

PUBLIC REVIEW DRAFT COMMENTS



Comments (batch 1)

- Adkins, Jori 09-07-17
- Alexander, Angelia 09-14-17
- Bearden, Robert 09-10-17
- Bicycle and Pedestrian Technical Advisory Group 09-13-17
- Brekke, Eleanor and John - Brekke Properties 09/06/17
- Brekke, Eleanor and John - Brekke Properties 09/15/17
- Brown, Charles – Cascade Government Affairs 09/14/17
- Castle, Jon 08/18/17
- Coalition of Private Property Owners 09/11/17
- Coman, Kristine 09/14/17
- Dammeier, Bruce – Pierce County Executive 09/14/17
- Dearth, Dave – Dobler Management Co Inc 09/14/17
- Dobler, Kathryn – Dobler Management Co Inc 09/13/17
- Engel, Dennis – WSDOT Olympic Region Planning Manager 09/11/17, 11:52 am
- Engel, Dennis – WSDOT Olympic Region Planning Manager 09/11/17, 2:58 pm
- Hansen, Donald 08/21/17
- Kaster, Liz – Active Transportation COI Manager, Puyallup Watershed Initiative 09/14/17
- Kelly, Kathy 09/06/17
- Kriner, Kerry – Puget Sound Energy 09/13/17
- Lopez, Evelyn Fielding 09/13/17
- McCament, J.J. – McCament and Rogers 09-14-17
- McIvor, Kristen 09/15/17
- Towey, William 09/14/17
- Chen, Anthony, Director of Public Health – Tacoma Pierce County Health Department 09/11/17
- Pow, Amy - Tacoma Pierce County Health Department 09/12/17
- White, Heidi – 09/10/17
- Written comments (08-30-17 Informational Meeting)
- Public Hearing transcript, including comments from the following people:
 - Fyalka-Munoz, Valerie
 - Brekke, Eleanor and John
 - Rohloff, Nikki
 - Mann, Jeffrey
 - Alexander, Angelia
 - Pow, Amy
 - Dergan, Venus
 - Konopaski, Christian
 - Bowen-Bennett, Beverly
 - Bearden, Bob
 - Burkhalter, John
 - McCament, J.J.
 - Leighton, Justin

From: joriadkins@mac.com
To: [Tacoma Mall Neighborhood Subarea Plan project](#)
Subject: Tacoma Mall Neighborhood Subarea Plan comments
Date: Thursday, September 07, 2017 2:59:59 PM

I listened to the comments at last night's public meeting and would like to offer these questions and observations

- The introduction 1st paragraph after the Vision refers to the proximity to Downtown (Fig. I.1) Downtown will be on the final map?

This is very important even more so than the TideFlats or even the S. Tac M/IC as this is what the people of this area are relating to, as far as planning for growth in their area. It is stated several times in this Intro that the Mall Subarea is second to Downtown in expected job and density growth.

If the M/IC is going to be shown here, it should state why that is important to the Subarea and I don't see that, did I miss it? That it is an Overlay w/additional protection for M/I uses by further restricting incompatible uses.... Is there enough buffer along S. Tac Way and Water flume Trail?

The fear of higher density and heights might be (somewhat) alleviated by better stating this relationship to Downtown, by showing Downtown as being the MUCH denser RGC with heights of 100+ ft. compared with the proposed 45' - 65' for the Mall area.

Also I think there should have been, and can be in this document, better/stronger education of what the Vision and Goals mean in the long run. Try to get it across that they are not to be achieved in the short term and maybe not even in the long term, but IDEALY they are what directs the process *toward* the Goals and the progress of getting there. It sounded, last night, like people were afraid of having their land taken, where, I believe, you are trying to get a buy-in on an ideal of a new way of looking at retail/commercial/mixed use development. It seemed to me that there was a soft buy-in on the ideas at the meeting. Retail/commercial endeavors are not really working to their expectations and most people are hearing of new ideas on creating a village feeling (read; pedestrian) to the areas around and in their developments. I do hope there have been meetings with these people and education through outside resources(LUI, trade magazines, new urbanism etc). They will do better, but betterment costs money.

- Be up front on whether Strategies are a *shall* or a *should*.

In the Actions where it is suggested to "Revise development regulations to require..." and "Revise the TMC to state....", will they be done automatically when the Plan is adopted by the Council or will the neighborhood have to raise the issue again and shepherd it through the process?

We missed some action items when we did the South Downtown Subarea Plan and now we need to go back and resurrect those initiatives ourselves.

- I am very concerned about Implementation. It is so important to make sure, if the City is going to start up these planning processes in a neighborhood, that they follow up with some of the Catalyst Projects quickly. They should be the ones that are NOT contentious, of course, but start concrete design meetings on some that all agree on (move forward with the 3 key Corridors- the new I-5 ramp, 38th and the 45th to Fife Transit connection IF those are the ones most people want). The City needs to take the lead in this. Take care of your volunteers who

have come to these meetings.

Whatever did happen to the 2 bond issues for fixing roads? Was any of this money spent in this area?

- Transit needs to pull up into the Mall area to drop people off, not have them walk across a busy street then across a sea of parking. Do not treat bus riders as second class citizens, they are the ones who should be given optimum drop off spots!

Thank you to the all volunteer Planning Commission and City staff for your work on this

Sincerely, Jori Adkins
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Tacoma WA 98421

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Tacoma, WA 98444
September 14, 2017

Chair Stephen Wamback
Tacoma Planning Commission
747 Market Street
Tacoma, WA 98402

Dear Mr. Wamback:

I am writing as a member of Tacoma Friends Meeting (Quakers). Our meetinghouse is located at 2508 South 39th Street and is a commercially-zoned property within the Tacoma Mall Subarea. We are one of the few religious organizations within this subarea community. Although I am the clerk of the meeting (equivalent to a chairperson) I am writing as an individual member of the meeting not as the clerk, because I have not been authorized to represent the opinions of the meeting as a group. Part of our property includes the park that was established many years ago by Hillside Community Church and the Tahoma Audubon Society.

My concern here is with several issues that have arisen as a result of the residential plans and zoning rules proposed in the subarea plan. I have also agreed to be a co-signer of the letter you will receive from John and Eleanor Brekke that addresses elements of the plan that affect the commercial property owners.

The issues I see and my opinions about the residential plans are as follows:

1. **No front doors of apartment complexes should face alleys.** This creates second-class residents of those buildings. Having one's front door face an alley is demeaning to the residents and not conducive to pride of place or care of one's place. Although it is promised that developers will have to provide street-like amenities or mews-like designs for the alleys, I do not believe these rules will be enforced.
2. **Six-story buildings seem to me to be too high for apartment buildings, if we want to promote a more attractive and safer neighborhood.** I recognize that height will give the developers more profit for their investments. However, in my travels in the US and Europe, it has seemed to me that four-story apartment buildings offer a sense of neighborhood better than taller structures. They are not so overwhelming in size.
3. **Townhouses are not suitable for many senior citizens and generally not at all for disabled people**—obviously because of the need in each home to negotiate at least two flights of stairs to use the residence.
4. **Parks should be developed in available greenspace.** I am aware that these as yet undeveloped lots are privately owned. I hope Metro Parks can be encouraged to take an interest in this subarea.
5. **The various environmentally sensitive programs for porous streets, tree canopy enhancement, and the like are excellent and should remain part of the plan.**

I also am delighted to see the proposal for the non-project environmental impact statement. That should make things easier for developers overall in both residential and business sections of the subarea.

My thinking is based on the principle that no one should suffer as a result of how we plan; all people we serve should be treated with respect.

Sincerely yours,

Angelia Alexander

Cc: Elliott Barnett, Planning Services Division

To: Elliot Barnett, Associate Planner
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(253) 591-5389

September 10, 2017

tacomaneighborhood@cityoftacoma.org

RE: Tacoma Mall Neighborhood Subarea Plan

Please enter into the review process by the Planning Commission, the following comments concerning the Tacoma Mall Neighborhood Sub-area Plan. There has been a tremendous amount of work by dedicated professionals incorporated in this document, and most of the information concerning the “neighborhood’s input” has been included.

But due to the nature of the project, and the prejudice of the contracted professionals (east coast mentality), I do not believe that it represents a great neighborhood with the economic viability and increased mixed use livability that it could have. By that, I mean two issues: (1) That development must assume some of the responsibility for new usage requirement of the infrastructure, and (2) must assume the responsibility of the energy savings and ecological technology to be used in construction, not the citizens who, for a large part, will be the aging, or the extremely young (w/children), unless restrictions are incorporated along with the ideals of this proposal.

Issue (1):

- a. As the population increases, along with business and transportation, there must be a fund or incoming financing from the developer that pays for the increase use (and rates) of the infrastructure, including, but not limited to: streets, utilities, water use/disposal, communications and natural gas lines to (and possibly have to increase the size of) the main lines. New development should not be carried by the citizens of Tacoma. Development will make money from the project and by *paying forward* for usage, would only be right.
- b. The infrastructure must also be assumed to include the nature of the building and the requirements of future tenants/owners. Therefore building for residents must include some type of recreation and play area for all ages of the building, including safety of some of its tenants (whether young or old). Development for business / government must have adequate waiting & lunch room/seating for its tenants and their customers, along with accommodations for stretching and exercise for their breaks. You would think that developers would include this in their design; however, some developers interested in making a “fast buck” will skillfully exclude these items unless required by the city.

Issue (2):

- a. Development must also be mindful of the ecological concerns of Tacoma citizens. Citizens wish to continue to reduce the amount of harmful substances in the air, on the land and in the water, therefore, by using new industrial standards & technology for development materials and for excessive waste and water pollution. Developers must begin using re-useable and long usage materials for all aspects of building, including, but not limited to: framing, instillation, finishing walls and paints, wiring/piping for water/gas/communications/ electrical and heating and air-condition. Developers should be required to obtain and install the most energy efficient appliances included in each design, including waste water management systems within each building to separate, and re-use, brown water. This concept also includes a possible ‘park-like’ or community garden space on roofs. Unless mandatory requirements from the city are enacted, developers will continue to use the cheapest, and/or sub-standard, materials necessary to complete the development.
- b. The city must be vigilant to process permits that emphasizes new building requirements, but more importantly, for the city inspections to ensure proper and safe development availability for our citizens. Unlike the Ruston Way Project, where inspectors came out “periodically” and “signed-off” on the development already completed and buried without actually being inspected.
- c. All development must include the tough “green” requirements set-forth by the city where in 2-40, 40% of the city will be a green space. But that requirement is sub-standard as the city only requires 40% of

that 40% to be evergreen foliage. Tacomans know that the worst air quality in the region is in the winter, and by mandating that 60% of new foliage will be deciduous, creates two problems: (i.) not able to absorb carbon dioxide in the fall and winter months, and (ii) creates clogged drainage for streets as this is a “transient” part of Tacoma, no-body, except some of us older ones, who are gradually dying off, really cares if street drains are clear of leaves and debris. This needs to change by regulations, to include developers and the city.

- d. 2017 and beyond is not the time to continue to mix “brown and black” water together to flow into Puget Sound. Technology exists that separates water that can be re-used, or used to nourish nature/greenery. This is essential to the water use of future generations and lowering the costs of utilities to other residents. Developers must incorporate these techniques in each and every development in Tacoma.
- e. Underground main lines for all support infrastructures to the development, including, but not limited to: utilities / communications, and water, instead of overhead “telephone poles and lines.” This concept protects the utilities, communications, and possibly others by having secured access from weather, accidents or vandalism. Increasing road-ways and sidewalks (to new standards), not just outside the development, but to the main roadways that their residents / owners / customers would use to get to that development. Once again, should not be a financial burden to Tacomans already.

The design for residential living consists of the front of the complex / homes to be at the sidewalk. Unlike our counterparts from east of the Alleghenies, Tacomans do not (as stated at numerous community meetings) want to sit on their front “stoop” and stare at their neighbors across the street. We want some greenery and space that will allow for our pets to run, child to play and BBQs without having to travel to “parks along the walk-way” to enjoy our summers. We do not want our front doors to face the allies, nor be required to park in the allies where we cannot keep an eye on them. We must draw the line somewhere, and this is a must.

Travel to and from business, appointments, schools and activities is to be through the “Bicycle and Walking route,” then healthy activities, historical or educational information and resting areas should be incorporated alongside the route. Activities should include exercises challenges for both the young and the elderly. Sitting areas for the elderly and large amounts of information consisting of current events/activities, educational (challenging) material that students will need to know to complete K-12, like quizzes and answers. Seating to accommodate those in wheelchairs, walkers or mothers needing change diapers (yes, we’ll need this in 2040).

The planning committee charged with creating a functional design for this region has done an outstanding job. But just as important as the design, are the types of business that will be available for a self-sustaining neighborhood. These include (but not limited to): a major shopping center, medical (including small surgical/E.R.) and dental and retailers and suppliers that support these services, clothing retailers, community centers, young adult and underage educational and recreation area where pre-teens and older (up to 18) may go to have adult supervision while they exercise, relax and/or do home-work and not leave these folks on the street. A senior center would be a perfect neighbor to support the Youth Center as volunteers or mentors. In order to access these places of business, the road design must include a separate left turning lane (or what’s know as a “suicide-lane”) as to not back up traffic on the “drive-through” lane on two lane arterials, both directions, allowing the right lane to support right hand turns. The idea of having medians filled with cement or foliage (hopefully not deciduous) as currently designed in the plan is not reasonable.

I strongly agree that retailers and commercial residents should be alongside major arterials (i.e., S. Pine Street, S. 38th Street, S. 47th Street and South Tacoma Blvd. The next level on the inside of that parameter should hold the multi-family living units and, inside of that, individual housing. The present design does not represent the parks and playgrounds necessary for the residents. It mostly shows that the majority of the recreational playgrounds are on (or beside) the bicycle / walking route. This is not where the residents live. Consideration should be to have the committee examine the project again to ensure that the majority of the playgrounds (that should include all types of recreation, including but not limited to: skateboard park, tennis courts, basketball courts, rock-climbing activities, outdoor exercise equipment, balancing bars/logs, hop-skip

and jump areas, four-square and “feet following designs (as in dancing instructions).” This should also be a requirement for developers.

But in order for The Tacoma Mall Project to be generated, major assistance is needed by the owners of the S. Tacoma Mall. Present vendors do not generate major participation by either the youth or the elderly. The mall must somehow provide the service needs to accommodate its present and future customers. Things like a movie theater, teen activities center, child-care, post office/outlet, nutritional vendors and resting centers for the seniors, truly accessible potable water stations and restroom facilities. Access to the mall presently competes with the residents / business owners and customers of University Place, S. Tacoma and its Business Districts along with, N. Lakewood and Chambers Bay Golf Course. The City / State / Business partnership must create an access to 47th / 48th S. Street for (mainly) mall customers off I-5. A side benefit would be a reduction in the traffic in the S. Tacoma Area. Current plan is to ask the state to build another off-ramp I-5 at S. 38th Street. That would make that region even a greater “cluster,” than it already is.

The suggestions and future requirement recommendations in the above letter to the Planning Commission are just that. But understand that if regulations are not changed, development will continue to use sub-standard, non-environmental friendly, without paying their share of taxes (city granted tax exemptions/breaks) and continue to pass on these costs to the residents of Tacoma. Interpretation of the city’s requirement for greenery can look like the deciduous trees planted under power wires on new development sites north of S. 47th Street, and Tacomans will have the responsibility to “fix” issues in the future by increased taxation / fees /etc.

For the plan to take shape, present development (or future) must begin using the requirements set forth in the plan now as to not have to begin over, correct or modify, over the next 20 years.

Thank you for the opportunity to provide input to the Tacoma Mall Project plans and EIS.

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City of Tacoma
Bicycle and Pedestrian Technical Advisory Group

**Members of the Bicycle
Pedestrian Technical
Advisory Group**

David Cook, Co-Chair
Daniel Hansen, Co-Chair
Theresa Beaulieu
Anne James
Jennifer Halverson-Kuehn
Leon Nettels
Susan Reehill
Jolene Rogers
Aubrey Rosevear

September 13, 2017

Dear City of Tacoma Transportation Commission:

Over the past few years, BPTAG has provided input into the Tacoma Mall Subarea Plan (TMSP) on multiple occasions. The city has integrated our suggestions thoughtfully and has done a nice job explaining why some suggestions did not appear in the final document. As with any large project, the integration of alternative priorities from multiple parties has required modifications and adjustments and we appreciate the difficulty of those decisions.

Ultimately, the City of Tacoma has incorporated BPTAG's input into the TMSP and has presented a plan with excellent focus on active transportation alternatives. We strongly support the city's goal of supporting connectivity through the use of a mixed road network. Consistent with Tacoma's Transportation Master Plan, the blank spaces in the Tacoma Mall subarea have been filled in with an effective balance of pedestrian, transit and cycling infrastructure. For transit, we appreciated the data supporting the movement and development of a new transit hub that will integrate the existing regional bus routes. For pedestrians, we like the updated requirements that create robust pedestrian access throughout large sites including a higher standard for central pedestrian access with frontage sites of over 450 feet. Cyclists will benefit not only from the infrastructure within the TMSP but also from the connectivity to bicycle infrastructure in the Transportation Master Plan outside of the Tacoma Mall subarea.

In our August BPTAG meeting, we spent considerable time discussing the proposed connection of S 37th street. While we understand local business and property owners concerns regarding reconnecting new roads within the right of way of businesses, BPTAG feels that the city and business owners have achieved an appropriate balance of preserving relatively large parcels for businesses (even with the addition of S 37th Street), while improving connectivity for both bicyclists and pedestrians by reducing a few of the very large parcels. The TMSP includes triggers and incentives that would govern such development, meaning these roads will not be constructed soon and developers maintain control of redesigns that would trigger such development. However, as the landscape of the Tacoma Mall Subarea changes, we feel that the connectivity goals need to be maintained, as outlined in Transportation Master Plan and reflected in the TMSP. South 37th St. is particularly strategic as it connects Pine St. (with proposed bike lanes) with the Loop Road, South Tacoma Way, and access to the Water Flume Trail.

Thank you for your hard work on the TMSP and attention to making the Tacoma Mall area accessible to active transportation options.

Sincerely

Daniel Hansen
Co-Chair

David Cook
Co-chair

Staff Liaison:
Meredith Soniat
253-591-5380

City of Tacoma
Public Works Department
Engineering Division
747 Market St.. Room 644
Tacoma, WA 98402

Cc: City of Tacoma Planning Commission

What we like about the Sub Area Plan

City interest in the neighborhood
Creating a transit center and working to bring rail to the area
Bringing more of an identity to area and creating a destination
Improvements to existing streets
Grant \$ for street improvements and help revitalizing the neighborhood.
Recognizing the neighborhood is residential, commercial, and industrial in nature.

