoma Station. 2. Develop recommendations for Pierce Transit’s Bus Rapid Transit Project. 3. Develop recommendations for the City of Tacoma’s Puyallup Avenue Design Project. 4. Refine urban design principles and priorities applicable to project areas under TODAG’s review (district characteristics/identity, wayfinding, pedestrian amenities, public open spaces, lighting, paving, landscaping, etc.)			
C. Recommended Studies by Others (For Review and Discussion):			
1. Conduct subarea master planning – updating the South Downtown Subarea Plan. 2. Conduct massing analysis. 3. Conduct connectivity and accessibility analysis. 4. Conduct parking studies. 5. Develop capital improvement program and financing strategies. 6. Explore the formation of a Public Development Authority (PDA) if deemed appropriate.			

D. Membership

Unlike other Citizen's Committees, Boards and Commissions (CBCs), the TODAG's membership structure and recruitment/appointment process were not explicitly set forth in Resolution No. 40303. Initial membership representations, consisting of 13 positions (or categories of expertise and interests), were established by staff in 2019, based on broad community outreach and consultation. There are no term limits per se.

TODAG members have been recruited on a volunteering, self-appointed basis. Initially, there were 23 members, and the number has been decreasing to 13 of late (see the membership status below). Positions have been occupied or vacated sporadically. Some positions have been occupied by more than one individual and some have never been filled. Resolution No. 40889 directed the City Manager to fill all vacant positions in 2022 with the intent to add diversity and enhance equity in the current membership. Staff has been working with the current members to recruit new members, without much success, but will continue to do so.

Membership Status (as of October 2022) (9 positions occupied by 13 members, and 4 positions vacant)	
Positions	Members
1. Architectural and Urban Design Community	Imad Bahbah (Chair)
2. Development Community	Daren Crabill; Cathy Reines
3. Affordable Housing Community	(vacant)
4. Transit Community	Laura Svancarek
5. Tacoma Dome District Businesses and/or Residents	David D'Aniello; John McClees; Janice McNeal; Rick Semple
6. Pacific Avenue Corridor Businesses and/or Residents	(vacant)
7. Transportation Commission	Matt Stevens
8. Planning Commission	Chris Karnes
9. Puyallup Tribe/Lower Portland District	Andrew Strobel
10. Active Transportation and Accessibility for All	Kerri Hill
11. Freight/East Foss Industrial Community	Christine Wolf
12. Hilltop	(vacant)
13. East Tacoma	(vacant)

E. Staffing and Operational Funding

Staffing support for the TODAG has been provided by the Planning and Development Services Department (PDS), with some assistance provided by the Public Works and the Community and Economic Development departments. This arrangement may need to be modified if the TODAG were to continue to operate, depending on the scope of work and operational needs of the "new TODAG."

Resolution No. 40303 established an anticipated cost of \$125,000 to \$180,000 for the operation of the proposed TODAG and allocated \$75,000 for the first-phase operation. As directed by the City Council, the \$75,000 start-up fund was used for consultant services, resulting in the following major deliverables:

- Establishment, organization and operation of the TODAG
- Review of TOD case studies, policies, and best practices
- Development of the TOD design principles, review criteria and evaluation matrix
- Walking tour of the Dome District
- TOD Roundtable Series
- Compilation of the "Tacoma TOD" Toolkit document

Note that the \$75,000 fund was fairly limited and PDS has also made significant contributions in staffing resources to ensure the timely and quality production of these deliverables and the smooth and efficient operation of the TODAG. Additional funding would be needed if the TODAG were to continue to operate.

F. Reshaping and Rescoping the TODAG

Transit Oriented Developments (TODs), when properly implemented, provide our neighborhoods and region with an array of well documented benefits and the ability to more efficiently leverage public investment in the built environment. With incoming transportation investments by Sound Transit, Pierce Transit and the City of Tacoma, the TODAG believes that now is the time to begin planning to maximize the value of these investments in the region's future by ensuring they help catalyze more livable, diverse, and resilient communities, and a public realm that reflects these values.

Through hard work and intellectual deliberations, the TODAG has established a baseline measure and a communication platform as the first step in growing great places that promote transportation choices, housing and employment opportunities, cultural vibrancy, and resilient communities.

The TODAG believes that the "pilot program" established by Resolution No. 40303 has been a success and that the TODAG should be sustained, with its scope of work enhanced and organizational parameters improved, so it can continue to make positive impacts in Tacoma with respect to TODs.

