

PUBLIC REVIEW DRAFT COMMENTS



Comments (batch 2)

- Bowen-Bennett, Beverly 09-15-17
- Burkhalter, John 09-15-17
- Chipps, Eric – Sound Transit 09-18-17
- Fyalka-Munoz, Valerie 09-15-17
- McCament, J.J. 09-15-17
- McDaniel, Christine 09-14-17
- Merton, Maddie, Tacoma Pierce County Economic Development Board 09-15-17
- Stavish, Darin, Pierce Transit 09-15-17
- Terwilliger, Debbie, Metro Parks Tacoma 09-15-17
- Underwood-Bultmann, Liz, Puget Sound Regional Council 09-15-17
- Council IPS Committee meeting minutes 09-13-17

9/15/2017

Attention Tacoma Planning Commission

From Beverly Bowen-Bennett 4329 S Alder street Tacoma 98409

bbowenbennett@yahoo.com 253-651-0901

What I want to see in the Tacoma Mall Subarea Plan

I understand many of my concerns about the Tacoma Mall sub area may fall under design standards that may or may not be covered in the original document. It is my hope, mentioning them here will assure their consideration when specific codes are written concerning the infill in this neighborhood.

For someone who has never before worked on any planning short or long term within a city, this project required a steep learning curve. If in fact citizen input/involvement remains a goal for such future endeavors, I highly recommend a definition of terms at the original formation meeting. I also recommend when establishing a stakeholder committee those who give their time need to understand the time commitment at the beginning of the process. Almost more importantly stakeholder meetings need to be just that without opening to public at each meeting with newbies covering ground, asking questions answered or understood by stakeholders several meetings previous. The meetings need to have a purpose. After having attended hours of meetings and every day of the charrette, yesterday on the bus tour I learned of roundabouts planned at steele street and Tacoma mall boulevard with the transit center being moved to where firestone tire building and surrounding parking lot now sit for the first time.

I can not tell you how many times at “stakeholder” meetings we were once again ask to come up with a name for this area when the meat of the question is building standards, parks and play areas, streets, sidewalks and yes parking. There will be a future with a lot less single occupancy vehicles but we are not there yet. I hope the planning commission finds my concerns and contributions useful. I am more than willing to meet with any of you to clarify or explain my concerns and ideas.

Affordable units in all apartment complexes 15% sounds reasonable.

Consider an intergenerational housing complex such as being planned by the Tacoma Housing Authority.

Direct off ramp from I-5. Having the ramp go directly onto the Tacoma Mall boulevard as currently being suggested seems almost perfect to me

No front doors on the alleys. If developers are required to turn the alleys into a Mews, court yards or streets, the front doors then would not be on an alley. I want to see the wording **No front doors on the alley.**

A community HUB such as Madison school sight with basketball court, play area for children and seniors, meeting space, and possibly even 21st century library.

A movie theater, continuing the walk ability, and neighborhood events such as art displays in the Mall could turn the mall into a community resource as well as a shopping destination.

Light rail to area continue to encourage sound transit to not only study the feasibility but begin planning for the density we expect

Permeable streets throughout SW quadrant to optimize water quality draining into both Chambers Bay and the Foss water way

Limit on # of townhouses until design standards can be put in place to limit pitch of stairs, drive ways accommodating vehicles parking “easily” into the garage, and the structures add to the general feel of community.

Trail Connection to the Water flume trail from within the sub area two obvious connections are through public utility owned property at about 45th and union and taking cedar street through to south Tacoma Way.

I am not a fan of the loop road. It seems to me much more important to have viable access and egress to and from neighborhood.

Sidewalks of course but just as importantly pedestrian crossings for all streets including Pine and 38th at least ever 1-2 blocks especially at critical junctions such as 40th street to Post office across pine.

Before density in SW quadrant is finalized I want more scientific evidence as to at which point the permeable streets can or can not accept traffic.

From: gassigns@frontier.com
To: [Barnett, Elliott](#)
Subject: TMNSP; Comments
Date: Friday, September 15, 2017 5:19:32 PM

Elliott-

To reiterate all my previous public testimony.