Connectivity

We are watching the biggest economic boom in the Seattle area. 50+ cranes and not yet seeing in Tacoma. It is indicative. Looking forward to Tacoma Mall neighborhood boom.

#1 concern you have heard from property owners has been about connectivity and often overlooked onerous attributes of connectivity that stifles progress and redevelopment including the time frame up to the point of major redevelopment.

Logically happens when market demands and at the time of major redevelopment. Bulldozer comes out. Major development defined as 50% of valuation (15% trigger much too low). At that time will address connectivity within site & neighborhood

If try and have connectivity either in plan or actual prior to major redevelopment creates economic barriers. Unnecessary in this economically sensitive area. Negotiating with neighbors. Losing deals while waiting or permitting approvals

Beware of creating barriers. Need incentives to build connections, not more restrictive regulations.
Allow, but don't require, through connections to be combined with emergency access serving a parcel.

Chopping up parcels with a connectivity plan and/or actual implementation limits buildable square footage and restricts flexibility. Property owners are unable to maximize the value of property given the restrictions.

The frequency and size of connections creates a burdensome environment for current owners, businesses as well as future developers. Appropriate time for connectivity is at the time of major redevelopment and with more modest connectivity goals.

***what is being proposed is breaking down a 16 acre site into 32 one-half acre sites

Connectivity has its place but there is value in large parcels. Developers and government need assemblage. University of WA Tacoma, Convention Center, Tacoma Dome, Central Police Facility. Malls, Convention Center, Corporate Campuses, Midsize Shopping Centers = large parcel

37th Street

Continue to question the cost/benefit of 37th when there are viable alternatives at lower costs and without topography issues and significant ROW acquisitions. For example, extending 35th and Cedar Streets to connect to South Tacoma Way and the Water Flume Trail.

If 37th is deemed necessary by the City then it should be a Tier 1 Street which is City led, City funded ROW acquisitions, and City constructed. It should also be built both east and west of Pine Street as topo allows.

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Cedar Plaza

John Brekke
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Cedar Plaza

BREKKE PROPERTIES
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September 15, 2017

Mr. Stephen Wamback, Chair
City of Tacoma Planning Commission
747 Market Street
Tacoma, WA 98402

Dear Mr. Wamback and Members of the Planning Commission:

RE: Tacoma Mall Subarea Plan and EIS

As owners of the Cedar Plaza shopping center located in the NW Quadrant of the Tacoma Mall neighborhood, we have actively participated in the public process concerning the Tacoma Mall Subarea Plan. The decisions of the Planning Commission will have a direct impact on our property and our tenants, and it is in the spirit of public-private partnership that we offer our comments on the Tacoma Mall Subarea Plan and Environmental Impact Analysis.

We want to acknowledge the tremendous effort that has been put forth by the Planning Commission and staff over the past 18 months to bring the Tacoma Mall Subarea Plan to its final stages. There are a number of initiatives we support including:

- **Neighborhood Infrastructure** – significant City investments in new sidewalks, street lights, street trees, storm water drainage system improvements, the Loop Road and additional bicycle and pedestrian connections to South Tacoma Way and the Water Flume Trail.
- **Regional Transportation Improvements** – City leadership to bring more transportation options to the Tacoma Mall neighborhood such as:
 - Second I-5 interchange to relieve pressure at 38th and Steele;
 - Pierce Transit station located more centrally within the neighborhood and the addition of express bus service; and,
 - Sound Transit light rail and Sounder stations nearby to serve the neighborhood.
- **Height, zoning, design standards, and city improvements** to the regional storm water facilities to serve the area.
- **SEPA** - The City's decision to complete an upfront Environmental Impact Statement is of considerable value to private property owners and is a tangible benefit that will help both existing businesses when they wish to expand their facilities and new development coming to the area.

While the City's proposed capital investment and economic development focus for the Tacoma Mall neighborhood is exciting and supported by the business community, there are elements of the Subarea Plan that continue to be a cause for concern.

For all the apparent hustle and bustle of the Tacoma Mall neighborhood, the economic underpinnings of this area of the City is deceptively fragile. When compared to other properties we own and manage in the South Sound region, retail-office-warehouse space in the NW Quadrant of the Tacoma Mall neighborhood rents for less than our industrial warehouse space in Kent. Of considerable concern is the structural change taking place in the retail shopping industry and the way business is conducted, making retail centers no longer the predictable property investment it has been. All this is to say that new regulations should support business retention / expansion and recruitment without creating or imposing burdens for private property owners.

Our greatest concerns fall into the broad categories of connectivity and the characterization of large blocks. These issues remain the greatest concern of private property owners in the Tacoma Mall Neighborhood

We considered several formats that might be used to most effectively provide our public comments; for instance, a narrative supported by spreadsheets or a line-by-line editing of the City's proposed code changes found in Appendices LU-2, pages 34-50, etc. In the end, we chose to outline a simple approach we can begin to support and that we feel could bring mutually desirable results. The following brief summary spells out the elements of that approach.

CONNECTIVITY

1. Use existing Rights-of-Way when available

- Use existing city-owned rights-of-way for the Loop Road bicycle and pedestrian trail.
- Extend South Cedar, So. 35th and So. 40th Streets westerly to connect with South Tacoma Way and the Water Flume Trail.

2. Proposed Future 37th Street

If the City determines the proposed 37th Street would be effective in improving neighborhood-wide connectivity, we would support the construction of 37th with these changes:

- 37th Street would be classified as a Tier 1 Street;
- 37th Street would be built on both sides of Pine Street as topography allows (east to Fife Street and west to existing 37th Street);
- 37th Street would be a City-led and City-funded project including right-of-way acquisition, design, and construction.

3. Connectivity Framework – Subarea neighborhood

Larger blocks should not be required to be divided any less than a 600' x 600' block configuration for the Tacoma Mall neighborhood to accommodate and enhance multi-mode travel (vehicles, bicycles, pedestrians, and transit).

4. Internal Connectivity

Replace the very complicated proposed connectivity requirements / connectivity plan with a 300'x 600' network of Tier 3 bicycle / pedestrian connections to establish an urban framework for the neighborhood.

- Internal pathways with alignments allowed to meander to accommodate buildings, above ground utilities, or other impediments.
 - *Note: The WSDOT bicycle and pedestrian standards for the newly constructed bike/ped trail built on a major commuter route on the north side of the SR520 floating bridge to connect nonmotorized travelers to and from Seattle and the east side of King County is 14'. There is no justification in requiring the subarea through block connection to be equal or greater than 14'. Bike/ped trail in the subarea are major commuter routes therefore a 5'-10' is more appropriate.*
- Triggered by major redevelopment defined as *"improvements exceeding 50% of the value of existing development or structures as defined by the Building Code, unless specifically exempted"* (see language taken from Appendices LU-02, page 34, TMC 13.06.12). Tenant improvements, façade and site improvements would be exempt from the major redevelopment calculation.
 - *Tenant improvements and site improvements are necessary to attract quality tenants. Façade improvements improve the aesthetics of the neighborhood. A private property owner should not be penalized for improving their property.*
- The proposed connectivity threshold triggers are much too low. Most routine leasehold improvements for larger tenants or higher value tenants would trigger the connectivity plan requirement (see proposed TMC 13.06.512 General Applicability, Appendix LU-2, page 34).
 - *In no event should thresholds be more stringent than those found in the current Tacoma Municipal Code and an exemption should be added for tenant improvements, façade and site improvements.*

The proposed connectivity plan / process is complex, rigid and onerous. It's a process that requires a private property owner to notify and then negotiate with neighboring property owners to determine connectivity alignments. It's a process that creates a recorded and legally binding document that may well have to be 'undone' when major redevelopment takes place, and it may not be suitable for highest and best use in the future.

This legally binding commitment would not only dictate future development but could have the unintended consequence of stifling property improvements because property owners won't want to make improvements that will trigger the connectivity plan requirement. The city's connectivity policies will have an impact on mortgage financing, future lease negotiations and the sale of a property. A property owner who went through the arduous process of designing a connectivity plan and having it approved would have to repeat the same approval process if the connectivity plan needs to be changed in the future. This would require additional time and money for both the private property owner and the city.

Designing a connectivity plan at the time of major redevelopment allows the property owner to design connections in context with the new development rather than guessing at what might be best, where buildings might be located, the possible configuration and size of a future building footprint, etc. To design site improvements within the constraints of a pre-determined and legally binding connectivity plan seems to be the tail wagging the dog.

As avid cyclists and daily pedestrians, we understand connectivity and the benefits it can bring to a neighborhood. Nevertheless, the proposed connectivity process and requirements spelled out in the proposed changes to the Tacoma Municipal Code are complicated with real consequences to private property owners. The same effect can be achieved without having to file and record a connectivity plan by implementing a policy calling for Tier 3 bicycle/pedestrian connections as outlined above.

We ask for your serious consideration of the simpler and yet effective approach outlined above. In addition, we have attached our recommendations for transportation improvements outlined in the Subarea Plan, Table 2, Project List, page T-26.

LARGE BLOCKS

The Subarea Plan and EIS characterize 'large blocks' and 'very large blocks' as undesirable and a condition to be remedied with a network of east-west and north-south streets supplemented by bike and/or pedestrian paths built at intervals of 150'. While the EIS states that Medium and Long-term maps for the neighborhood are 'illustrative not directive' (EIS Page UF-6), the proposed code changes (Appendices LU-2 pages 34-50) dictate a prescriptive and predictable pattern with little consideration of existing property boundaries and patterns of ownership. The proposed code changes provide connectivity requirements that would essentially subdivide properties into a grid of smaller development parcels and eliminate flexibility for future site planning.

We contend large blocks can be a benefit to business recruitment efforts of the city and local economic development agencies. Indeed, Catalyst Sites in the Subarea Plan include large blocks. The City of Tacoma has considerable experience in the assemblage of large blocks of property for signature projects in the downtown Regional Growth Center such as the Tacoma Dome, University of Washington Tacoma, Greater Tacoma Convention and Trade Center, and the original Central Police Facility site.

Recent regional examples of property assemblage include South Lake Union in downtown Seattle, Kent Station, and Bothell Crossroads project. The City of Kent purchased a 20-acre industrial site that was located next to a Sounder rail station, designed a site plan with new street and bike/pedestrian connections, and then sold the development site at a discount to a private developer that carried out the city's site plan. The City of Bothell spent \$53 million to purchase property and another \$100 million to demolish buildings and build a desired street network. Bothell then sold the remaining property they had purchased as pad-ready development sites to private developers.

CATALYST SITES

Focusing the majority of improvements in the NE and SE quadrants of the Tacoma Mall neighborhood could create a vacuum or a diversion, leaving the NW and SW quadrants in the shadow of the more improved parts of the neighborhood. In other words, the perception could become that the farther away from the area being improved, the less desirable could be the properties.

1. Consider designating an aggregation of vacant or severely underutilized properties in the north end of the Northwest Quadrant.
2. Goodwill/Outback Plaza (and potentially in combination with abutting properties to the north, east and west).

In closing, we are excited about the prospect of approximately \$125 million in infrastructure improvements that could be made in the Tacoma Mall neighborhood over the next 20 years. These changes will make a noticeable improvement in the neighborhood's image, and in turn, spur economic development and investment by the private sector.

Sincerely yours,



John Brekke
Brekke Properties



Eleanor Brekke
Brekke Properties

cc: Elliott Barnett, Planner

Attachment: Suggested priorities for Near- and Mid-Term Transportation Projects (Subarea Plan, Table 2, Project List, Page T-26)

Suggested priorities for Near- and Mid-Term Transportation Projects (Subarea Plan, Table 2, Page T-26)

Focus on near-term and mid-term improvements – These investments will enhance the neighborhood’s image and build stronger market demand that, in turn, will lead to more private investment. Incremental change will be most effective in reaching long-term goals.

Near-Term Priority Project

1. Area-wide sidewalk gaps
2. Loop Road Demonstration Project
 - Include Lawrence between So. 36th and So. 38th Street
 - Include So. 36th between Lawrence and Pine Street
3. 38th and Steele Street Intersection Improvements
4. South Cedar, 35th and 40th Streets extended to the west on existing rights-of-way to South Tacoma Way and the Water Flume Trail
5. Tacoma Mall Transit Center, Design Phase I
 - Select a location closer to the center of the neighborhood, future Sounder station and Water Flume Trail to support residents, employees, and visitors.

Mid-Term Priority Projects

1. Intersection improvements on 38th Street from Cedar to South Tacoma Way
2. Loop Road, Phase 2
3. Transit Center, Phase 2
4. Sounder Rail Station and commuter parking garage

From: [CHARLES BROWN](#)
To: [Barnett, Elliott](#)
Cc: [Art Redford](#); [VALERIE MUNOZ](#); [Jay Petersen](#); [Mello, Ryan](#); [Blocker, Keith](#); [Thoms, Robert](#); [McCarthy, Conor](#)
Subject: Tacoma Mall Neighborhood Subarea Plan
Date: Thursday, September 14, 2017 4:23:45 PM

Mr. Barnett -

It was nice to meet you yesterday and thank you for the tour of the Tacoma Mall Neighborhood. It is clear that you have put a lot of time and effort into creating a growth vision for the area.

As I noted yesterday, my client has substantial concerns with, and opposition to, the direct impacts of the proposed connectivity plans affecting the Michaels Plaza shopping area. They are particularly concerned with the proposal to establish a new road connecting Pine St. to South Tacoma Way at what would be considered 37th Street. This would effectively cut through the middle of this private property and would have a substantially negative impact on this property.

All the documents I have reviewed in the August 11, 2017, Tacoma Mall Neighborhood Subarea Plan & EIS Appendices seem to suggest that other streets could possibly be designated in this area, effectively cutting up the property in a north/south direction as well. This part of the proposal was not discussed yesterday. My client would also oppose adoption of such amendments to the code.

I would be interested in meeting with you to discuss the proposal as it stands, and suggest amendments that would eliminate my client's opposition to the proposal.

Please let me know of your availability.

Thank you,

Charlie Brown



Charles R. (Charlie) Brown
Attorney
253-906-6685
cascade_gov_affairs@me.com

From: jon.castle@comcast.net
To: [Tacoma Mall Neighborhood Subarea Plan project](#)
Subject: New Form Entry: Comment form- Participate Page
Date: Friday, August 18, 2017 9:58:18 AM

You've just received a new submission to your [Comment form- Participate Page](#).

Submitted Information:

Name

Jon Castle

Email

jon.castle@comcast.net

Comment

It is my hope that ADEQUATE on-site PARKING and STREET SIZES are INCLUDED in the plan for increased population density!!! That, in my view, would be at least one parking spot for each anticipated adult...PLUS consideration for visitors. Also, street overpasses to accommodate added pedestrian traffic, to and from planned facilities. It is not fair to current property owners to impinge upon their existing spaces.

September 11, 2017

TO: Chair Stephen Wambach and Tacoma Planning Commissioners

FROM: Tacoma Mall Neighborhood Coalition of Private Property Owners

RE: Tacoma Mall Subarea Plan - Public Comment

As private property owners in the Tacoma Mall Neighborhood, we have been tracking the Tacoma Mall Subarea Plan for the past 18 months and are submitting the following comments for your consideration as you deliberate your recommendations to the City Council.

1. Connectivity – This issue remains the greatest concern of private property owners in the Tacoma Mall Neighborhood. The proposed connectivity process and requirements are a burden with real consequences to private property owners.
 - Any connectivity requirements and/or plan should be designed and implemented at the time of major redevelopment. Major development should continue to be defined as new development and alterations, that within a two-year period, exceed 50% of the value of existing development or structures. Threshold and changes to pedestrian and bicycle support standards should not be modified in any way to make such requirements more stringent than current existing requirements throughout Tacoma, including in the Tacoma Mall Sub Area. In addition, it is paramount that tenant improvements – both internal as well as external façade improvements -- be exempted from the threshold triggers. Tenant improvements are necessary to attract quality tenants, and façade improvements improve the aesthetics of the neighborhood. A private property owner should not be penalized for improving their property.
 - The burden of the proposed incremental requirement for through-connections across private property at intervals of 150’ outweighs the benefits – wait for the time when major redevelopment takes place for through-connections to be built in context with new buildings or site layout. Any required through-connections, including enhanced through-connections, should be completed in a manner that is least impactful to the division of existing parcels.

Existing large parcels can be a benefit when recruiting larger scale medical facilities, corporate operations such as the newly announced Amazon headquarters requirement, and public facilities including governmental offices.

The proposed code changes provide connectivity requirements that would essentially subdivide properties into a grid of smaller development parcels and eliminate flexibility for future site planning.

2. Neighborhood Infrastructure - We are excited about the prospect of approximately \$125 million in infrastructure improvements that could be made in our neighborhood over the next 20-25 years. These changes will make a noticeable improvement in the neighborhood’s image, and in turn, we hope will bring greater economic stability to those doing business in the area. We support the City’s investment in new sidewalks, street lights, street trees, stormwater drainage

system improvements, and bicycle and pedestrian connections to South Tacoma Way and the Water Flume Trail. We urge the City to:

- Use existing public Right-of-Way for the proposed Loop Road bicycle and pedestrian improvements.
 - Extend South Cedar, 35th and 40th Streets westerly to connect the neighborhood with South Tacoma Way and the Water Flume Trail.
3. Regional Transportation Improvements – We encourage City leadership and working with other agencies to bring more transportation options to the Tacoma Mall neighborhood discussed in the Subarea Plan and EIS
- Additional I-5 interchange that would take pressure off the 38th St. / Sprague intersection.
 - New Sound Transit train station nearby to serve the neighborhood.
 - Pierce Transit station located more centrally within the neighborhood and adding express bus service.
4. SEPA - The City's decision to complete an upfront Environmental Impact Statement is of considerable value to private property owners and is a tangible benefit that will help both existing businesses when they wish to expand their facilities and new development coming to the area.
5. Focus on near-term and mid-term improvements – City funded investments will enhance the neighborhood's image and build stronger market demand that, in turn, will lead to more private investment. Incremental change will be most effective in reaching long-term goals.

Signed - Tacoma Mall Neighborhood Coalition of Private Property Owners:

Paul Etsekson, Active Investment Co., LLC

David A. Shammass, McDonald's USA

Glenda Hollenbeck, McDonald's USA

Dave Dearth, Dobler Management Co Inc

Dennis L. King, NEI Investors, LLC

Dr. David Clark, Bioclear Matrix

Patrick L. Hughes Sr., Hughes Group

Valerie Fyalka-Munoz, KAMG Management Corp.