In terms of enhancing the scope of work, one of the considerations the TODAG strongly recommends is the shift from Dome-focused projects to Citywide TOD projects, for the reasons as elaborated above and as alluded to in the TODAG Work Plan for 2020-2021 and the Progress Report No. 3 – "Tacoma TOD" Toolkit (listed above in Section B. Major Accomplishments. as items #3 and #5, respectively). This shift in scope necessitates, in many ways, the consideration for extending the group, modifying the membership structure, and improving other organizational parameters.

As to how the TODAG could be reshaped and rescoped, we have developed several options for the City Council to consider, as follows:

- Option A – Sunset.
- Option B – Temporary Advisory Group (Enhanced Status Quo).
- Option C – Joint Subcommittee.
- Option D – Permanent Advisory Group (City Council Appointed).
- Option E – Permanent Advisory Group (City Manager Appointed).

The ***TODAG Reshaping and Rescoping Options Matrix*** (attached) provides a brief description of each option and compares the scope of work, membership, recruitment/appointment, operation/coordination, and expected deliverables associated with the options across the board. The matrix also summarizes the pros and cons of each option, as evaluated by TODAG members, as well as the results of TODAG members' voting on each option.

Based on our collective assessment and deliberations, as well as voting for each option (which is well documented in the Options Matrix), we respectfully offer:

Option E (permanent advisory group appointed by the City Manager) and
Option C (permanent joint subcommittee of the Planning and Transportation commissions)

as our ***primary recommendations*** for the City Manger's reconsideration. These options represent two distinct schools of thought for the "new TODAG" and are the two most supported among all options that we evaluated.

The TODAG further recommends that, regardless of which option is chosen for the "new TODAG", its scope of work should be enhanced and expanded, its membership should be fairly representative of the community and relevant fields of expertise, and it must be provided with adequate level of funding and staffing support, as documented in the attached Options Matrix.

Attachment – TODAG Reshaping and Rescoping Options Matrix (next page)