The plan is too bold in asking for the 37th street ROW and improvements. It will devalue our property as the current zoning is not supported by the market at 65 feet and the granting of zoning height up to 75 feet and 120 feet with incentives will not be supported by the market anytime in the next 30 years and therefore does not come close to offsetting the cost of the new street requirements. In fact, the requirement actually discourages re-development because it makes development even more expensive and certainly less profitable, exactly opposite of the intent of the plan to create a vibrant, active community. Maybe this plan would make sense 50 years from now, but it doesn't today with the goals the plan is trying to achieve of a vibrant community for business and people to live and play.

If the plan must include this connection then the triggers must be increased significantly to ONLY significant development projects (tear down and re-build developments). These connectivity plans and busy work need to be removed from the code as they are far too onerous and don't provide any significant value, and are nearly impossible to administer considering other property owners would have to agree to our rendition of "the plan". The City is overstepping in this regard as the ask is too great for the return to the property owners.

Forcing connections and pathways as part of minor TI work, interior or exterior, or building additions is also overstepping in regard to ask versus return. The revamping of existing parking and drive isles to insert a pathway just adds expense for very little benefit.

Thank you for all your openness and communication. I appreciate it even though we may not agree on all the issues.

Thanks.

John Burkhalter
425.246.7050

From: [Chipps, Eric](#)
To: [Barnett, Elliott](#)
Cc: [Levy, Chelsea](#); [Kitsis, Karen](#); "dstavish@piercetransit.org"; dbloom@intercitytransit.com
Subject: RE: PUBLIC REVIEW DRAFT SUBAREA PLAN AVAILABLE
Date: Monday, September 18, 2017 1:32:40 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Elliott:

Congratulations on completing the Tacoma Mall Neighborhood Subarea Draft Plan and Draft EIS. We appreciate the invitation and opportunity for Sound Transit to review and comment on these documents. Our comments are provided below. Please let me know if you have any questions or would like to discuss.

Thanks, and look forward to continued collaboration with the City on improving its transit services and ridership.

Best regards,
Eric

Eric Chipps
Sound Transit
Office of Planning and Innovation
Office: (206) 398-5020
Email: eric.chipps@soundtransit.org

=====

-
Sound Transit Comments

DRAFT SUBAREA PLAN

Action T-9 (pg. T-18)

Changes to ST Express bus service are considered and proposed through the annual update of the Sound Transit's Service Implementation Plan (SIP). The current 2017 SIP does not anticipate any additional stops along ST Express services between Lakewood and Tacoma Dome station or Seattle. An additional stop serving the Tacoma Mall transit center would increase the travel distance and time of existing ST Express routes that utilize I-5 through the Tacoma Mall area. Such an increase would require service hours being removed from other routes, or additional service hours that are not anticipated in the 2017 SIP.

Action T-13 (pg. T-18)

Note that adding a Sounder station between South Tacoma and Tacoma Dome stations was not considered in the most-recent update of Sound Transit's Regional Transit Long-Range Plan (in 2014), and funding for a new Sounder Station is not included in the 2016-approved ST3 system plan.

Table T-2, Project 6 (pg. T-27)

The proposed project is to study and design a new, relocated Tacoma Mall transit center and anticipates that this facility could be utilized by both Pierce Transit and Sound Transit services. While the potential for light rail high-capacity transit (HCT) service between Tacoma Dome and DuPont via the Tacoma Mall area is included in the 2014 Long-Range Plan, and a planning study of extending light rail from the Tacoma Dome to Tacoma Mall is funded in ST3, the schedule for conducting this study has not been determined. Using past agency practices as a rough guide, planning studies for future high-capacity transit corridors would likely not commence until midway through the implementation of the current system plan, which for the ST3 plan would approximately be the year 2025-to-2033 period. Hence, it may be premature to identify Project 6 as a "Near-Term Priority" project in Table T-2 if coordination with a future Sound Transit HCT planning study is desired and anticipated. Perhaps incorporating Project 6 into Project 8 (i.e., the "Mid-Term" project for a new transit center) within the table is more prudent.

Transit Investments (pg. T-36)

Refer to comments above regarding ST Express bus service changes, Tacoma Mall transit center, and the future HCT planning study.

DRAFT EIS APPENDIX

Appendix B - Existing Plans and Policies (pg. PP-2 and pp. PP-35/36)

Even though I realize this appendix was developed in March of 2016 prior to ST3 plan being approved by the voters the following November, you may want to update it to include a note acknowledging that ST3 (technically, the "Sound Transit 3 Regional Transit System Plan for Central Puget Sound") has passed and Sound Transit has commenced its implementation. You may also want to clarify that the plan includes a project for extending light rail to Tacoma Dome (by 2030) station but not to "to the Tacoma Mall Regional Growth Center" (as stated on pg. PP-36, last sentence of *ST LRP Goals* section).