Jay Petersen, KAMG Management Corp.

Andy Jessberger, First Western Properties

Byron Richmond, Action Business Furniture

Ray Velkers, First Western Properties

Art Redford, Michael's Plaza

Jack Menashe, CAP Associates

Dr. J Antonio Garcia, CAP Associates

John Burkhalter, CAP Associates

Stan Huse, CAP Associates

Brent Norris, CAP Associates

John W. Brekke, Cedar Plaza Partners, LLC

Eleanor Brekke, Cedar Plaza Partners, LLC

Phyllis Ohrbeck, Coronet Apartments

cc: Elliott Barnett, Planner

From: [Barnett, Elliott](#)
To: [Barnett, Elliott](#)
Subject: Comments on the Tacoma Mall Plan PLEASE!
Date: Thursday, September 14, 2017 3:43:14 PM

From: Kristine Coman [mailto:kcoman@uw.edu]
Sent: Thursday, September 14, 2017 3:08 PM
To: Barnett, Elliott
Subject: Re: Comments on the Tacoma Mall Plan PLEASE!

Hello Elliott,

I just finished reading the Subarea Plan (just about every page) and briefly checked out the Appendices (I could not get the font to enlarge so I just skimmed it to prevent eye strain). First, I thoroughly enjoyed reading the Tacoma Mall Subarea Plan. It was easy to read, well laid out, and the colors and graphics are relevant and pleasing to the eye.

What I like about the Subarea Plan:

- The emphasis of a Triple Bottom Line approach (very nice) which was explained well and makes one realize the City of Tacoma cares about their residents.
- You know my favorite part of the Subarea Plan is the Loop Road. This is going to be a key factor in bringing the neighborhood 'together' as well as providing a tourist/exercise attraction if art and green spaces are liberally placed. Although, being a 'park head', I would have like to see more green spaces in the long-term plan.
- Five minute walkable neighborhoods: well defined and another favorite attribute of the Subarea Plan. This, along with the Loop Road, will make the neighborhoods very desirable places to live. Even employees will be able to enjoy walking outside in the fresh air at lunch...easy access to food and easy access to mid-day walking to increase health and make one's day more engaging.
- Under Internal Loop Road and Parks, it was mentioned that residents will be able to participate in art and art placement - excellent way to retain residents, create partnerships and increase human and social capital.
- Expanding the RGC's boundaries to include the section(s) by South Tacoma Way is a great idea and will expand the tax base for the neighborhood.
- The Chapter 3 Goals and Actions Table is great - easy to follow and use as a resource while looking through the Subarea Plan. The only thing that would make the chart better would be to add the page numbers where each goal or action is addressed in the Subarea Plan.
- A lot of the goals were making me smile: CV-2, CV-4, CV-6, CV-22, CV-23, SP-2, SP-9; as well as Actions CV-11, CV-13, CV-15, SP-10.
- Another great tool is Table IMPL-3 for Priority Early Implementation Actions and Prioritization Criteria. Great job.
- The Subarea Plan mentions that it will work to prevent displacement of current residents; and, Community Development Corporations and Community Land Trusts are mentioned in Chapter 11 for implementation tools. If I lived in he neighborhood, my biggest concern with the Subarea Plan would be - will I be able to afford to stay in my home/residence once new/re-development beings or is complete? Establishing

Community Land Trusts may be a great way to make sure current residents are not displaced.

What I would like to see:

- In the very beginning (page 1-4), the importance of the neighborhood as a watershed for the South Tacoma Aquifer should be emphasized more. Yes, the area is a RGC, but is also a main supplier of ground water and needs updated to green standards, which benefits everyone connected to the Tacoma watershed.
- The Local Improvement District (LID) idea sounds like something a neighborhood should be able to vote on. I understand the need to impose an LID; however, if I was a senior citizen that owned my home, maybe I would be more likely to support an LID IF my lot could be grandfathered in without the new tax with some sort of restriction when the homeowner sells (so that the new owner picks up the lot's LID tab). I'm not sure how to work something like this out. I just know that a lot of senior citizens are on a fixed income. Of course they want improvements, but they cannot afford it nor should they be denied access to them.

Questions:

- Goal H-2: this discussed AMI percentages pertaining to new housing. Do current figures for the neighborhoods match what the plan proposes? For example, 25% new housing for households earning 80% PC AMI & 12.5% at 50% of AMI or less - would these percentages be able to support the residents in need now that currently meet the AMI's presented?

There are a couple typos. I noted this one: page 1-10 Paragraph Header "City Council and City Commissions" is not in Bold like the other headings. Also, I noticed some of the extra information on the left side of the pages (which I enjoyed reading) had grammar errors or did not end in a complete sentence (when I looked for the rest of the sentence on the next page it was not present or by then I had forgot to look for the ending).

Regarding the EIS, no action is not good. I didn't have time to read every page, but what I did read made perfect sense.

I hope this input is useful. Thank you for all the hard work you put into the Tacoma Mall Neighborhood Subarea Plan.

Best Regards,

Kristine Coman



Office of the County Executive

930 Tacoma Avenue South, Room 737
Tacoma, Washington 98402-2100

(253) 798-7477 • FAX (253) 798-6628
www.piercecountywa.org

BRUCE F. DAMMEIER

Executive
(253) 798-7477
Bruce.Dammeier@co.pierce.wa.us

September 14, 2017

Mr. Elliott Barnett, Senior Planner
City of Tacoma Planning and Development Services
474 Market Street
Tacoma, WA 98402

Subject: Tacoma Mall Subarea Plan – Comments on Draft Plan

Dear Mr. Barnett:

Thank you for the opportunity to comment on the draft Tacoma Subarea Plan. The County is pleased to have had the opportunity to be a partner in the Subarea Plan development and continues to be very interested in the progress of the Plan. The County supports the general directions of this planning effort but with one specific objection regarding a proposed road crossing the County's Annex Campus.

Request for Removal of S. Wright Avenue Future Road Alignment

The draft Plan shows an extension of So. Wright Avenue between South 35th Street and South Tacoma Way, as shown on Figure I-5 of the Draft Plan, which bisects the existing Annex building and Annex campus. The County objects to this proposal of the Plan and specifically requests that the connection be removed from the County's Annex campus location.

The County has expressed concerns and objections regarding this proposed road on several occasions. We expressed our concern and need for coordination in our letter of August 30, 2016 and later registered specific objections to the road during regular stakeholder meetings over the last year-- specifically in our one-on-one stakeholders meeting with the City in the fall of 2016; in testimony before the Planning Commission on January 15, 2017; and most recently, on September 6, 2017.

The proposed road connection would conflict with the existing Annex Building, which will be retained for the foreseeable future, and with the possible future use of the Annex Campus. A required road across the site would seriously impair the ability to use the Annex campus site.

The proposed road is shown as a Bike Boulevard in Figure T-3 in the Draft Plan. As a Bike Boulevard, the road does not advance the overall connectivity scheme or creating of the street grid as envisioned of the Subarea Plan. It is a 10-15% grade road that is far from bike friendly. There are better grades and access alternatives on Sprague Avenue which is used more by cyclists. The Bike Boulevard also does not appear to be a priority as it does not show up on the Near and Mid or Long term priority maps as shown in Figures T-12, 13 and 14 in the draft Plan.

For the above reasons, the County stridently and respectfully requests the removal of the proposed connection from the Tacoma Mall Subarea Plan.

Other Recommendations

Transit and Transportation

We recommend a direct transit route between the Tacoma Hub and the Tacoma Mall Subarea by way of South Tacoma Way. We see this connection as critical to serving employees who live in unincorporated Pierce County or outlying cities who may use the train to commute into Tacoma.

Parks and Greenspace

We recommend the Plan include the enhancement of existing park facilities or the addition of new park and or open space in close proximity to the Annex site. This will enhance the employee experience by providing areas for the employees to get outside during lunch times and breaks.

County Support for Plan Elements

The County supports many of the elements of the Subarea Plan that will benefit the Tacoma Mall area and the County Annex site. The County appreciates that the City provided the opportunity for the County to financially contribute to the Subarea Plan work and thereby expand the scope of analysis so that the Annex Campus is included in the Plan area and agrees that the campus is an asset as a major employer as is recognized in the Shared Prosperity section of the Plan (SP-17). The County supports:

1. The Loop Road and improved pedestrian crossing of South 38th Street;
2. The Green Streets program,;
3. The relocation of the transit station, which will make it much closer to the Annex;
4. The Storm Management plan and use of Low Impact Development techniques; and,
5. The proposed zoning for the Annex Campus.

Thank you again for the opportunity to comment on the draft Tacoma Mall Subarea Plan. We look forward to participating in the remainder of the planning process.

Sincerely,



Bruce F. Dammeier
Pierce County Executive

C: Bret Carlstad, Director, Facilities Management
Dennis Hanberg, Director, Planning and Public Works
Rick Tackett, Real Property Specialist, Facilities Management
Sean Gaffney, Planning Manager, Planning and Public Works

From: [Dave Dearth](#)
To: [Tacoma Mall Neighborhood Subarea Plan project](#)
Subject: Re: COMMENTS DUE THIS FRIDAY
Date: Wednesday, September 13, 2017 11:28:18 AM
Attachments: [image002.png](#)

Mr. Barnett,

I wanted to provide you with these written comments for consideration as they pertain to your Tacoma Mall Neighborhood Subarea Plan Project. My company has had an investment in the success of the Tacoma Mall Area since 1973. We currently have 803 apartment units and the largest vacant land parcel within the Subarea, our commitment totals over 125 million dollars. I very much appreciate yours, and the City's intensive interest, and commitment in the area the last couple of years.

There is very much to like within the plan, and also some major problems, in my opinion the good and bad are as follows:

1. The new I-5 off-ramp to Tacoma Mall Boulevard is great.
2. The Loop is a great way to create a sense of community and identity, but it does not need to be so heavy handed. In order to not chop existing businesses in half and punish longstanding investors in the area, the Loop can look very green and snake along in some areas, and look more urban (along 38th) with 90 degree turns and brick pavers in others.
3. I have a 136 unit apartment on Cedar St between S47th and S45th, I spent 300k to run the storm line three blocks to S Pine ST and then more to the City for the right to dump storm water into there system, and then a bill every month. The threshold for conforming to the new Subarea Plan should be a 50% reconstruction not 15%, one medium fire and I throw my previous infrastructure investment out the window and I'm installing new infiltration lines, no disrespect but ten years later the City will be scratching there head wondering why there is no Affordable Housing, and I don't mean low income.
4. The Plan calls for it's highest density housing closest to the Mall, this makes total sense, but the quickest way to achieve the goal is not to draw a line around the largest undeveloped parcel (ours) and label it a Proposed Park. Large parcel developments can have great opportunities for open spaces, urban plazas with retail mixes, mid rise buildings stuffed on small infill lot's only have so much appeal. This proposed park site should be on the Old School Site already publicly owned and more central to the Subarea and it's housing.

Thank you for your consideration, Elliott, you have been a pleasure to work with and get to know, and you are a great ambassador of the City. There has got to be a way to achieve some of the great ideas in the plan, without crushing the very people that have worked hard to survive and promote the area.

Dave Dearth
President or Asset Development
Dobler Management Co Inc

From: Tacoma Mall Neighborhood Subarea Plan project <tacmallneighborhood@ci.tacoma.wa.us>
To: Tacoma Mall Neighborhood Subarea Plan project <tacmallneighborhood@ci.tacoma.wa.us>
Sent: Tuesday, September 12, 2017 3:05 PM
Subject: COMMENTS DUE THIS FRIDAY

REMINDER – Friday, September 15, 2017 is the deadline to submit your comments on the draft

September 13, 2017

Mr. Barnett
RE: Tacoma Mall Neighborhood Subarea Plan Project

Dear Mr. Barnett,

I want to thank you for the time and energy you have invested in the city's proposed future development of the Tacoma Mall Neighborhood.

My management company, Dobler Management Company, Inc. and my various investment LLCs have been involved in the Tacoma Mall area since 1983. I have managed multi-family properties, renovated and built new properties in the Mall vicinity and currently own over 850 apartment units. I take pride in producing affordable, safe, highly attractive housing for my residents. The Mall area is a working class neighborhood with very solid people looking for well maintained housing. I provide that for them. I have invested heavily. My office is on 47th Street. I see a lot in the happenings around the vicinity and know the community well.

Attributes of the development proposal are the new road off of Tacoma Mall Boulevard and the green "loop" road. But I do have concerns about the condemnation of property, the storm system and roads.

We need walkability. I agree with the concept of the loop. But, you do not need to force the loop into developed properties. The loop can stay on current city streets and be effective. Use what we already have, but augment with landscaping, lights, plantings and rest stops. Do not force the loop into new developments either without first utilizing the existing streets and sidewalks. A walk way in the middle of a development is not exactly positive in the neighborhood.

The schools in South Tacoma are weak. Families do not live here and won't live here until the schools are academically attractive. My residents have babies, but leave to better school districts once the children are school age. This will not change. It hasn't for fifty years. The city should expect a diverse, but younger resident base or childless base in its population demographic. Although I always have play areas designated in my properties, they are only used by toddlers. A large proposed park, which has been depicted on the City's plan is actually proposed on my property. In a neighborhood with few children, a large park will not bring families. It will just bring crime, gangs and homeless people. Concentrate on attractive smaller green areas within the area. The current head start school is a far better choice, since it is flat, can handle court surfaces and is an underutilized government property. It will be less expensive to develop than a hillside with double the land value. I have no intention of selling my commercial site for a park.

Crime has been and continues to be a huge issue in the Mall area. Stop the townhome developments. They are low quality, low density structures and are the tenements of Mid-Tacoma. No one should enter their home via an alley for a front entrance. If the city continues allowing these substandard developments, the crime will never be contained. We need alley ways closed off to thru traffic. We need our streets, especially the arterials as our main traveling roads. If all people, vehicles, etc. are in the open, visibility will deter crime. Remove the hiding areas like the alleys. Do not require walkways and connectivity through the residential developments. Use the perimeter streets and sidewalks. Otherwise you will only increase the crime in the residential communities.

I have concerns about the proposed storm system I agree whole heartedly with utilizing rain and containing water, but I have concerns about how the city implements the program. I have paid handsomely for hooking up to the city's storm system. I cannot reconvert to a contained system on sites that are already developed. It would be far too expensive. I also have sites with internal storm systems. Currently, I have a 100% contained storm system at Tudor Village Apartments on Pine Street. I am being billed as though the water leaves the site, I am not happy about this at all. I have incurred the cost and maintenance for the internal system, yet am also paying full storm fees. I highly doubt this will be well received by property owners once they see the true situation here.

In regards to any and all road improvements planned. Good luck. I will believe it, when I see it. The roads in the Mall area are the utmost embarrassment to the city. The city had personally neglected the area and is a major reason for the poor homeownership in the vicinity. In the thirty-four years of working in the Mall area the city has never paved a street. Never, I have paved more streets in the area than the city has since the roads' inception. I do not believe the drawn plans will ever happen. But, by some remarkable situation, if the city ever addresses the roads give us what we need, main arterials, sidewalks, lighting and most importantly, safety. We cannot walk, drive or ride with dark streets, missing sidewalks, potholes, etc. If you incorporate landscaping make sure it is maintained too. In fact in order to be successful. I suggest you start with the road improvements first. Then we might believe the other improvements could be a reality.

Thank you again for your work on the Mall area.

Kathryn J. Dobler
Broker

From: [Barnett, Elliott](#)
To: [Barnett, Elliott](#)
Subject: FW: PUBLIC REVIEW DRAFT SUBAREA PLAN AVAILABLE
Date: Thursday, September 14, 2017 2:59:12 PM

From: Engel, Dennis [mailto:EngelD@wsdot.wa.gov]
Sent: Monday, September 11, 2017 11:52 AM
To: Barnett, Elliott
Cc: Alam, Nazmul; Sutmiller, Forest
Subject: RE: PUBLIC REVIEW DRAFT SUBAREA PLAN AVAILABLE

Here is WSDOT Olympic Region Planning's comments on the Subarea Plan, the EIS will be sent separately.

- Page T-27 project 2 – The title says “I-5 Direct Access/HOV Ramp-Phase 1”, this is the first I have seen HOV. I suggest dropping the HOV from the title and description. During the study, we could look at HOV as an option, but that is not something in the previous study.
- Page T-34 I-5 Direct Access Ramp, first paragraph – plan says “through a formal scoping and project development process with WSDOT”, this should say “through a Feasibility Study process with WSDOT”. The original study was a Feasibility Study in 2001. We currently have funding to redo this study.
- Page T-34 I-5 Direct Access Ramp, last paragraph – says “initial design and permitting studies (known as an Interchange Justification Report)”. I am assuming this project is the Feasibility Study, we are not doing the Interchange Justification Report with the current funding. The Interchange Justification Report would be the next step before right-of-way and design phases.

Please let me know if you have any questions or want to discuss these comments.

From: Engel, Dennis [mailto:EngelD@wsdot.wa.gov]
Sent: Monday, September 11, 2017 2:58 PM
To: Barnett, Elliott
Cc: Alam, Nazmul; Sutmiller, Forest; Liufau, Yvette
Subject: Tacoma Mall Subarea Plan DEIS

Here are comments from the WSDOT Olympic Region Planning on the Draft Environmental Impact Statement:

- Page P-26, 2nd paragraph, 2nd bullet – suggest removing “HOV” from the proposed project. This has not been an HOV access in the past, the HOV part could be looked at during the current study.
- Page T-37 Figure 3.6.7 Study Intersections – Not sure why the SB I-5 off and on ramp intersection with 38th street was not studied, but yet the intersection on the east side of the freeway is included in the analysis for existing and future LOS impacts.
- Page T-30 Figure 3.6.10 Collisions and T-31 Figure 3.6.11 Pedestrian + Bicycle Collisions – use Section 409 disclaimer –

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

- Page T-35 Appendix B, project 2 Description – change to “Feasibility study for new direct access freeway off ramp”
- Page T-35 Appendix B project 6 – I assume this is related to project 2, Suggest add This will implement results from Project 2. I would also remove the statement “It will directly connect to a new or relocated multi-modal transit center.” The location of the new transit center is not confirmed, I thought one option is over on Pine, this ramp would not connect to Pine St.

Thank you for the opportunity to comment on this DEIS, if you have any questions or need clarification on any of these please let me know.