**ATTACHMENT:
TODAG Reshaping and Rescoping Options Matrix
(October 24, 2022)**

	Option A – Sunset	Option B – Temporary Advisory Group (“enhanced status quo”)	Option C – Joint Subcommittee	Option D – Permanent Advisory Group (Council Appointed)	Option E – Permanent Advisory Group (City Manager Appointed)
Description	TODAG sunsets.	TODAG continues to operate as is, with scope expanded, membership enhanced, and operating duration redefined by Council.	A joint TOD subcommittee is established by TC and PC, as recommended by TC.	TODAG is formalized as one of the Citizen’s Committees, Boards and Commissions (CBCs) similar to PC or TC, with the full Council appointment process.	TODAG is formalized as one similar to the Tacoma Permit Advisory Group or the Environmental Services Commission, with the City Manager level appointment process.
Scope of Work	Current duties, “TODAG Work Plan”, and “Tacoma TOD Toolkit” assigned to PC and TC	The scope of work is enhanced, as follows: <ul style="list-style-type: none"> • Citywide TOD projects, including the existing Dome-focused TDLE, BRT/SSES, and Puyallup Ave. Design projects as well as other relevant projects such as “Picture Pac Ave” • “TODAG Work Plan” • “Tacoma TOD Toolkit” • Design Review (on-call) • Identify documents, regulations, and policies that need to be updated by TC, PC or city to ensure a successful TOD process • Other duties as assigned by Council 	Same as Option B, except that “other duties as assigned by Council” is modified as “other duties as defined and assigned by TC and PC”	Same as Option B	Same as Option B
Membership	N/A	No change to the membership structure, i.e., 13-17 members, no term duration, no term limits, no residential requirements, and possible multiple members per position: <ol style="list-style-type: none"> 1. Architectural and Urban Design Community (1) 2. Development Community (2) 3. Affordable Housing Community (0) 4. Transit Community (1) 5. Tacoma Dome District Businesses and/or Residents (4) 6. Pacific Avenue Corridor Businesses and/or Residents (0) 7. Transportation Commission (1) 8. Planning Commission (1) 9. Puyallup Tribe/Lower Portland District (1) 10. Active Transportation and Accessibility for All (1) 11. Freight/East Foss Industrial Community (1) 12. Hilltop (0) 13. East Tacoma (0) 	<ul style="list-style-type: none"> • 4-6 members (2-3 from each of TC and PC) • Invite staff from Sound Transit and Pierce Transit to serve as liaisons to the group 	<ul style="list-style-type: none"> • Membership structure similar to that of typical CBCs. • The following is an example of membership structure (subject to change): 11 members, 3-year term, no term limits, residents of Tacoma, representing the community and expertise fields, as follows: <ul style="list-style-type: none"> ▪ Five (5) members, one from each Council District ▪ Six (6) members, one from each of the following fields of expertise: <ol style="list-style-type: none"> 1. Transit, Active Transportation, Accessibility, and/or Freight Mobility 2. Planning, Land Use, Zoning, and/or Affordable Housing 3. Urban Design and/or Architecture 4. Economic Development, Community Development, and/or Neighborhood Business Districts 5. Equity, Antiracism and Diversity 6. Tribal Connection 	<ul style="list-style-type: none"> • Membership structure is flexible. Options may include, but are not limited to: <ul style="list-style-type: none"> ▪ Same as Option D, with modifications as appropriate ▪ Same as Option B, with modifications as appropriate ▪ Similar to that of the Tacoma Permit Advisory Group ▪ Similar to that of the Environmental Services Commission ▪ Similar to that of the Bicycle-Pedestrian Technical Advisory Group (BPTAG) (with this option, TODAG may function as an advisory group to the Planning Commission, as BPTAG to the Transportation Commission) ▪ As determined by the City Manager
Recruitment and Appointment	N/A	<ul style="list-style-type: none"> • Recruited by PDS staff or self-identified • No appointment 	<ul style="list-style-type: none"> • Designated by TC and PC 	<ul style="list-style-type: none"> • Recruited by City Clerk’s Office and staff • Interviewed by IPS • Appointed by City Council 	<ul style="list-style-type: none"> • Recruited by PDS staff or self-identified • Interviewed by the TODAG chair and vice-chair, and City staff • Recommended by staff to the City Manager for concurrence/approval
Operation and Coordination	N/A	<ul style="list-style-type: none"> • Staffed by PDS • Report to IPS and Council • Coordinate with PC, TC, BPTAG 	<ul style="list-style-type: none"> • Staffed by PW and PDS • Report to TC and PC 	<ul style="list-style-type: none"> • Staffed by PDS, PW or both • Report to IPS and Council • Coordinate with PC, TC, BPTAG 	Same as Option D
Expected Deliverables	N/A	<ul style="list-style-type: none"> • Progress reports and recommendations on TOD policies, regulations and projects reviewed 	Same as Option B	Same as Option B	Same as Option B
Pros	<ul style="list-style-type: none"> • Budget saving 	<ul style="list-style-type: none"> • Maintaining momentum in TOD 	<ul style="list-style-type: none"> • Efficient operations • Close coordination between TC and PC 	<ul style="list-style-type: none"> • Maintaining momentum in TOD • Permanent status, and hopefully properly budgeted • Size of 11-member more manageable 	<ul style="list-style-type: none"> • Maintaining momentum in TOD • Permanent status, and hopefully properly budgeted • Appointment process may be more efficient
Cons	<ul style="list-style-type: none"> • Lost momentum and opportunities in TOD 	<ul style="list-style-type: none"> • City and agency staff need to attend multiple meetings of TODAG, TC and PC, making similar presentations, in order to hopefully achieve the project buy-in and transit policy coordination. • Membership situation unstable • Temporary status makes its future uncertain 	<ul style="list-style-type: none"> • Lose the community representation of the current membership 	<ul style="list-style-type: none"> • City and agency staff need to attend multiple meetings of TODAG, TC and PC, making similar presentations, in order to hopefully achieve the project buy-in and transit policy coordination. • No direct membership connection with TC and PC • Member representation may be less encompassing and diverse 	<ul style="list-style-type: none"> • City and agency staff need to attend multiple meetings of TODAG, TC and PC, making similar presentations, in order to hopefully achieve the project buy-in and transit policy coordination. • No direct membership connection with TC and PC • Member representation may be less encompassing and diverse
TODAG’s Voting Results (10/24/22)	Supporting: 4 Opposing: 6 Abstaining: 2 Absent: 1	Supporting: 1 Opposing: 11 Abstaining: 0 Absent: 1	Supporting: 7 Opposing: 5 Abstaining: 0 Absent: 1	Supporting: 5 Opposing: 7 Abstaining: 0 Absent: 1	Supporting: 8 Opposing: 4 Abstaining: 0 Absent: 1