=== *End of comments* ===

From: Barnett, Elliott [mailto:elliott.barnett@ci.tacoma.wa.us]
Sent: Friday, September 01, 2017 3:24 PM
To: Levy, Chelsea; Chipps, Eric; 'dstavish@piercetransit.org'; dbloom@intercitytransit.com
Subject: RE: PUBLIC REVIEW DRAFT SUBAREA PLAN AVAILABLE

Hi Chelsea, Eric and Darin and Dennis,

It would be ideal to receive comments on the transit related actions from your agencies. That would be very helpful. Can you swing that by 09/15? Thank you!

The transit actions are on pages T-17 to T-19. I will paste them below:

From: [VALERIE MUNOZ](#)
To: [Barnett, Elliott](#)
Subject: TACOMA MALL SUBAREA- COMMENTS
Date: Friday, September 15, 2017 3:17:24 PM

Dear Elliott, Planning Commissioners, and City Council,

I'm Valerie Fyalka-Munoz. It has been wonderful working with all of you. I have been in Real Estate in the Tacoma Area for over 40 yrs. I'm from Tacoma. I help manage Michael's Plaza at 2921 S 38th. I have been going to these meetings for over 18 mos.

The Tacoma Mall Neighborhood Plan places an excessive burden, and encumbers Michael's Plaza with new roads on the Medium term and long term Vision maps. The roads and 37th street will Restrict Business, Devalue the property and Restrict the ability for future Development. The Topography has a difficult 20 ft Slope coming off of Pine Street. The cost to construct a road will be a very costly endeavor and will restrict the property.

Presently Michael's Plaza has 8 entrances for ingress and egress.

The City Planners would be wiser to develop and improve the existing road system and right of way's and not encumber and Burden the Commercial Property Owners with 37th and other Roads.

THE TACOMA MALL NEIGHBORHOOD PLAN IS AN EXCESSIVE TAKING OF PROPERTY RIGHTS. THE PLAN IS UNCONSTITUTIONAL.

THE NEXUS AND PROPORTIONALITY IS UNREASONABLE.

WE ARE GOING TO DEFEND OUR CONSTITUTIONAL RIGHTS AND WILL HAVE TO LET THE COURTS DECIDE.

It's always a Pleasure doing business with the City of Tacoma.

Thank you,

Valerie Fyalka- Munoz

From: [J.J. McCament](#)
To: [Barnett, Elliott](#)
Subject: Public Comment - Tacoma Mall Subarea Plan
Date: Friday, September 15, 2017 12:06:01 PM

Good morning, Elliott:

I have one burning issue that I would like to raise in the discussion concerning the Tacoma Mall Subarea Plan – the future presence of the United States Postal Service (USPS) in the Tacoma Mall Neighborhood. It would be short-sighted to displace significant postal facilities in order to achieve other goals in the Tacoma Mall Subarea Plan, such as the relocation of the Pierce Transit Center. I am not against the relocation of the transit center; I support a relocation that would improve connectivity to local and regional destinations for residents, employees, shoppers, and commuters. I simply feel there are benefits to the presence of the post office that haven't been brought forward. For example:

1. Retail is changing and more goods are being delivered via postal services, both public and private.
2. Businesses that ship goods consider a nearby postal facility a competitive advantage in the race to meet customer demand and exceed customer expectations.
3. The presence of USPS in close proximity to catalyst sites identified in the Subarea Plan is a plus.
4. Site location checklists are routinely used in the recruitment of new businesses by economic development organizations. Proximity to shipping and receiving facilities such as the U.S. Post Office, UPS, Fed Ex, and other carriers is important to businesses when they are considering where to expand operations, start a company, or relocate their offices and headquarters.
5. When the postal service consolidated facilities a number of years ago, some communities, notably our state capital, lost their postmark. Tacoma's postmark is now stamped on all the regional mail that goes through the facility. Personally, I think that is a benefit of tremendous value to our community and our economic development efforts.
6. The relatively large properties owned by the post office provides flexibility for future modes of package delivery. One local architect recently came up with an exciting concept that incorporated drive-through stations for package pick-up and returns.