*Dennis Engel, P.E.
Olympic Region Planning Manager
Wellness Coordinator
(360) 357-2651
(253) 381-2673 Cell*

From: hansenjSDL@aol.com [mailto:hansendljs@aol.com]

Sent: Monday, August 21, 2017 10:38 AM

To: Tacoma Mall Neighborhood Subarea Plan project

Subject: concern for development of master plan

Hi Elliott Barnett, the total plan for the neighborhood limits of this project looks good (actually great). However, those of us in the southwest quadrant of the study area are not receiving any benefit from this master plan. More specifically, Puget Sound Street looks like a rural road (and a rough one at that) rather than a city street. I own 4 houses and a 6 plex from 4334 to 4350 South Puget Sound and the street in front of these properties is a disgrace. Attached are some photos of this roadway. I also own Cascade Park Gardens, an 85 bed memory care assisted living facility around the corner at 4347 South Union Ave.

There was discussion of an improvement LID for sharing costs with the city along South Puget Sound Street several years ago that was disbanded after the city funding was not available. Additionally, there are many children living in this area that have no place to play except in the street (and they do). This is an area hit by crime in various forms, including gun shots, fires, vandalism, robberies, drug dealing, and domestic violence. Providing streets with sidewalks, curbs and gutters, and playgrounds in this area won't solve all the problems but it will go a long way in making this a better neighborhood in keeping with the intent of this planning program. How about extending the bicycle path discussed to include South Puget Sound Street.

I will be out of town on September 6 so cannot be at the public hearing. I request that the information herein be included.

Thank you for your consideration.

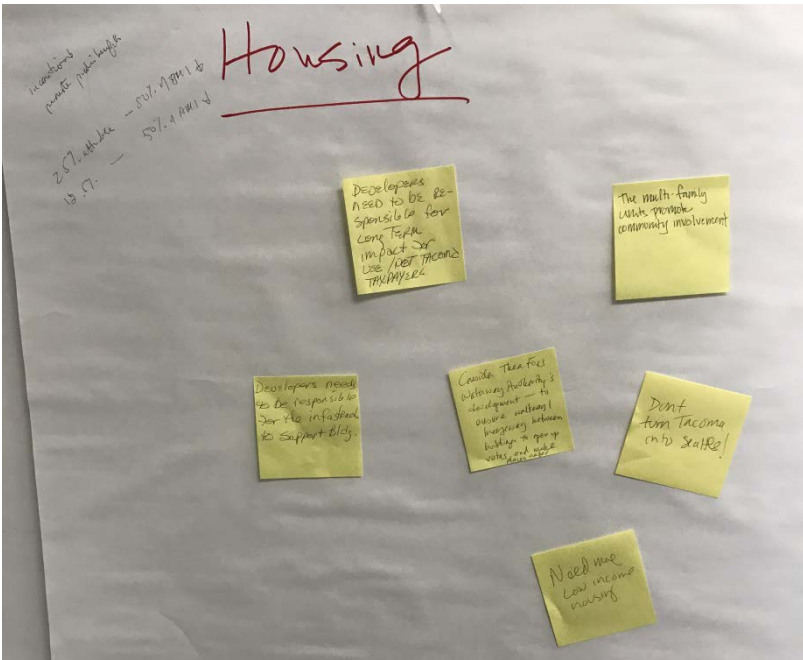
Donald L Hansen 4339 South Union Ave. Tacoma WA 98409





Informational Meeting 08-30-17

Written comments



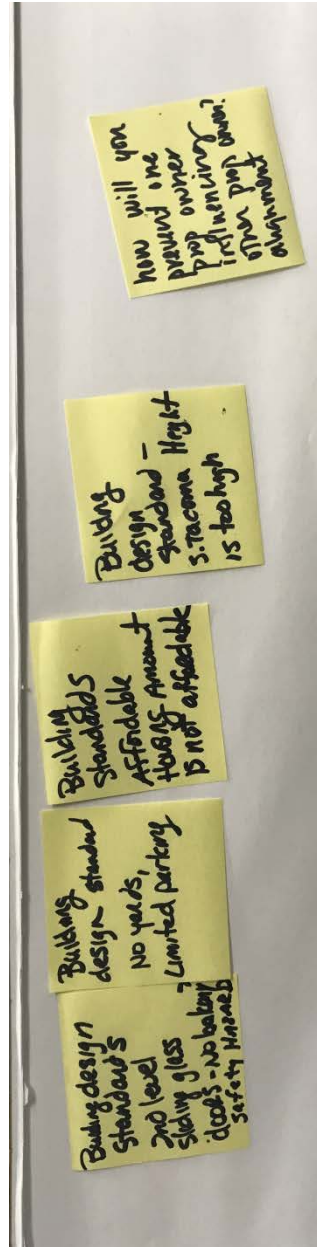
- Transit Connection from Tacoma Dome to the Sub-Area Plan Area

- Delete road through County Annex Campus at 35th

- I-5 Access via S 48th ST TO Tacoma Mall (NORTH & SOUTH)

→ Signal Coordination S-56th ST.

→ I-5 Direct Access/7011 Ramp → Need to Reconsider & Wrong Concept.



Dog Park • Forest by Apex

5 Right Sound
Filters
Trees
can over

Where do kids play? •
- developments don't provide ones
- or yards •

566th
- Trees planted
& all died
Tyler says
trees 662

Skate Park - at Lincoln Park

Depave & Trees are great
- need to address maintenance!

REQUIRE MORE (OR ONLY) EVERGREEN TREES

CV LOCAL #1) IDENTITY

Identity
NO CONCERNS

CV #2) ARTS/CULTURE ↑

MALL
= opportunity
for more
retail

CV #3) MORE SERVICES CONVENIENCE

NO service
commitment
yet.
School District
ignores
this.

NOT the
unwanted
North End
services

CV #4) NEIGHBORHOOD LEADERSHIP on Implementation

Home-
Owners
= LIMITED
= MIN. input

Demographic
Challenge
"transient"
Influence

CV #5) SAFETY ↑

Go after
derelict
owners
more than
banks.
INCENTIVE

CV #6) IMPLEMENT OPEN SPACE/PARKS

ACTIVATE
TRAILS
w/amenities

Activate the
open
space!
Develop
Positive
feedback for
amenities

September 14, 2017

Dear City of Tacoma,

Thank you for the opportunity to comment on the draft of the Tacoma Mall Subarea Plan. The Puyallup Watershed Active Transportation Community of Interest is a community-based coalition working to build access to safe, healthy, and affordable active transportation options for all. We see the Tacoma Mall neighborhood as a critical gap in our community's active transportation network and hope that the Tacoma Mall Subarea Plan will help ensure that everyone who lives, learns, works, and plays in the Tacoma Mall neighborhood can safely travel through and within the neighborhood –whether they are on foot, on a bike or skateboard, or in a car or bus.

We are very impressed with the strong vision set forth for the Tacoma Mall Subarea in this plan and commend staff for their work in crafting it. We are in support of many pieces of this plan and would like to highlight specific strengths below.

Complete Streets Approach

The Tacoma Mall neighborhood presents a significant barrier for people travelling on foot or by bike. Whether they are headed to destinations within the neighborhood or it's on their route to other parts of the City, this area is consistently cited as significant area of concern. We are in support of taking a Complete Streets approach as existing streets are maintained and redesigned and when new streets are built, including the new multi-modal inner Loop Road. Designing and constructing Complete Streets will significantly increase walking and bicycling access within this neighborhood and to the larger transportation network.

Connect the Street Network

The current conditions, with large blocks that lack public through access, inhibit people's ability and desire to walk, bicycle, and skate for transportation purposes. These large blocks also exacerbate congestion on the few arterials that span this neighborhood, which creates more hazardous conditions for vulnerable road users. New connections are essential for the development of a multi-modal, layered transportation system. We support the creation of a new Connectivity Requirement to extend and enhance the existing grid network by creating smaller, more walkable blocks to provide easier access to various destinations.

Transportation Mode Shift to Walking, Bicycling, and Transit

This plan sets forth specific and formidable goals for shifting the mode split away from single occupancy vehicle trips to more sustainable modes. Enhancements such as investing in the pedestrian and bicycle networks, encouraging the expansion of transit and transit oriented development and implementing parking management strategies will have a significant impact on how Tacoma Mall Subarea residents and visitors will navigate these streets.

Identify Dedicated Funding

We are pleased to see a number of potential opportunities to dedicate funding to build the ambitious list of projects stated in this plan. We encourage the City to begin to explore opportunities to build dedicated funding sources and engage with partners to begin designing and constructing this vision.

Thank you for the opportunity to comment on this draft plan. This plan takes a multi-faceted approach to mapping out what it will take to build a vibrant, livable and diverse space! We look forward to seeing this plan progress.

Sincerely,



Liz Kaster

Active Transportation COI Manager
Puyallup Watershed Initiative
www.pwi.org/activetransportation
Safe, healthy & affordable active transportation for all

From: writeeveryday@comcast.net
To: [Tacoma Mall Neighborhood Subarea Plan project](#)
Subject: New Form Entry: Comment form- Participate Page
Date: Wednesday, September 06, 2017 6:53:06 AM

You've just received a new submission to your [Comment form- Participate Page](#).

Submitted Information:

Name

kathy Kelly

Email

writeeveryday@comcast.net

Comment

1. Please, consider aesthetics. Make it a beautiful area where a citizen will feel good when they go there.

Since it is a busy shopping area. As it is now, there is stress and tension as the traffic congestion during holiday shopping, where it could possibly be a peaceful enjoyable experience at beautiful times of the year.

2.I would like to see more vegetarian restaruants.

Thank you, and good luck with the project.

September 13, 2017

Elliott Barnett, Associate Planner
City of Tacoma
747 Market Street, Room 345
Tacoma, Washington 98402
tacmallneighborhood@cityoftacoma.org

Re: Draft Tacoma Mall Subarea Plan

Dear Mr. Barnett:

Thank you for the opportunity to comment on the Draft Tacoma Mall Neighborhood Subarea Plan. Puget Sound Energy (PSE) has been a fixture in the Tacoma Mall Subarea for 54 years. Our offices at 3130 S. 38th Street opened in 1963 and serve residents and community businesses, as well as provide a local employment base. The PSE property is made up of several parcels totaling approximately 7.28 acres bounded by SE 38th Street to the north, S. Lawrence Street to the west, S. 40th Street to the south, and S. Cedar Street to the east (See Attachment).

The Tacoma Mall Neighborhood Subarea Plan provides a vision for the subarea as a place for people to live, work and shop. As a public service provider, our business does not fit neatly into most long-range plans or land use code provisions, but provides an important benefit and service to the community. PSE's desire is to remain in our current location for years to come and continue to serve the Tacoma community. We appreciate efforts by the City of Tacoma to foster the need to accommodate service providers such as PSE.

Based on PSE's review of the Draft Tacoma Mall Neighborhood Subarea Plan, we have the following comments:

1. Figure LU-1: *Existing land uses in the Tacoma Mall Neighborhood* identifies the PSE property use as Warehousing. There are multiple uses on the property that comprise the utility service. These include: office, warehouse, communications, and service yard. These uses are interconnected and function together as one property. The use charts in 13.06.300D classify the office uses on the property as Permitted and the warehouse uses as Conditional Uses. PSE requests that all uses on the property be classified as Permitted.
2. Per Figure LU-6: *Proposed Zoning*, the subarea proposal includes split zoning the existing PSE property, with the northern half zoned as UCX 75-120 and the

southern half zoned as UCX Transition 65-85. PSE supports the desire to provide transition in terms of height variations as long as the uses on the property continue to be regulated collectively as if the site was zoned the same.

3. Proposed code section 13.12.090 addresses large parcel connectivity plans. This requirement applies to development sites at least one acre in size which are located within a block that is 8 acres or larger in size. The block in which the PSE property is located is over 8 acres in size, so this provision would apply to the PSE property if the thresholds in subsection C are met.

The code section does not address application of the connectivity plan requirement in cases where there is multiple property ownership within the block. If the retail property on the corner of S. 38th Street and S. Cedar Street (parcel # 9710001651) meets the redevelopment thresholds for the connectivity plan, is connectivity now required through the PSE property, which makes up the remainder of the block? Due to the nature of the PSE service use, maintaining secure access and limiting public entrance on the property is a necessity.

4. Similar to the comment above, the proposed revisions to code section 13.06.512 would require additional pedestrian walkways if an addition or alteration exceeding 15 percent of the value of the existing development were proposed. Public access is provided to the front of the office building, as this is where the public service function of the site is located. However, additional access to other areas of the site by the public is not warranted and violates security requirements of PSE facilities. Particularly access required to attract the public with amenities such as lighting, street furniture, and landscaping.
5. As shown in Subarea Plan Figure T-3. *Subarea Complete Streets typologies*, S. Lawrence Street is designated as a Signature Street: Loop Road and S. 40th Street is designated as an Urban Residential/Green Road. It is not clear by information and cross sections provided whether these street typologies require additional right-of-way or will have impacts on adjacent properties.

Thank you for your consideration of these comments. Should you have questions or would like to discuss these comments or other aspects of the Subarea Plan further, please feel free to contact me at 425-462-3821 or kerry.kriner@pse.com.

Sincerely,



Kerry Kriner, AICP
Senior Land Planner



Puget Sound Energy Tacoma Mall Neighborhood Subarea Property

From: [Evelyn Lopez](#)
To: [Barnett, Elliott](#)
Subject: Tacoma Mall Sub-Area Plan
Date: Wednesday, September 13, 2017 11:31:35 AM

Good morning! I wanted to provide some comments on the proposed sub-area plan for the Tacoma Mall Neighborhood. Thank you for your attention to this section of our city.

I don't live in this neighborhood, but I had the opportunity to walk around with Beverly Bowen-Bennett and to doorbell the area when I was running for Mayor. I was surprised at how few amenities were available--especially open space for the children. Frankly, the area will become blighted if there are not some changes.

It should be no surprise that areas planned for density and for affordability attract young families, but there appear to be no provisions made for the children of these families. Even their local schools are across the freeway and some distance away. The logical open space and potential play area is Madison School. I would strongly urge the City to work with TPS to make grassy areas and the playground available now, and to eventually work with Metro Parks to develop a park and play area there.

In addition, I suggest the City consider changing some of the streets in the residential area to one-way streets. Many residents only have a single garage, and therefore park a second car in the driveway or street. That makes the streets very crowded, and unsightly. One-way streets might allow for more flow through the area, and might look better.

Anything the City can do--resurface the most damaged streets, clean up the alleys--will help make the residents feel more positive about their neighborhood, and may help install more pride in the area. From there you may see gardens started and lawns cared for--if there is a start toward something more attractive. And I wholeheartedly support not having front doors on alleys--we can do better.

Thank you for working on this project. I hope you can move the area in a positive direction, and make the neighborhood more nurturing for the children and adults who live there.

Regards,

Evelyn Fielding Lopez

From: [Barnett, Elliott](#)
To: [Barnett, Elliott](#)
Subject: RE: Brekke Position 9.15.17.docx
Date: Thursday, September 14, 2017 2:50:20 PM

From: J.J. McCament [mailto:JJ@mccamentandrogers.com]
Sent: Wednesday, September 13, 2017 11:28 AM
To: Barnett, Elliott
Cc: 'John Brekke (john@brekkeproperties.com)'; eleanor@brekkeproperties.com
Subject: RE: Brekke Position 9.15.17.docx

Thank you, Elliott. The process is really complex and quite onerous. A recorded legal document and going back through the same approval process if the connectivity plan needs to be changed adds so much time and money. Designing a connectivity plan at the time of major redevelopment allows the property owner to design connections in context with the new development rather than guessing at what might be best, where buildings will be located, footprints, etc. To design a site plan with the constraints of a pre-determined connectivity plan seems to be the tail wagging the dog. At least from a developer/private property owner's point of view.

From: [Kristen McIvor](#)
To: [Tacoma Mall Neighborhood Subarea Plan project](#)
Subject: Tacoma Mall Neighborhood Subarea Plan
Date: Friday, September 15, 2017 9:48:29 AM

Comments on the subarea plan for the Tacoma Mall area:

I was happy to see so many different aspects of quality of life taken into account – and I have several concerns:

Goal H-2: I see that there are some percentages for the target amount of low-income housing, and that is great – but I wonder how those compare to the incomes of current residents (i.e. are there currently less than 25% of residents low income and less than 12.5% very low income?) Are the proposed percentages sufficient so that there will not be displacement of current residents? These types of plans always speed up gentrification, of large concern to many in Tacoma, so I am just questioning whether the current proposed amount of low-income housing will mitigate those concerns. I see there is the intention to work with housing partners (Action H-8) but since there are no numbers there it is hard to see if that is sufficient to keep people in their homes.

Goal CV-3: I also see that there is a plan for increased development and new businesses in the area – is there a plan to prioritize locally-owned businesses vs. national chains so that the neighborhood can continue to reflect the interests/ambitions of residents vs. which corporations are interested in this demographic?

Goal CV-1: I have heard many times of efforts like this that ‘renovate’ neighborhoods and then give them a new name being compared to colonization – I think it’s worth examining and working to ensure that the name that is chosen is actually a name that comes from the existing community, rather than one that would be attractive to others looking to come into a community like this will be after all this work – It’s always important to ensure that the process has authentic community engagement (it looks like you have attempted that, it’s hard to know who actually showed up and how representative they were of the neighborhood), and the naming process is important.

Goal CV-8: I see that affordable food sources are top priorities for the community – we have been working on a parallel research project with the community in S. Tacoma focused on this and should have results and an action plan by mid-2018 – there may be opportunities for partnerships there.

Thanks for all the work to put together such a comprehensive plan and for the opportunity to provide comments!

From: toweywf10@gmail.com
To: [Tacoma Mall Neighborhood Subarea Plan project](#)
Subject: New Form Entry: Comment form- Participate Page
Date: Thursday, September 14, 2017 1:33:38 PM

You've just received a new submission to your [Comment form- Participate Page](#).

Submitted Information:

Name

William Towey

Email

toweywf10@gmail.com

Comment

Affordable housing should be provided so that 15% of total mall area housing stock is available at 50% AMI.

September 11, 2017

Planning Commission
City of Tacoma
747 Market Street, Room 345
Tacoma, WA 98402

Re: Tacoma Mall Neighborhood Plan—Tacoma-Pierce County Health Department Comments

Dear Planning Commissioners:

Thank you for collaborating with the Health Department to develop this important sub-area plan. Tacoma Mall Neighborhood is home to a diverse, highly transient, and low-income population. Typically, residents experience worse health outcomes and shorter life expectancy than in other areas of Tacoma.

Last year, the Board of Health adopted a [Health-in-all-Policies Resolution](#) that encourages local jurisdictions to consider health in all decisions. The sub-area plan demonstrates this approach. We have partnered with the City of Tacoma and other stakeholders over the past 30 months to infuse health into each decision-making step. We engaged diverse populations through non-traditional methods to understand their livability needs and to support policies to improve the community.

Many approaches proposed in this plan would help to achieve more walkable neighborhoods, including:

- A playable loop road.
- The Madison school and community hub.
- Tree canopy and green infrastructure, etc.

To address involuntary displacement, we empowered local residents to champion the implementation of the plan, while welcoming new comers to join build a healthy neighborhood. Maintaining the current level of affordable housing units in this neighborhood is crucial.

The neighborhood affordability target performance measures in the Housing Chapter are too low. According to the American Community Survey's five-year estimates (2011-2015), about 90% of the current housing stock is renting less than \$1,250 per month and 25% renting less than \$750. To help minimize the adverse impact of gentrification, we strongly encourage the City to maintain closer to the current percentage of affordable housing within the neighborhood for low and very low-income households, earning 80% and 50% of the Average Median Income respectively.

With the above comments incorporated, I encourage you to recommend this draft plan and draft EIS to the Tacoma City Council for adoption and future implementation. Once implemented, the Tacoma Mall sub-area community will be a healthier community for all who live, learn, work and play there.

Sincerely,



Anthony L-T Chen, MD, MPH
Director of Health

Tacoma Mall Neighborhood Subarea Plan and DEIS
Editorial Comments from Core Staff Committee Member
Amy Pow, Principal Planner
Tacoma-Pierce County Health Department
September 12, 2017

DEIS

Recommend giving this document a good proof-read to ensure:

- All information is complete, particularly references to Figures and Tables.
- Any action numbers referred in this DEIS align well with the final draft plan's.

Some obvious examples include:

- P. H-3: The 2nd sentence in the second paragraph under **Housing Cost** is incomplete.
- P. H-4: The 3rd sentence in the third paragraph under **Affordable Housing** is incomplete.
- P. H-12: Cross-check Action H-9 referred in the 2nd paragraph with the revised Action H-9 in the draft plan to ensure alignment. From a public health perspective, we support the original policy language which calls for “maintaining a no net loss of the current stock of affordable housing”. In fact, the City should encourage the rehabilitation of the current stock to ensure that those currently relying on these units would not be displaced.
- Recommend using a smaller font for footnotes on P. T-6, 11 and 12, similar to that of footnote 4 on P. T-20. Ensure consistency throughout.
- P. T-11: Footnote 2 seems incomplete.
- P. PS-26, Figure 3.7.4: Expect some concentric circles or “walkshed” in light green (if network analysis is used) shown on this figure to show where the open space gap is, as mentioned in the text on P. PS-18. The school site should also be shown as “hatched blue” on the map/figure.
- Similarly for Figures 3.7.2 and 3.7.3 on P. PS-24 and PS-25, not all items shown on map legends can be found on the maps/figures. Readers typically read the map in conjunction with the legend.

Draft Plan

- P. 1-8: Add the word “Department” after “Health” in the title.
- P. UF-4, Figure UF-1: Consider adding the subarea plan boundary. It's misleading to show a huge green area south of Madison, as if this subarea plan area has a huge open space.
- P. UF-7 and UF-8: Outline the loop road would be useful. Add map legend to annotate the use of different colors.
- P. UF-13: Check if the Figures numbers (UF-9 through UF-11) in the last paragraph are correct?
- P. UF-14: It would give readers a better orientation if street names are added to those Figures.
- P.LU-5: Would the word “address” be a better choice than “reflect” in the opening sentence of the 2nd paragraph?
- P.H-8, Action H-5: The paragraph under Action H-5 seems out of place.
- P.H-8, Action H-7: See TPCHD Letter to Planning Commission dated September 11, 2017 Re. Comments about “maintaining 25% and 12.5% affordable housing units for the entire neighborhood (vs. solely for new housing development) for low (80% AMI or less) and very low income (50% AMI or less) households respectively are NOT sufficient”.

- P. H-9 Performance Measures, last two bullets: See comment above and TPCHD Letter to Planning Commission dated September 11, 2017.
- P.T-7, first paragraph: Recommend changing the last two words from “business health” to “businesses and health”.
- P. T-10, Figure T-3: Add the term “Complete Streets” after “Signature Street” to denote the Loop Road.
- P. CV-12, Action CV-21: Check reference to Photo 8. Where is the photo?
- P. IMPL-4 Side Bar: The last paragraph is incomplete. Recommend replacing the last word “and” with “open their arms to welcome new comers to jointly build a healthy neighborhood”.

September 10, 2017

To: Elliott Barnett, Planning Services Division

I was unable to attend the September 6 meeting, but still would like to comment for the record.

- I believe that all buildings for human habitation should be required to have green space available for its residence. Depending on the size and occupancy of the development a certain amount of green space should be required.
- No front doors facing alleys. It should be required to have all access for residences to be through the front doors. The back doors should be open for green space.
- There should be requirements for a certain amount of housing to be affordable and some senior developments with easy access to the transit system. This can be done through some sort of incentives.
- No buildings should exceed more than six stories and have adequate off street parking to include visitor parking. Depending on the size of the building would determine the amount of parking spaces and visitor parking. Buildings more than six stories should be built downtown.
- It should be required by the developer to pave streets, put in curbs and handicap accessible sidewalks in front of the development to make it a more walkable area.
- As for the environment, it should be required to have all new streets pervious, so water can penetrate into the ground instead of going into the Puget Sound and developers should be required to plant trees, shrubs and other plants because of the air quality during the winter months.

Sincerely,

Heidi White, S Tacoma Resident

Draft Tacoma Mall Neighborhood Subarea
Plan and EIS



Help shape the future of the Tacoma Mall Neighborhood

Please provide your comments on any aspect of the draft Plan, code changes and EIS below:

Average Median Income in
Tacoma is too high - forcing
people to move.
Low Income - affordable housing is
not affordable.
Building design is too high.
Not ~~enough~~ enough Parking
No open space at development
(yards)

Comments due by September 15, 2017

Return to:

Elliott Barnett
City of Tacoma
747 Market Street, Room 345
Tacoma, WA 98407
tacmallneighborhood@cityoftacoma.org
(253) 591-5389

After the lecture, I was in
- 1000m is too high - tonight
feels to me.
I am aware of the fact that
not at all.
Tonight is too high.
I am aware of the fact that
to do so at
(2000)

Draft Tacoma Mall Neighborhood Subarea
Plan and EIS



Help shape the future of the Tacoma Mall Neighborhood

Please provide your comments on any aspect of the draft Plan, code changes and EIS below:

Environmental

Developers need to incorporate
into their designs a H₂O recovery
system for re-use of Brown
Water & collection & use of
Rain Water

Bob Brouder

Comments due by September 15, 2017

Return to:

Elliott Barnett
City of Tacoma
747 Market Street, Room 345
Tacoma, WA 98407
tacmallneighborhood@cityoftacoma.org
(253) 591-5389

Draft Tacoma Mall Neighborhood Subarea
Plan and EIS



Help shape the future of the Tacoma Mall Neighborhood

Please provide your comments on any aspect of the draft Plan, code changes and EIS below:

All utilities lines, communications
cable and piping (H₂O, sewer, gas), to
be under ground - all owner
for growing trees, NO damage
& a better community appearance.
- prevents damage (car crash / signage)
& easier to maintain. Can be
accomplished when roads get fixed.

Comments due by September 15, 2017

Return to:

Elliott Barnett
City of Tacoma
747 Market Street, Room 345
Tacoma, WA 98407
tacmallneighborhood@cityoftacoma.org
(253) 591-5389

Bob
Barnett

Stakeholder Group Comments and Questions (07/20/17):



City staff asked the stakeholders for input on two topics:

1. How to be effective in engaging broadly with the community?
2. What questions do you need answered to understand the proposals?

peer - medium individual impact.

We appreciate your help! While our resources are not unlimited we are doing our best to implement the suggestions from the stakeholders. The goal is to get as much community input as possible in order to represent the community's desires for the neighborhood.

NOTES:

1. How can the City engage as broadly as possible to get input on the draft proposals?

- Make it clear that this is the time to comment
- Not just emails
- Engaging seniors?
- What is the core of the community?
- Do gated communities act as a barrier?
- Use radio and local media
- Offer food at meetings
- Farmers Market
- Flyers in Starbucks, Marlene's, etc
- Marlene's - first Sundays
- Share and communicate the vision

*Bob
Buckner*

Contact local organizations:
- Community Mtgs
- Service Organization (VFW, AARP, etc)
= posts in business windows

2. What questions do you need answered to understand the proposals?

Proposed roadways/streets:

- How will new roads be funded?
- Road patterns are a key/controversial topic
- No roads through Michael's Plaza

Transportation:

- Why should Warner Street be changed/redesigned?
- Are there transit connections to downtown Tacoma?
- Would one way dead end streets support the goals?
- Why are we having a Loop Road?
- What does the plan say about gated communities?

Stakeholder input:

- Does the proposal address the community's input?
- Who are the stakeholders – are they only residents and business owners?
- Are we collaborating with the school and parks districts?

Implementation:

- How will implementation of the Plan unfold over time?
- Don't want the Post Office to go away

Zoning, land use and development:

- How has zoning changed under the proposal?
- It would be useful to make comparisons of the proposed scale to help people to understand what's being proposed
- No front doors on alleys
- How do we limit the number of townhouses and encourage more high density housing?

Housing:

- What are we doing for senior housing?

Transcript of Proceedings

September 6, 2017

In Re Planning Meeting for the Tacoma Mall Neighborhood Subarea Plan



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Tacoma: **253 627-6401** Fax: **253 383-4884**

CITY OF TACOMA PLANNING COMMISSION

Meeting: Public Hearings)
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VERBATIM RECORD OF PROCEEDINGS

September 6, 2017

Tacoma, Washington

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1 APPEARANCES

2

Planning Commission:

3

Stephen Wamback, Chair

4

Anna Petersen, Vice Chair

Carolyn Edmonds

5

Jeff McInnis

Brett Santhuff

6

Andrew Strobel

Dorian Waller

7

Jeremy Woolley

8

Also present: Brian Boudet, Planning Manager

9

Lihuang Wung, Senior Planner

Elliott Barnett, Associate Planner

10

Jeff Lueders, Audiovisual

John Griffith, Admin. Support

11

12

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**Byers & Anderson Court Reporters/Video/Videoconferencing
Seattle/Tacoma, Washington**

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**Byers & Anderson Court Reporters/Video/Videoconferencing
Seattle/Tacoma, Washington**

1 BE IT REMEMBERED that on Wednesday,
2 September 6, 2017, at 4851 South Tacoma Way, Tacoma,
3 Washington, at 5:01 p.m., the following meeting of
4 the City of Tacoma Planning Commission was had, to
5 wit:

6
7

<<<<<< >>>>>>

8
9

 CHAIR WAMBACK: All right. I will
10 call to order the City of Tacoma Planning Commission
11 meeting for Wednesday, September 6th.

12 First item is the quorum call. Do we have a
13 quorum present?

14 UNIDENTIFIED SPEAKER: Yes, you do.

15 CHAIR WAMBACK: Great. And I am
16 not going to get used to this speaker system. I feel
17 like I'm talking down a well.

18 All right. Item B on our agenda, the approval of
19 the agenda and the minutes. We'll start with the
20 agenda for tonight's meeting. Is there a motion that
21 we approve it?

22 COMMISSION MEMBER: So moved.

23 CHAIR WAMBACK: And it has been
24 moved.

25 COMMISSION MEMBER: Second.

**Byers & Anderson Court Reporters/Video/Videoconferencing
Seattle/Tacoma, Washington**

1 CHAIR WAMBACK: And seconded that
2 we approve tonight's agenda.

3 Is there any discussion on that? All those in
4 favor of approving the agenda say "aye."

5 MULTIPLE COMMISSION MEMBERS: Aye.

6 CHAIR WAMBACK: All those opposed?
7 The agenda is approved.

8 Turning to the minutes. We have two sets of
9 minutes, from the meetings of August 2nd and August
10 16th. And they are separately stapled in our
11 packets. Very long meetings. Where is -- where is
12 John? Thank you, John. Excellent job on the
13 minutes.

14 Do we have a motion before us on them?

15 COMMISSION MEMBER: I move we
16 approve the minutes.

17 COMMISSION MEMBER: I second.

18 CHAIR WAMBACK: It's been moved and
19 seconded that we approve the minutes from August 2nd
20 and August 16th. Is there any discussion?

21 Seeing no indication that anyone wants to
22 discuss, all those in favor say "aye."

23 MULTIPLE COMMISSION MEMBERS: Aye.

24 CHAIR WAMBACK: All those opposed?

25 The minutes from August 2nd and August 16th are

**Byers & Anderson Court Reporters/Video/Videoconferencing
Seattle/Tacoma, Washington**

1 Is there anybody else who wishes to testify on
2 the proposed marijuana use buffers code amendment?

3 All right. So I will just remind everybody that
4 we are accepting public written comments on this
5 topic through close of business, 5 p.m., on Monday,
6 September 11th. There are various locations here
7 where you can find where to send those code
8 amendments. And so with that, I will close this
9 public hearing.

10 All right. Item D2 on our agenda is the Tacoma
11 Mall neighborhood subarea plan and environmental
12 impact statement. I get to read this same cheat
13 sheet all over again for this one.

14 So we'll call to order the public hearing on the
15 draft Tacoma Mall neighborhood subarea plan and
16 environmental impact statement. The public hearing
17 is being recorded. Those who wish to testify should
18 sign up on the sign-in sheet at the entrance, the
19 front entrance to the room. The staff report and
20 pertinent materials have been made available for your
21 review there. I had to bring my own backpack for all
22 the materials.

23 Elliott will be providing a brief presentation.
24 Say "hi," Elliott.

25 ELLIOTT BARNETT: Hello, everyone.

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1 CHAIR WAMBACK: After Elliott's
2 presentation, I'll call for oral testimony using the
3 signup sheets. Same as we went through for the
4 previous hearing. Testimony will be limited to three
5 minutes apiece. Your testimony can be brief. It's
6 not necessarily to repeat testimony previously given
7 by other people.

8 After the testimony is complete, the public
9 hearing record on this item will remain open to
10 accept written comments until Friday, September 15,
11 2017, at 5 p.m. The Planning Commission will
12 consider all oral and written testimony at subsequent
13 meetings. Elliott will be talking about the
14 schedule. And then we'll be forwarding a
15 recommendation on to the city council. The council
16 may conduct a study session of its own, hold a public
17 hearing, and then make their final decision after
18 that.

19 So I now call on Elliott Barnett to present this
20 topic. Thank you.

21 ELLIOTT BARNETT: Thank you, Chair,
22 Planning Commissioners, and everyone who's come here
23 this very hot afternoon. Thank you very much. I'm
24 really happy to see the room filled with people who
25 are here to comment on and share your insights into

1 this plan for a very important neighborhood of our
2 city. And thanks also to all of the Planning
3 Commissioners for bearing up in this hot weather.

4 I wanted to mention from the very beginning, if
5 you haven't already found the signup sheet over here,
6 this is a good time to go over there and make sure
7 that you get your name on there. That way you'll be
8 called in the order that you signed up. And then at
9 the end, the Chair will make sure that everybody who
10 wants to comment has that opportunity.

11 I'm going to go through a presentation that
12 provides an overview of this full package of
13 materials. And I want to thank those of you who have
14 seen portions of this presentation before for your
15 patience, which is many of you. And I also want to
16 apologize for turning my back towards the audience
17 because of the setup here. So I will do my best.
18 And thank you.

19 So the meeting objective or -- of this public
20 hearing is really to ask -- ask everyone -- excuse
21 me -- is really to ask for everyone's input as we're
22 finalizing a package of plan, code -- plan and code
23 changes as well as an environmental impact statement.
24 Really it's an opportunity to provide your
25 perspective to help shape the future of the Tacoma

1 Mall neighborhood. And so our objective is to hear
2 from all of you who each have a unique perspective
3 and stake in the neighborhood.

4 The Planning Commission is of course listening to
5 this testimony. We are recording it as well, and a
6 transcript will be created. And all this input is
7 going to be invaluable to the Commission, to staff,
8 as we work to finalize this package. It's been a
9 couple of years in the making. And again, thanks to
10 everyone who has contributed to this.

11 In terms of our timeline, we will come back to
12 the Planning Commission at your next two meetings,
13 September the 20th and October the 4th, tentatively.
14 And at those meetings, we will start to go through
15 the public input and comments that we have received
16 and start to flesh out the issues that need further
17 work and analysis and options.

18 At that point, we will tentatively come back in
19 mid October and ask the Commission to make a
20 recommendation on this package to the full city
21 council. At that point, the Commission will be able
22 to step back and the city council will make its
23 decision on the package. So according -- if all goes
24 according to plan, we will have this project wrapped
25 up this calendar year.

1 In terms of what is in this package of proposals,
2 there are three components. And it's worth going
3 through what each one of those is. The draft subarea
4 plan, itself, is a vision, goals, and actions for the
5 neighborhood, going over -- it's got a total of 11
6 chapters, multiple goals. There -- it really sets
7 the vision, sets the policy direction.

8 Proposed for adoption along with the subarea plan
9 are several appendices, a code changes summary and
10 code changes text, as well as some streetscape design
11 guidelines. So with the plan will be a policy
12 adoption as well as zoning design standard and other
13 changes at the same time.

14 Finally, we're also presenting a draft
15 environmental impact statement. What that is, is
16 it's really an in-depth review and analysis of all of
17 the required mitigation steps, all of the actions
18 necessary to make this plan work, to make it work for
19 the neighborhood, to handle the impacts of growth, et
20 cetera.

21 The important thing to know about this draft EIS
22 is that it takes the place of project-level SEPA
23 review, which is currently applicable to larger-scale
24 projects in this neighborhood as well as throughout
25 the city. So it's a way of coordinating that review,

1 coming up with the mitigation actions up front, and
2 then streamlining development that's consistent with
3 that plan.

4 So we are about two years into the process, which
5 has had a very broad community engagement component
6 to it, as well as some very specific technical
7 analysis. So starting about a couple of years ago,
8 we did a major push, similar to what we just got --
9 got finished doing, mailing, e-mail, media, various
10 different -- every way that we could to reach out to
11 the people who live and work and own property in the
12 neighborhood, and did a very intensive push in late
13 2015. Through that, we came up with some themes in
14 terms of what the neighborhood needs to -- to be a
15 place that a lot of people are going to want to be,
16 invest, live, and shop.

17 And some of those key themes were that this is
18 a -- we need to work on a more positive identity, a
19 sense of place here. Needs to be more walkable,
20 bikable, and transit-ready. Parks, open space, and
21 green infrastructure are very much needed here. We
22 need to continue to support economic development and
23 growth here in this area, which is a very important
24 employment base for Tacoma. Safety, both in terms of
25 the neighborhood and in terms of our streets. Access

1 for the people who live here to services, needs,
2 healthy affordable food. Housing affordability and
3 choice, and other elements needed to make this a
4 healthy community. Those are some of the key themes
5 that we started out with, started the process, and
6 became the foundation or the -- or the objectives of
7 the policies that we're bringing forward now.

8 We also have a regional and city policy
9 framework. This is a designated regional growth
10 center, as you know, meaning that this is where, as a
11 region, we have gotten together and said we're going
12 to support jobs and housing growth here with
13 infrastructure investment in order to make that work.
14 So this is something that -- this is a vision that's
15 been in place for over 20 years, and there really has
16 been a lot of growth and change during that period.
17 This is our opportunity to try to shape it and direct
18 it and encourage further growth that's consistent
19 with the community's desires.

20 Perhaps the main theme animating all of our
21 discussions are the desire to shift the character of
22 this neighborhood from its current, more suburban,
23 more auto-oriented structure, to one which is just
24 more focused on people, both in terms of
25 transportation options, in terms of making a place

1 that people actually want to be, place-making,
2 positive identity, and so forth.

3 So we've proposed a -- a pretty ambitious vision
4 for this neighborhood to make it a thriving center of
5 regional significance and a distinctive, connected,
6 livable and healthy place with opportunities for
7 everyone to live, work, invest, and fulfill their
8 potential. As part of that, there really is a lot of
9 change proposed.

10 However, our overall objective is to try to
11 create the opportunities for change through targeted
12 city investment and other actions so that over time
13 it's in everybody's interest to see significant
14 change even to the street network and block scale of
15 the neighborhood.

16 We had a -- there's an urban form chapter of our
17 plan, which really points out that in many ways this
18 600 acres does not hang together as a single
19 connected neighborhood right now. So there are six
20 design ideas which are reflected throughout the plan.
21 Place-based districts in each of the four quadrants
22 of the neighborhood, focusing our density and
23 concentrating on transitions. A loop road and park
24 system, green infrastructure investments, and
25 enhancing the neighborhood's edges and transitions.

1 Coupled with that are the ideas of making this a
2 walkable neighborhood where people could walk within
3 five minutes and get to most of what they want to,
4 what they need on a daily basis that way, and
5 supporting a transition to a transit-ready community.

6 To support that urban form vision, we have a
7 package of proposed zoning changes. To a large
8 extent, zoning is recommended to continue what's here
9 today, but there are some significant changes. Two
10 areas in Madison and Lincoln Heights are proposed to
11 be zoned for residential as opposed to mixed-use
12 development to reflect their existing character. And
13 we are proposing some -- rather than the one-size-
14 fits-all zoning height limits that are here today --
15 high, medium, and lower height limits. And finally,
16 an industrial transition area in an area which is
17 currently light industrial along South Tacoma Way.
18 So the expanding the center and changing the zoning
19 from light industrial to commercial and industrial
20 mixed use.

21 Finally, the Planning Commission asked us to
22 bring forward two alternatives for zoning in the
23 Madison district, which is the area to the west of
24 Pine. And they are up on the screen. The difference
25 is that, in the staff recommendation, the height of

1 the core of the area would be 45 feet. In the
2 alternate, there are two areas along Warner Street
3 and at Madison School where the height would be
4 allowed to go up to 65 feet. So that's something
5 that members of the public here may wish to comment
6 on as part of this process today.

7 There is a package of design standards changes
8 both to residential and commercial development that
9 would take place in the future. The primary thrust
10 of these is really just to make sure that development
11 is oriented towards pedestrians so that buildings are
12 oriented towards the sidewalk, so that pedestrian
13 pathways and connections are attractive and safe and
14 prominent. There's also some increase in landscaping
15 and street trees requirements and some other -- some
16 commercial design standard changes to drive-throughs
17 and to pedestrian access.

18 It's a very exciting and ambitious transportation
19 and infrastructure package here. And again, we're
20 looking to handle and facilitate 25-plus years of
21 growth in this one plan. And to do that, we know we
22 need to invest heavily in our transportation
23 infrastructure.

24 So that the approach here is, we have a list of
25 city capital projects which really will transform

1 some of our streets so that they are safe and
2 comfortable for people who are walking and biking,
3 enhance our transit access, create a central transit
4 hub closer to the center of the neighborhood. Very
5 exciting. Over a hundred million dollars' worth of
6 capital projects over the next 25 years. And we do
7 really believe that will not only help with
8 transportation, but also a major place-making benefit
9 to the neighborhood.

10 In addition, the area currently has several very
11 large blocks or larger than what is recommended in
12 terms of a urban center district like we are trying
13 to achieve here. So the largest is actually the
14 Tacoma Mall, itself, which is over 50 acres without
15 any street connections, and there are some others
16 that are close to 20 acres in size. So the plan does
17 include a proposal to create new street connections
18 along with major private development.

19 And I know that we will hear some comment and
20 input on this topic from people here tonight. As the
21 Commission well knows, we've spent a lot of time
22 talking about this topic. And I will just mention
23 that, at the outs -- or at the conclusion of our
24 process here when we come back to you, staff is
25 prepared to come forward with a range of alternatives

1 related to those transportation proposals. So we
2 know we're going to be talking more about those.

3 For the audience, very briefly, why are we
4 emphasizing the importance of creating some new
5 street connections? It boils down in simple terms
6 to, if you have a small number of streets, all the
7 traffic has to go to those streets, so they have to
8 be big streets. That means that it's more difficult
9 to make them attractive and safe for pedestrians.

10 So the more street alternatives that you have,
11 the finer-grain street network that you have, the
12 more that you can make those streets calm and
13 attractive and more pedestrian oriented. So that's
14 really the thrust of the activity proposal. It also
15 is important in handling and accommodating the growth
16 that we are planning for here and in promoting a
17 shift in the urban form.

18 So moving on, we have some very exciting green
19 storm water and tree canopy proposals here. This
20 happens to be an area of the city where it's ideal
21 for green storm water techniques. That means that
22 water is able to go back into the ground rather than
23 having to get piped out and dumped into the Puget
24 Sound. So that's better in multiple different ways.
25 Environment, life of the infrastructure, even

1 creating a new funding source for us to -- to rebuild
2 many of our streets. So very ambitious green storm
3 water and green streets proposal.

4 In addition, we have proposed a major increase in
5 the amount of tree canopy in the neighborhood here.
6 It's currently about nine percent, which is not a lot
7 of trees. And through a range of actions, we believe
8 it's reasonable to reach 25 percent tree canopy
9 coverage by the year 2040.

10 Parks and open space proposals. The gist of this
11 proposal is that we heard from the beginning that
12 residents here really would like to have more
13 attractive and safe places for children and for
14 people of all ages to be in the neighborhood and that
15 that was one of the main missing features here. So
16 the plan is proposing some parks principles,
17 including a park or open space in each of the four
18 quadrants of the subarea, and then connected by a
19 green loop road that would allow you to walk from one
20 to the other. So that's the gist of the parks and
21 open space proposals. Madison School is also
22 strongly emphasized in the plan as a very important
23 community hub and asset.

24 Finally, this -- this is very much an economic
25 development plan. From Day 1, the actions that we

1 have put forward here and been working on are
2 intended to remove barriers that we have heard from
3 the development community are reasons why they would
4 choose not to invest in the area. And those are
5 things like problems with the transportation network,
6 that lack of neighborhood amenities and other things.
7 So we do really believe this is a way of encouraging
8 growth.

9 The upfront environmental impact review is also
10 very much an economic development strategy. And
11 finally, we have a chapter that really focuses on
12 other things we can do to promote growth and
13 investment here.

14 Housing choices are also something we have heard
15 over and over from the community are a very big issue
16 here. While this area is currently affordable as
17 compared to other areas of Tacoma, that could change
18 with time. And, in particular, if we really channel
19 a lot of growth here, it could really exacerbate
20 affordability. So the housing chapter includes
21 actions and benchmarking to try and track that issue
22 and take more, again, action if it becomes a big
23 problem in the future.

24 So local culture and identity. What makes a
25 neighborhood an attractive place to be? A lot of

1 that has to do with just attractive places. Places
2 where people can gather and have community events.
3 It has to do with making the public infrastructure
4 not only functional but again attractive and doing
5 things to bring in public art and support local
6 culture. So we're very excited about some of those
7 actions.

8 And finally, in the implementation chapter, we
9 have proposed a prioritization of the actions in the
10 plan. One of the most important is to initiate a
11 funding study early on in the implementation of the
12 subarea plan, in particular to focus on those
13 infrastructure investments and the connectivity
14 proposals.

15 Very last point. While the City is bringing this
16 forward, many of the actions would need to be
17 implemented by other public agencies, Metro Parks,
18 transit agencies, the school district, as well as
19 private property owners, who after all are the people
20 who would be investing and growing our economy, and
21 of course by people who live here. So this plan is
22 not intended as the City's plan but as the
23 community's plan.

24 So we're well -- we're over halfway through our
25 public comment period. Comments are requested and

1 due by September the 15th. I really hope everybody
2 will comment during that time. I wanted to provide
3 the Planning Commission with a brief overview of the
4 themes that we've been hearing so far in our
5 comments.

6 We have gone to the transportation commission as
7 well as the bike and pedestrian technical advisory
8 group, again to focus primarily on connectivity on
9 proposed South 37th Street, which is one of the
10 proposed new streets, as well as on the overall
11 transportation proposals. So we've got -- we are
12 expecting comments from both of those two groups.

13 And I think it's fair to say that they -- they
14 wrestled with those, with those issues, the same ones
15 that the Planning Commission has, in terms of seeing
16 the need and the importance of additional streets and
17 needing to make sure that it's fair, equitable,
18 avoids impacts to property owners and businesses, and
19 is feasible. So their comment letters will speak for
20 themselves, but do expect those.

21 We also had the informational meeting last
22 Wednesday right here in this room. And during that --
23 during that session, of course the street network and
24 connectivity was a very big theme. A lot of people
25 wanted to talk about design standards, so I expect

1 that you'll hear some more comments on that. Parking
2 comes up a lot. Functional and attractive yard
3 space. Development that has front doors facing
4 alleys. That's something that we'll continue to hear
5 about.

6 I expect we'll also hear comments on the zoning
7 proposals; in particular, the industrial transition
8 areas. There are some more industrial uses in those
9 areas, and those folks may come forward and have
10 something to say about them, which I hope that they
11 will.

12 And then residential heights. Again, we are
13 proposing some height changes there. So that's
14 something that people have been asking about.

15 I already mentioned housing affordability. That
16 continues to be an emerging issue, and I expect we'll
17 hear on that as well. Making the neighborhood more
18 safe, reducing crime, addressing nuisances. A lot of
19 enthusiasm about parks and open space. And I would
20 also just say a lot of enthusiasm for the capital
21 projects, the transportation projects, and the green
22 environmental projects, the parks and open space
23 proposals have come through as priorities.

24 I would encourage everybody here tonight to let
25 us know, let the Commission know what you think your

1 priorities are. There is a lot in this plan, and we
2 would love to know -- we'd love to have your help in
3 prioritizing implementation.

4 So again, written comments are due by September
5 the 15th. Between now and then, on September the
6 13th, the City Council IPS Committee, the
7 Infrastructure, Planning, and Sustainability
8 Committee, will be doing a tour, a bus tour of the
9 neighborhood.

10 And a quick order of business. I wanted to ask
11 Planning Commissioners who are able to attend that,
12 despite your busy schedule, would you -- would you
13 let us know tonight so that we can just confirm and
14 make sure we have -- the voice of the Planning
15 Commission can be represented there?

16 And after that, again we'll be back before you
17 with some of the summarized comments that we've heard
18 from the public on the 20th and October 4th and
19 October 18th. Again, we hope that we will be able to
20 bring forward a package for your consideration to
21 recommend to the city council.

22 And last word. I hope I haven't spoken too long.
23 To everyone here tonight, if there's any way that I
24 or other people can help you to understand the
25 proposals, please don't hesitate to let us know. I'm

1 happy to come talk to you in your workplace or
2 residence. And we really would like to hear from
3 you.

4 So thank you for your patience with my
5 presentation.

6 CHAIR WAMBACK: Thank you very
7 much, Elliott.

8 So we will now begin the public testimony
9 process. I'm going to receive the sign-in list.

10 All right. So it appears that we have 17 people
11 signed up to speak. When I call your name -- and
12 what I'm going to do is call up three names at a
13 time. So invite a speaker up, and then the next two
14 people in queue will know who they are. You'll be
15 speaking from that microphone in the center of the
16 room.

17 It's important for the -- with this extensive
18 record and for this extensive plan that we are able
19 to identify you by name, your address, and your
20 affiliation for the record. Looks like many of you
21 have already signed that information up here. If you
22 haven't provided that to us, please provide your
23 name, address, and affiliation, and we can get that
24 on the record.

25 After exhausting the signup sheets, I'll do what

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1 I did on the previous hearing and open it up for
2 other people to come forward.

3 As with the other hearing, testimony is limited
4 to three minutes. So with that, I will begin in the
5 order that was signed up. Forgive me, between my
6 glasses and the long day. Valerie Fyalka-Munoz.

7 VALERIE FYALKA-MUNOZ: Yes.

8 CHAIR WAMBACK: Followed by John
9 Brekke and Eleanor Brekke.

10 VALERIE FYALKA-MUNOZ: Hi. I'm
11 Val, Valerie Fyalka-Munoz. I have been in real
12 estate for 40 years --

13 UNIDENTIFIED SPEAKER: We can't
14 hear.

15 VALERIE FYALKA-MUNOZ: -- in the
16 Tacoma --

17 UNIDENTIFIED SPEAKER: We can't
18 hear.

19 VALERIE FYALKA-MUNOZ: Oh. In the
20 Tacoma area. I'm from --

21 UNIDENTIFIED SPEAKER: Please turn
22 up the microphone.

23 VALERIE FYALKA-MUNOZ: I'm from
24 Tacoma -- wait. Let me start over.

25 I'm Valerie Fyalka-Munoz. I have been in real

1 estate for 40 years in the Tacoma area. I'm from
2 Tacoma. I help manage Michael's Plaza at 2921 South
3 38th. I have been going to the Tacoma Mall
4 neighborhood meetings for over a year. The Tacoma
5 Mall neighborhood plan places an excessive burden and
6 encumbers Michael's Plaza with new roads on the
7 median-term and long-term vision maps. The roads and
8 37th Street will restrict businesses, devalue the
9 property, and restrict the ability for future
10 development.

11 The topography has a difficult 20-foot slope
12 coming off of Pine Street. The cost to construct a
13 road will be costly endeavor and will restrict the
14 property. Presently, Michael's Plaza has eight
15 entrances for ingress and egress. The city planners
16 would be wiser to development and improve the
17 existing road system and not encumber and burden the
18 commercial property owners with 37th and other roads.

19 The Tacoma Mall neighborhood plan is an excessive
20 taking of private property rights. The plan is
21 unconstitutional. The nexus and proportionality is
22 unreasonable. We are going to defend our
23 constitutional rights and will let the courts decide.
24 Thank you.

25 CHAIR WAMBACK: Thank you.

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1 John Brekka, Eleanor Brekka, and Nikki Rohloff.

2 ELEANOR BREKKA: I'm Eleanor
3 Brekka.

4 JOHN BREKKA: And I'm John Brekka.

5 ELEANOR BREKKA: And we're going to
6 do our testimony together since both each have three
7 minutes, but...

8 We are brother and sister, and our parents
9 developed the raw land in the northwest quadrant 35
10 years ago, which is now Cedar Plaza, and our family
11 takes great pride in our property. We also own
12 commercial real estate in several other urban
13 transition areas such as SoDo, Southcenter, and
14 downtown Auburn.

15 We have been participating in this process for
16 over a year now. Overall, we are for having a
17 subarea plan. I'd like to start by specifically
18 stating what we like about the subarea plan. The
19 City's interests in the neighborhood, creating a
20 transit center, and working to bring rail to the
21 area, bringing more than identity to the area and
22 creating a destination, improvements to existing
23 streets, grant money for street improvements and
24 helping revitalize the neighborhood, recognizing the
25 neighborhood is residential, commercial, and

1 industrial in nature.

2 JOHN BREKKA: We've had a chance to
3 read through the several hundred pages. And the one
4 overriding theme that is still a concern is
5 connectivity. And this is shared by not just us but
6 the 30 or 40 other people that expressed, the
7 commercial property owners and businesses that
8 expressed these concerns earlier on in the process in
9 the stakeholder meetings that went on.

10 We need to arrive at a connectivity plan that
11 allows owners to operate their properties and
12 businesses. And we don't want to stifle development
13 in this neighborhood. We have an above-average
14 vacancy rate in our well-managed project, and we're
15 receiving rents in the Kent Valley and some of our
16 warehouses higher than the rents we're receiving in
17 our complex here. So it needs to be done right.

18 And we're not starting with raw land. That's
19 what our family started with 35 years ago when we
20 developed this center. And if we are going to make
21 connectivity changes, it needs to happen when the
22 bulldozers are out, when it possibly becomes raw
23 land, and there needs to be room for incremental
24 development on the sites where additions can be made
25 to the build -- to buildings, additional small

1 buildings can be added to the site, and not before
2 that. A 15-percent trigger point has been mentioned
3 in the plan, and that's far too low and is out of
4 touch.

5 So the other major concern is the filing of
6 connectivity plans. These plans will burden the
7 property for the next, you know, 15 to 20 years.
8 Large parts of the property. It requires the
9 property owners to negotiate with the City, negotiate
10 with neighborhood property owners, and it's really
11 rather unrealistic in nature. And it's going to
12 stifle development and stagnate the area, and I don't
13 think we want -- we don't want that. I don't believe
14 anybody in Tacoma wants that. So we need to be wise
15 about what we're proposing.

16 And with a connectivity requirement of a pathway
17 of various sizes every 150 feet, you're talking about
18 dividing a 16-acre parcel into 32 smaller chunks of
19 half an acre apiece. That is very far-reaching in
20 nature. And there's room for connectivity in the
21 subarea. There already is some connectivity in the
22 subarea. But there's also justification for larger
23 parcels with. And we've seen that need with the
24 University of Washington in Tac -- University of
25 Washington Tacoma branch, the Convention Center, the

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1 Tacoma Dome, the central police facility, the mall,
2 corporate campuses, midsize -- midsize shopping
3 centers, and such. So there needs to be room, and it
4 makes sense to have room for those larger parcels
5 along with some smaller parcels in nature.

6 ELEANOR BREKKA: The last thing I'd
7 like to bring up is something that we previously
8 shared, and it's -- we continue to question the cost-
9 benefit of 37th Street when there are viable
10 alternatives at lower cost and without topography
11 issues and significant right-of-way acquisitions.
12 For example, extending 35th Street and Cedar Street
13 to connect to South Tacoma Way and the Water Flume
14 Trail.

15 If the proposed 37th Street is deemed necessary
16 by the City, then it should be a Tier 1 street, which
17 is City-led, City-funded right-of-ways, acquisitions,
18 and City-constructed. Thank you.

19 CHAIR WAMBACK: All right. So we
20 have Nikki Rohloff, Kate Lantiff, and Zak.

21 NIKKI ROHLOFF: Hi. My name is
22 Nikki Rohloff, and I live in the Tacoma Mall
23 neighborhood. I'll be honest. I thought that was
24 just a sign-in for the meeting. So my comments are
25 informal, but just to give perspective for somebody

1 who lives in that area.

2 I live in the Apex, right by the mall. I
3 basically tell people I live in the Tacoma Mall
4 parking lot. But in that short little block from
5 where I live to the mall, I only have a sidewalk that
6 goes halfway to the mall. There's no crosswalk to go
7 over to the pet store, to Joann's. And getting over
8 to Red Robin is nearly impossible. So even though I
9 live right there and could walk to anything in a
10 minute, it's nearly impossible. So sidewalks, I
11 think, would be -- are great and would be a priority.

12 I'm excited about the new I-5 ramp going directly
13 to Tacoma Mall Boulevard. That intersection at 38th
14 and Steele is a nightmare, especially with
15 Chick-fil-A. And I feel, with all of the multifamily
16 units that I've been going in, a great idea in the
17 green area would be a dog park, an unleashed dog park
18 for the people who don't have a place for their dogs
19 now.

20 And then with the multiunit living spaces, I
21 would just encourage more parking. Right now where I
22 live, we have five parking garages and it's still not
23 enough to accommodate everybody that lives there.
24 And Heaven forbid if you want to have a guest over.
25 Nearly impossible. So thank you.

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1 CHAIR WAMBACK: Thank you.

2 All right. We have Zak Klineman (phonetic). No?

3 Jack Knottingham.

4 Jeffrey Mann. No, Jeffreys here.

5 After Jeffrey will be Angelia Alexander.

6 JEFFREY MANN: Good evening,

7 Mr. Chairman, members of the Planning Commission.

8 Jeff Mann with Pierce County Planning -- well,

9 Planning and Public Works now, a new department, and

10 they're representing the County's interest in our

11 annex campus that is located within the -- within the

12 plan area.

13 I've been on the stakeholder group for the last

14 couple years. And we asked in 2015 to be a part of

15 the plan. And we're grateful that we were included

16 in the plan, and of course want to see our -- and

17 feel like we are an asset to the plan area as a major

18 employer. And that's recognized in the plan on Page

19 SP17. And I appreciate that, that's recognized as an

20 asset as a major employer.

21 We've been very supportive of some of the key

22 concepts of the plan, the loop road. I think

23 that's -- that's a wonderful concept with the

24 improved crossings on 38th. Also the storm water

25 management approaches there, the low-impact

1 development techniques, the green streets program,
2 and increased parks and recreation area, as well as
3 the zoning scheme, which I feel is appropriate for
4 the annex campus.

5 We've made a couple of recommendations. Among
6 other things, to provide a transit connection between
7 the Tacoma Dome and the subarea plan area. And feel
8 like that's necessary. And also we have a
9 recommendation for additional park land close to the
10 annex campus.

11 However, our primary concern with the plan is the
12 impact of the connectivity proposal. Specifically
13 with regard to the bike boulevard, the street
14 connection from South 35th to South Tacoma Way, which
15 is on Wright Avenue. That is shown in the plan area
16 as bisecting -- completely bisecting the annex
17 campus, including going right through the existing
18 building, and would have a significant impact on our
19 potential to develop the site in the future. We may
20 need to use the site for a significant County
21 facility, and a street going directly across the
22 property would have a significant impact.

23 It is a bike boulevard. If it's just something
24 that goes around a building, through a parking lot,
25 that's different than doing an actual boulevard right

1 through the middle of the property. That boulevard
2 does connect to Wright Avenue, which is about a 10-
3 to 15-percent grade. So it'll be very difficult for
4 biking. I don't see anybody using it now, and I
5 don't foresee that being used in the future.

6 So our request, kind of bottom line, is -- and
7 it's not shown on the priority maps for that road,
8 but our request is that that road crossing the annex
9 campus would be deleted from the plan and so we can
10 continue to use that site as a major employer and
11 further the goals of the -- of the subarea plan.
12 Thank you very much.

13 CHAIR WAMBACK: Thank you.

14 All right. Angelia -- is that right --
15 Alexander, followed by Amy Pow and Venus Dergan.

16 ANGELIA ALEXANDER: I'm the clerk,
17 which means something like a chairperson, for the
18 Tacoma Friends Meeting, which is the Quaker meeting
19 whose meeting house is located at the top of South
20 39th Street on the hill, the eastern end. If you --
21 if you leaped off the end of that street, you'd land
22 on Chick-fil-A, just to give you an idea of where we
23 are for sure.

24 The original map I saw of the plans for bike
25 paths, by the way, had a bike path going down there.

1 And I think I was able to convince Elliott that that
2 wouldn't work. Didn't see it on any of the
3 subsequent maps. I too thought I was just signing up
4 to let you all know I was here. So I'll try to keep
5 this brief and speak from the heart.

6 It struck me pretty early on that this whole area
7 has not really much of a sense of place or
8 neighborhood. And I think we've struggled with that
9 over the conversations in the last year. Nobody
10 could come up with a substitute name for it, for
11 example. That will come with time. But it means
12 that people who work, own property, live here, and so
13 on, need to have a sense of what that identity and
14 sense of place is.

15 That means to me that the neighborhood
16 development, the business-side developments, and all
17 of that have to be sensitive to quality as well as
18 quantity, and also to the kinds of costs it can mean
19 for -- to the business owners, for example. You've
20 already heard about that.

21 On one of the original plans that I saw, it
22 looked as if the City was going to be prepared to buy
23 us out on our little place at the top of the hill.
24 And I don't think that's going to happen anymore
25 either. We might choose to sell to the City, but I

1 don't think the City's planning to buy us out. If it
2 ends up that way, I'll be surprised.

3 But we're prime to be a kind of spot that could
4 connect well to whatever parks might be planned for
5 the green space that's just to the east of that huge
6 post office complex. That's undeveloped land, and it
7 could be perhaps developed better into some kind of
8 parks, green space.

9 I guess that's -- that's probably all I can think
10 of to say at the moment. I will be bringing this
11 topic up to our Quaker meeting. We have our business
12 meeting this coming Sunday around 11:15. If anybody
13 would like to see how we Quakers do business, we come
14 to unity around whatever we're going to decide.

15 I would suggest that you-all think about moving
16 in that direction so that property owners who would
17 like to have a better quality for their residences
18 and the business owners who would like us to be
19 sensitive to their needs don't ever feel like any of
20 them are losers in this whole concept. Thank you.

21 CHAIR WAMBACK: Thank you.

22 All right. Amy Pow, Venus Dergan, and then
23 Christian Kopuski (phonetic). I'm sure I just
24 massacred that one.

25 CHRISTIAN KONOPASKI: Close enough.

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1 CHAIR WAMBACK: Thank you.

2 Good evening.

3 AMY POW: Good evening, Planning
4 Commissioners. I'm Amy Pow, principal planner for
5 Tacoma-Pierce County Health Department. Thank you
6 for collaborating with the health department to
7 develop this very important subarea plan. This
8 neighborhood is very diverse, filled with a lot of
9 low-income populations, and is very transient.
10 Residents in this area has experienced a very low --
11 a very high health disparities and a shorter life
12 expectancy than average Tacomans.

13 Last year, the board has adopted a resolution on
14 health in our policies, encouraging cities and towns
15 to consider health in all decision-making. We have
16 demonstrated with your City staff how this can be
17 done in your subarea plan. We have partnered with
18 the City and stakeholders in the last 30 months to
19 infuse health in every step of decision-making. We
20 outreached and empowered local residents to
21 understand their needs to make it more livable and
22 decent area.

23 Above all, we also apply a triple bottom line
24 health framework to make sure that health is embedded
25 in each chapter in throughout the plan, to create the

1 vision that we all envisage for.

2 There are several health issue that we hold very
3 dear to our heart from the get-go of this planning
4 process. Amongst them, we have particular concern
5 about the possible involuntary displacement of low-
6 income residents in this neighborhood as the economy
7 and the environment improves over time. We strongly
8 feel that maintaining the current level of affordable
9 housing in this neighborhood is crucial. Besides we
10 try our best to make sure the local residents will
11 champion on for to implement this plan as well as to
12 welcome newcomers to join them to build this
13 neighborhood together.

14 To actualize walkable urbanism, there are many
15 good policies and actions in this plan, including a
16 playable loop road, the Madison School hub, tree
17 canopies and green infrastructure. The only comment
18 that the health department particular concerned is,
19 is that the current performance measures in the
20 health chapter talking about the target performance
21 for the entire neighborhood is too low.

22 Our quick analysis shows that according to
23 American community survey, five years estimates,
24 about 90 percent of the current housing stock of the
25 entire neighborhood is renting less than \$1,250 per

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1 month, and 25 percent is actually renting less than
2 \$750. To help minimize the impact of gentrification,
3 we strongly encourage the City to maintain a closer
4 percentage of affordable housing for the entire
5 neighborhoods over time for those low- and very-low-
6 income neighbors.

7 Today I encourage you to support this plan to the
8 council for adoption together with the DEIS, with our
9 comments being incorporated. Once fully implemented,
10 I'm sure the social fabric and economy will be
11 improved, the natural environment be improved as
12 well, and the motor vehicle traffic will be reduced,
13 and after all, health and equity will be bettered.
14 Thank you.

15 CHAIR WAMBACK: Thank you.

16 Okay. So we have Christian is next. Oh, I'm
17 sorry. Venus. Excuse me. Venus Dergan, Christian,
18 and then Fran?

19 CHRISTIAN KONOPASKI: Francesca.

20 CHAIR WAMBACK: Francesca. Thank
21 you.

22 CHRISTIAN KONOPASKI: I'll be
23 speaking for her.

24 CHAIR WAMBACK: All right.

25 CHRISTIAN KONOPASKI: We're

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1 together.

2 CHAIR WAMBACK: So Venus.

3 VENUS DERGAN: Okay. Hello again.

4 My name is Venus Dergan. I'm a longtime resident in
5 south Tacoma, live in Manitou, and I'm a Manitou
6 representative. I again had just signed up just to
7 state that I was here, but I did make a couple of
8 notes because I did attend the meeting last
9 Wednesday. And I'm just going to follow up to the --
10 to the lady here in regards to affordable housing.
11 That was one of the notes that I -- that I made.

12 I've lived in south Tacoma most of my life, and I
13 represent people who I believe a lot of us are median
14 to low income. And we have a lot of seniors that
15 live in our area as well. And when you have an AMI
16 that's too high, I don't think that these multifamily
17 dwellings are really considered affordable housing at
18 the rents that you plan on renting them out at, and
19 that was one of the concerns that I had.

20 I also viewed a couple as a person who might want
21 to rent one of these apartments that have just been
22 developed. And a couple of things that I noticed in
23 regards to those apartments is that my quality of
24 life living in those apartments. And what I've
25 noticed is, I saw multifamily dwellings that had

1 their front door in the alley. I would not want my
2 front door in the alley. I don't know why that
3 design was ever allowed, but I would not want my
4 front door in the alley.

5 There's no open space. It's -- they're
6 stacked on -- you're stacked on top of each other.
7 There's no open space for children. There's no
8 parking for anybody who has a vehicle of any size.
9 So I don't know anybody with a large vehicle who
10 would be able to be accommodated at one of these
11 apartments.

12 I think that we're -- that the height restriction
13 is too high. I saw a rendering of 38th Street, the
14 new design. And the height of 65 feet is too high.
15 I like a skyline, myself, and I didn't see a skyline
16 there. And I think if you want to live in a concrete
17 or work in a concrete jungle, you need to keep that
18 in the downtown area and not in the south Tacoma
19 area. That's -- that's my feeling.

20 And in regards to transit, I ask that in regards
21 to transit, that the transit station have a stop at
22 the mall again like it used to. Being across the
23 street from the mall is burdensome to every disabled
24 senior, anybody who has to get to the mall. And I
25 think it's dropped people coming to the mall because

1 the transit bus drop-off is across the street.

2 I took the bus once in the winter and had to walk
3 from across the street to the mall, and I swore I'd
4 never do it again. And that's because my vehicle was
5 broken down. I don't know how the elderly do it. I
6 don't know how disabled people do that. But it has
7 to be reconsidered in the plan, that people be
8 dropped off. If you want buyability at the Tacoma
9 Mall and people to attend the Tacoma Mall, the
10 transit center needs to be there at the mall where
11 people can have access, direct access to the mall.
12 Thank you.

13 CHAIR WAMBACK: Thank you.

14 Okay. We have Christian, then Francesca, and
15 Beverly.

16 CHRISTIAN KONOPASKI: Okay. I'm
17 Christian. I'm here to represent myself and
18 Francesca. We own a multifamily property in the area
19 that's under discussion. And while I'm in favor of a
20 lot of the concepts in the plan, the City has failed
21 to implement a number of the concepts that are
22 already in the plan; namely, paving streets,
23 sidewalks, storm water.

24 We've had two years now of new taxes that are
25 supposed to be funding this. We have third-world

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1 streets in our neighborhoods. We have no sidewalks.
2 We have gigantic lakes when it rains. And the City
3 is not funding any of these neighborhoods. They're
4 funding streetscaping projects in the Lincoln
5 District or downtown. And we want to spend a hundred
6 million dollars on this project.

7 I object to any funding by the City for any new
8 projects until they bring the City's infrastructure
9 standards of streets, sidewalks, and storm water
10 drainage up to modern standards.

11 CHAIR WAMBACK: So that was
12 Christian speaking on behalf of himself and
13 Francesca. So that means Beverly Bowen Bennett,
14 Gerald Pleasant, and Stuart Johnston. And then
15 Stuart is actually the last person that's signed up.

16 And as I mentioned earlier, after we exhaust the
17 sign-in list, I'll see if there's anybody else who
18 wishes to speak who hasn't already spoken.

19 BEVERLY BOWEN BENNETT: Thank you.
20 There's a man who understands a short woman when he
21 sees her. Does that count on my three minutes?

22 CHAIR WAMBACK: No.

23 BEVERLY BOWEN BENNETT: Okay.

24 CHAIR WAMBACK: We'll start the
25 three minutes now.

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1 BEVERLY BOWEN BENNETT: All right.
2 I wanted to make sure that you knew that I read this
3 entire document and understand it perfectly.

4 CHAIR WAMBACK: Excellent.

5 BEVERLY BOWEN BENNETT: Not.

6 CHAIR WAMBACK: Just don't quiz me
7 when you go for a walk.

8 BEVERLY BOWEN BENNETT: I stalk him
9 because he works by where I walk. I think it's his
10 fault, not mine.

11 I'm going to limit myself to three things tonight
12 because you only gave me three minutes. No front
13 doors on alleys. Now, I read in one of those
14 documents that we were going to kind of make it okay
15 if the developer was willing to make it look like a
16 street or a mews. Well, I say then, if it's a street
17 or a mews, the front door's not on the alley. So
18 there would be no reason in God's green Earth that it
19 could not say in clear terms that everyone would
20 understand "no front doors on alleys." And actually,
21 in the very original document that was given to me,
22 Elliott, at the very, very first meeting and showed
23 the goals of this plan, no front doors on the alley
24 was one of those goals. I was surprised when I found
25 that.

1 Now I want to talk about Metro Parks. It has
2 come to my attention that the matrix that they use
3 for deciding where to put their parks has to do with
4 the geography of an area and nothing to do with the
5 population. So the number of apartments, townhouses,
6 four-bedroom units that are now existing in the west/
7 southwest quadrant of the subarea plan is not
8 reflected as a need. We have one little corner,
9 according to one of the pictures in there, that says
10 that we are not currently having enough parks.

11 Did any of you go by that park that is not a
12 park, that is in the Lincoln Heights? It's not a
13 park. But I tell people there's a park there. They
14 say, "Where?" Then when they go by, they say, "Oh,
15 yeah, I see it now." But it's not a park.

16 And then I'm going to stand up for the wall
17 walkers -- mall walkers. I said that wrong. Mall
18 walkers. It has come to my attention -- I know in
19 the winter I've been doing it, walking in the mall.
20 And rather than the rain or the snow, I go to the
21 mall. There are hundreds of people of all ages that
22 walk in the mall. We even have a secret entrance
23 where we go in before it's quite ready for us to go
24 in and walk the mall.

25 There's a gentleman who comes all the way from

1 Eatonville to walk our mall because the mall that's
2 in Puyallup on the South Hill is not conducive for
3 walking. So when we talk about our connectivity,
4 it's a little scary to me if we do something to make
5 it difficult for the mall walkers to do their loops.
6 So I know it's a small thing, but there really are
7 hundreds of people who walk every single day in that
8 mall. Thank you.

9 CHAIR WAMBACK: Thank you.

10 All right. The last two people that we have
11 signed up are Gerald Pleasant and Stuart Johnston.

12 No? Gerald? Stuart? Neither of you?

13 All right. Well, that concludes the list of
14 people that had signed up to testify. If you have
15 not already spoken tonight, but you would like to
16 avail yourselves of three minutes to speak your piece
17 to the Planning Commission, I would invite you to
18 first raise your hand to let me know if there is
19 anybody interested. I see a couple people.

20 All right. So could you -- we don't have another
21 sign-in list, do we? Oh, we do? Okay. So let's do
22 this. We'll just start at the front of the room and
23 work our way back. Either before you speak or right
24 after you speak, if you would do me the favor and
25 write your name down on the sign-in sheet. Then we

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1 have the record. Thank you.

2 BOB BEARDEN: Hi. My name is Bob
3 Bearden. I've been working with Elliott and his
4 group since the onset of this project started. And
5 just like Beverly before me, I have read the EIS.
6 Okay? Believe it or not, I borrowed it from him last
7 week and was able to finish it. There's a couple of
8 issues in there that is just concerning that either
9 the public did not get a chance to -- or really state
10 what they really wanted to even though we heard it at
11 these numerous public groups.

12 One is the vegetation. The mayor wants 40
13 percent of the town covered in the next 10 years.
14 Okay. We know we're getting rid of the mayor. No
15 problem there.

16 However, what has been decided is deciduous trees
17 versus evergreen. Tacoma has a problem in the winter
18 with the pollution in the air. Most of us old folks
19 and younger ones or those with disabilities have
20 problems breathing during that time. If you continue
21 to plant deciduous at 60 percent versus 40 percent,
22 that's not going to help us.

23 Besides that, as was previously stated, this is a
24 transient community. Nobody takes care of the
25 gutters. They wait until there's huge water puddles

1 out there and they call the City as an emergency.
2 Evergreen trees will prevent that. So we need to
3 take a look at the types of trees that's going to be
4 presented overall. And this is going on for future
5 projects throughout Tacoma also.

6 Another thing is, when the City brought in
7 designers to start this project, they brought them in
8 from New York City and Washington, D.C. You probably
9 know who they are already. You probably talked to
10 them. They continually talked about people liv -- or
11 enjoying their afternoon on stoops. Tacoma does not
12 have stoops. New York City and "Washington, D.,"
13 has stoops.

14 Now, for those who don't know what stoops are,
15 it's their front porch or their steps, which is right
16 on top of the sidewalk next to the roadway. In other
17 words, there is no yard. There's nothing but street,
18 sidewalk, and stoops to sit on. Kids and family does
19 not have an opportunity to sit out and enjoy what
20 little summer we do have here in Tacoma. So we
21 really need to get rid of that concept design where
22 peoples gonna sit on their front porch and love what
23 Tacoma has to offer.

24 Developments. Development had a strong input
25 into this project. Development came on strong at

1 almost every community meeting, saying that, "We
2 need, we need, we need. We need the City to give us
3 this and this and this." We need to stop giving
4 development everything in the world, 10 years' worth
5 of tax-free property, 10 years' worth of tax-free
6 water/sewer. We need to stop doing this and make the
7 developers responsible for brown water recycling in
8 the future. They can build a multilevel apartment
9 complex and not be responsible for collecting
10 rainwater or anything else within their building.

11 Technology has allowed us to do this on numerous
12 occasions. So to cut down even the water issues in
13 the, not necessarily sewer, but definitely brown
14 water, they can make some recycling or utilize
15 holding tanks on brown water instead of just putting
16 it down the sewers and sending it on down the system.
17 They can utilize this.

18 It is important that -- and Elliott caught
19 this -- that development and the City and community
20 buy into these things together so that parks that can
21 be built outside of large apartment buildings or
22 whatever can be possibly purchased by the developers
23 and put in place, maintained by the parks department
24 or whatever, in addition to what's already being
25 planned, which is, as Beverly suggested, doesn't

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1 really fit the population of where people live. I
2 mean, it's great if you're a bicyclist. You've got
3 places to stop along the way between mercantile, but
4 not residential.

5 So my time's up, but thank you very much, folks,
6 for listening.

7 CHAIR WAMBACK: Thank you very much
8 for your time tonight. Make sure you sign up on
9 that --

10 BOB BEARDEN: I will.

11 CHAIR WAMBACK: -- sheet that he
12 has right back there.

13 I don't know who signed up next, so just...

14 JOHN BURKHALTER: I'm taller than
15 that. My name is John Burkhalter. I represent
16 Michael's Plaza. And I know I stand before you many
17 times talking about connectivity. And I do want to
18 thank you for listening to us and taking our
19 comments, and I'd like to thank Elliott for, I'm
20 sure, countless more meetings that he's been to than
21 I have.

22 You know, the plan is -- is needed. I mean, we
23 need to have a plan. We need to know where we're
24 going in the future. The idea is to have thoughtful
25 growth and revitalization, which the community in

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1 that area really needs and we would love to see. I
2 even heard Elliott mention today that, you know, the
3 plan is to promote growth. And I agree with that.
4 But some of the things in the plan I think don't
5 promote growth. And, you know, as you all know, one
6 of those issues for us is connectivity.

7 And the reason being is, we currently have 65
8 feet of height in zoning, and we will not build a
9 project that's 65 feet tall in the next 20 years,
10 unfortunately, unless something radical happens. And
11 so by requiring dedication of right-of-way and all
12 the improvements that go along with that, and I -- I
13 think you guys -- I don't know if you heard my speech
14 in the transportation commission, but we're talking
15 an acre and a half of roads, sidewalks.

16 For every acre, that's roughly 20,000 cubic feet
17 of detention and storage. At 10 bucks a foot, it
18 would be about thirty -- \$300,000 for just that, not
19 to mention the collection systems, the asphalt, the
20 curbs and gutters. I can't even remember the
21 numbers. But it's a lot of money, and it all adds
22 up.

23 So if we can't build a 65-foot project now, the
24 zoning that we're getting out of the plan is 75 feet,
25 up to 120 feet with bonuses. You could see where

1 that devalues the property because we can't even
2 build a project today. So in some respects, by
3 having such a vision, we're actually stifling growth.

4 And so I was hoping that the Commissioners would
5 think about potentially stepping back and maybe
6 softening the language. You know, at least saying,
7 Hey, when the development happens, you need to look
8 at this and you need to provide, you know,
9 consultants and information about how that
10 connectivity would benefit your project or our
11 project and, you know, benefit the neighborhood.

12 I'm sure it would benefit the neighborhood. I'm
13 not sure it would benefit our project, but that's a
14 whole nother story. And then if we couldn't think
15 about that, maybe think about the idea where, you
16 know, if we're gonna have ground-floor retail, it
17 certainly behooves us to provide sidewalks and
18 connectivity to make sure that we have plenty of
19 storefronts and plenty of opportunities for people
20 to, you know, spend money and bring in sales tax.

21 So if we could -- you know, we can do biking, we
22 can do pedestrian stuff, but we don't have to
23 dedicate a road to do it. There's so many things
24 that come out of that, that cause problems for
25 development, that I just hope that you'll think about

1 that.

2 And then one final thing is, in the interim to
3 get there, to make sure that whatever the triggers
4 are -- and I'm a little scared about some of those
5 triggers, Elliott -- that they don't -- aren't --
6 aren't too onerous. Meaning, why do I need to come
7 up with a plan for connectivity when you already told
8 me what the connectivity plan is? So that -- those
9 kind of things like, I don't want to write a report,
10 hire some consultants, and spend \$25,000 in order to,
11 you know, do a 10,000-square-foot addition. Things
12 like that.

13 And then one final thought was, I was reading in
14 the zoning code stuff, and it said, Oh, hey, if you
15 have X amount of foot or you built something right
16 next to a right-of-way over here, that you would have
17 connection to it. And I was thinking, I thought that
18 was already sort of in the building code as part of
19 ADA. It was, like, Hey, you need to be able to get
20 out of a building, have ADA access to the
21 right-of-way, I'm assuming in case of an emergency or
22 something. So I just -- some stuff to think about.
23 Anyway, I appreciate it. Thank you.

24 CHAIR WAMBACK: Thank you.

25 Welcome.

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1 J. J. McCAMENT: Thank you. J. J.
2 McCament, McCament & Rogers, 708 Broadway in downtown
3 Tacoma. Elliott had challenged us at last week's
4 public meeting about coming up with our vision for
5 the northwest quadrant of the Tacoma Mall subarea
6 plan. And I cannot say that there has been any work
7 done on a -- on a northwest division with all of the
8 property owners. And I'm not a property owner
9 either. But being familiar with the area, I thought
10 that I would put together some rough notes and at
11 least share those with you. So, Elliott, this is in
12 response to your request.

13 My vision for the northwest quadrant. I'm
14 speaking only for myself. City-led improvements and
15 economic development efforts that help create a
16 strong and healthy neighborhood economy necessary to
17 spur a fresh look and feel for the neighborhood where
18 pride of ownership is evident and property owners and
19 tenants prosper.

20 An overall cool physical setting that encourages
21 property owners to invest in their properties,
22 existing businesses to expand, and new businesses to
23 bring jobs, services, and entertainment. The private
24 dollar follows the public dollar as the northwest
25 quadrant responds to stronger market demand. In

1 essence, a riding -- a rising tide that lifts all
2 boats.

3 Contributing to the fresh look and reputation for
4 the northwest quadrant, a couple items that I saw:
5 Newly surfaced streets with underground utilities,
6 street trees, sidewalks, streetlights, sidewalks
7 built the length of every street, and bicycle and
8 pedestrian connections to regional trails.

9 Landscaped commercial frontages with regular
10 maintenance. Crime-free and garbage-free. Tasteful
11 signage. South Cedar and 35th extended westerly to
12 connect to South Tacoma Way on the Water Flume Trail.

13 Expanded Pierce Transit bus service and a new
14 Sound Transit station to serve the neighborhood. And
15 finally, a medical campus, restaurants, and
16 entertainment that combine to make this a happening
17 place, both day and night. Thank you.

18 CHAIR WAMBACK: All right. Since I
19 don't have the sign-in sheet. Justin.

20 JUSTIN LEIGHTON: Steal my thunder.

21 Justin Leighton. I live in the Hilltop, 2149
22 South "M" Street. I'm here, I'm going to do what I
23 effectually call the David Bowe, where I'm going to
24 wear several hats. And I will let you know when I
25 take one hat off and put on another.

1 The first hat that I'm going to put on tonight is
2 I'm the cochair of the transportation commission.
3 And at our last meeting we had a good discussion with
4 Elliott about this subarea plan. And it is my
5 understanding that at one of your meetings you had
6 sought the transportation commission's point of view
7 on 37th Street. We haven't had an opportunity to get
8 there yet.

9 However, we -- I just want to let you know we do
10 have a subcommittee working on it and we will discuss
11 it at our next meeting and get a comment letter to
12 the Planning Commission, what we think not just about
13 37th Street, but generally how the plan in a
14 transportation perspective fits into the rest of the
15 city and what -- the transportation master plan. I
16 was telling Beverly, only us nerds carry around plans
17 in our cars and in our -- our bags.

18 Taking that hat off and just putting on "citizen
19 Justin" hat, I've had the great opportunity to
20 doorbell this district three times over and talking
21 with these neighbors about their community, folks
22 like Beverly Bowen Bennett. And not just walking
23 through their neighborhood, but understanding what
24 they want.

25 And I think that we all want a shared community

1 that is vibrant, that we encourage places where we
2 live, work, and play all in the one spot so we don't
3 have to rely on our vehicles. I think it's quite
4 interesting. We talk a lot about walkability. And
5 in the current environment -- and this is not just in
6 this neighborhood, but in all parts of our own city
7 and other cities -- these large parking lots. If you
8 end up having to park at the end of it, there's no
9 sidewalks to get you from your car all the way to the
10 front door of the businesses. That's today. In
11 fact, I actually encourage the Planning Commission to
12 work with the transportation commission to figure out
13 code to address that issue now for the entire city.

14 When I think about street trees and lighting and
15 curb gutters, I think about a city. And I am lucky
16 enough to travel around, not just this country, but
17 the world. But the places I find myself wanting to
18 continue to come back to are places that have all of
19 these elements.

20 The master plan talks a lot about super-blocks
21 and not creating those. And we need to break down
22 those barriers. There are reasons why connectivity
23 is important. It goes to the health of folks, from
24 what we've heard from the department of health. When
25 we encourage walking, when we encourage biking, when

1 we encourage folks to use transit, they're healthier.
2 And when we have a healthier community, they're
3 actually cheaper for us to serve on.

4 I was able to cochair the Hilltop subarea plan.
5 It took a long time. In fact, Commissioner Waller
6 was a part of that effort. And I understand that
7 this plan, just like that plan, is very aspirational
8 and it's going to take years and decades to even see
9 it through. And nothing in these two plans are
10 saying that it has to happen today or it's being
11 forced upon you.

12 And my last comment, if I may. As a fellow
13 commissioner that's served on other committees, it's
14 our jobs to not just hear what is being heard today,
15 but also try and represent those people that don't
16 have the privilege to come to this meeting tonight
17 because they're putting food on the table for their
18 kids or they're at work or they just didn't have the
19 ability to get here. Thank you.

20 CHAIR WAMBACK: Thank you.

21 All right. Was there anybody else?

22 Okay. So I'll remind everybody that the Planning
23 Commission will continue to accept oral testimony on
24 this topic through Friday, September 15th, 2017, at
25 5 p.m. And with that, I will close the public

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1 hearing. Did I say written testimony? Yeah, written
2 testimony. Excuse me. Thank you, Vice Chair
3 Petersen. "At the conclusion of oral testimony,
4 state that written comments may be submitted."

5 All right. So we are moving on to -- we have two
6 communications items on the agenda. So we'll start
7 with Mr. Wung.

8 LIHUANG WUNG: Thank you, Mr. Chair
9 and members of the Commission.

10 So just to reiterate your communication items.
11 First of all, you will be conducting a special
12 meeting next Wednesday, September 13th. It's a
13 special meeting because it's scheduled outside of the
14 regularly scheduled first and third Wednesdays'
15 meeting. And this particular meeting on the 13th
16 will be a public hearing. The subject of the public
17 hearing is the proposed tideflats area land use
18 interim regulations. The location will be the
19 Greater Tacoma Convention Center. The starting time
20 of the public hearing is 6 p.m. For -- interested
21 citizens can check more information on this Web
22 address: www.CityofTacoma.org/TideflatsInterim.

23 The second item is the council's IPS Committee
24 will be conducting a tour.

25 CHAIR WAMBACK: Mr. Wung.

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1 LIHUANG WUNG: Yes.

2 CHAIR WAMBACK: Before you go on to
3 that, can I ask the Commissioners to -- I'd like a
4 show of hands of Commissioners that are planning to
5 attend next Wednesday's hearing. Make sure that we
6 are not running into a quorum problem. So one, two,
7 three, four, five -- is that a "yes" or a "maybe"?

8 COMMISSIONER WALLER: That's a
9 "yes."

10 CHAIR WAMBACK: That's a "yes." So
11 that's six Commissioners. I, unfortunately, will be
12 traveling out of town. Some family matters have come
13 up. So that is six members. That is just one above
14 our quorum.

15 UNIDENTIFIED SPEAKER: That's
16 correct.

17 CHAIR WAMBACK: So that directly
18 relates into the next item. So let's transition to
19 the IPS tour.

20 LIHUANG WUNG: Very good. Thank
21 you, Mr. Chair. I'm going to call on Elliott to talk
22 about this IPS tour that will get into your
23 scheduling of the 6:00 hearing. Elliott.

24 ELLIOTT BARNETT: Testing. Ah,
25 thanks, Jeff.

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1 Chair Wamback, the IPS Committee is going to be
2 conducting a tour. It will start at 4:30, and we're
3 trying to get it done by 5:45, partially because of
4 your other commitment that night. And previously we
5 had had four Planning Commissioners express
6 willingness to go along on this -- on this ride. And
7 we do think it would be valuable and important to
8 have Commissioners there who might kind of listen and
9 relay information back and forth. So there's no
10 question of the value, but at the same time, you're
11 very busy.

12 So hoping to get it done by 5:45. In fact, if
13 you wanted to make sure you were done by, say, 5:30,
14 we could work with you and figure out where to leave
15 your car on the route and be sure to get you at least
16 a half an hour to go from one meeting to the next.

17 With that, there had been four Commissioners
18 expressing interest. And, great, I see Commissioner
19 Edmonds, I think, expressing that you can join us on
20 that tour. So that is great.

21 Are there other Commissioners who are able to
22 carve that time out?

23 COMMISSIONER EDMONDS: Am I the
24 only one?

25 ELLIOTT BARNETT: Going once.

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1 CHAIR WAMBACK: I think that
2 Commissioner Beale had expressed an interest, but I'm
3 not sure. I'm playing e-mail tag. I'm not sure if
4 he's actually going to be available next week.

5 The thing that I am concerned about -- again, I
6 apologize. I'm not going to be able to be in town.
7 But it's crucial that we have a quorum of
8 Commissioners present so we can start the hearing at
9 6 p.m. Since we're expecting so many people to
10 attend, I would say that the hearing at 6 p.m. is far
11 more important than joining the city council, so...

12 ELLIOTT BARNETT: Agreed.

13 CHAIR WAMBACK: I think if
14 Commissioner Edmonds is the only Commissioner that's
15 going to go on the tour, I think it's good to have a
16 Planning Commission presence, but at least having
17 five people so we can start the meeting on time,
18 'cause we may have a lot of people there. And the
19 longer --

20 COMMISSIONER EDMONDS: I will be
21 there at --

22 CHAIR WAMBACK: So --

23 COMMISSIONER EDMONDS: -- the
24 meeting.

25 CHAIR WAMBACK: All right. Well...

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1 COMMISSIONER EDMONDS: I'll drive --

2 CHAIR WAMBACK: Good luck on --

3 COMMISSIONER EDMONDS: -- behind --

4 CHAIR WAMBACK: -- parking.

5 So -- so that's -- is there any special
6 arrangements made for parking at the Convention
7 Center for all the attendees? Are the garages going
8 to be open that night? We'll take -- take transit.
9 That's a good -- busses and transit? I've heard of
10 those things.

11 Okay. So Commissioner Edmonds will be joining
12 you, Elliott. And we'll get some other folks, as
13 long as we don't run into a quorum problem.

14 ELLIOTT BARNETT: And other folks
15 who are here, if you're interested in joining that
16 tour, come and ask me about it and I can give you the
17 details. Thank you.

18 CHAIR WAMBACK: Thank you.

19 Is there any other business before the Commission
20 tonight? Any members have anything else they'd like
21 to add?

22 All right. Well, I'd like to thank everybody for
23 joining us tonight. Thank you for staff for
24 arranging this location in the south Tacoma area.
25 And with that, I'll call this meeting closed.

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(Meeting adjourned at
6:36 p.m.)

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2 County of Pierce) ss a certified court reporter
3) in the State of Washington, do
4 hereby certify:

5 That the foregoing meeting of the CITY OF TACOMA
6 PLANNING COMMISSION was had in my presence and adjourned on
7 September 6, 2017, and thereafter was transcribed under my
8 direction; that the transcript is a full, true and complete
9 transcript of the said meeting, transcribed to the best of
10 my ability;

11 That I am not a relative, employee, attorney or counsel
12 of any party to this action or relative or employee of any
13 such attorney or counsel and that I am not financially
14 interested in the said action or the outcome thereof;

15 IN WITNESS WHEREOF, I have hereunto set my signature on
16 the 13th day of September, 2017.

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