If and when USPS decides they want to vacate their present facilities, the city will mount a campaign to keep them in our community. Let's embrace them now and consider USPS the valuable partner they are in supporting local businesses and providing services to residents.

J.J.
253-219-7962

P.S. Neither I nor anyone from my family has ever worked for the U.S. Postal Service!

From: [McDaniel, Christine](#)
To: [Barnett, Elliott](#)
Cc: [Antonakos, Jetta](#)
Subject: Tacoma Mall Subarea Plan
Date: Thursday, September 14, 2017 1:04:27 PM
Attachments: [image001.jpg](#)

Hi Elliott,

Thanks for chatting with me today. As you already worked with Gary Kato, I hesitate to recommend big changes to the plan, but it seems fair to mention recycling along with waste disposal as a consideration. As you mentioned, it fits in with the overall goals of the city as a leader in Sustainability. Here are the comments I prepared a couple of weeks ago, followed by some additional thoughts.

In my review of the Tacoma Mall Neighborhood Subarea plan, I saw mention of several aspects of care for the environment and the quality of life of the people who live in work in the neighborhood, but little to no mention of opportunities or infrastructure for recycling.

For example, Chapter 7, Environment, deals with storm water runoff, tree canopy, and “regional conservation of farms and forests”, with no mention of recycling opportunities. Chapter 8, community vitality, sets Action CV-3, “Rebrand the neighborhood as a “green neighborhood,” celebrating planned improvements in green storm water infrastructure, parks, and tree cover.” Chapter 10, Utilities and Services, Goal US-1 States, “Ensure availability of utilities at appropriate levels of service to support the Neighborhood’s existing and planned development.” Goal US-2: “Minimize impacts...associated with the siting, development and operation of utility services and facilities.” Action US-4: “Revise development regulations to require two-family, three-family, and townhouse developments to provide a consolidated location for storage of solid waste containers, direct street access pickup, and if needed space for a shared waste collection service.”

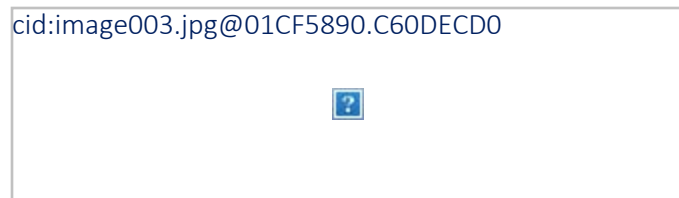
I believe that as part of a vital neighborhood, especially one branded as a “green” neighborhood, infrastructure improvements should consider access to recycling as a part of new development plans. There are several places in the report that could include mention of access to recycling by residents, especially those of multifamily units.

It is possible that recycling and food/yard waste is considered a part of “utility services,” and “solid waste,” and thus was not forgotten or ignored. It is true that recycling and food/yard waste is not required, so it may have been overlooked. It would be great if all future construction was at least planned with the possibility of recycling in mind.

I also wonder, regarding the wording of the plan, why the phrase “two-family, three-family, and townhouse developments” is used without mention of Multi-family residences. The phrase “multi-family residence” would encompass three family, townhouse developments, apartments, and assisted living facilities (and perhaps others that I forgot.)

Happy to chat with you further, if you wish.

Regards,
Christy McDaniel
Coordinator, Multi-Family Study Project
City of Tacoma Environmental Services
Phone (253) 594-7869



September 15, 2017

950 Pacific Avenue, Suite 410
Tacoma, WA 98402

253.383.4726
edbTacomaPierce.org

Elliott Barnett
Associate Planner, City of Tacoma
Tacoma Municipal Building
Third Floor
747 Market Street
Tacoma, WA 98402



RE: Tacoma Mall Subarea Draft Plan

Dear Mr. Elliott Barnett:

We appreciate the dedicated effort led by the City of Tacoma to organize a draft plan that will lay the framework in positioning the Tacoma Mall area as a regional retail destination and an economic driver while balancing the needs of our residents, existing and future businesses, and the community.

I'm excited to see the future potential realized for an area that previously lacked amenities and disinvestments and what this revitalization would bring to our local economy. Managing growth and fostering a thriving, attractive mixed-use urban center with a unique identity will create a setting where people want to live, raise a family, work, and play – all critical elements in economic development. Although some details still need to be worked out such as an amicable solution for the proposed 37th Street which would intersect through Michael's and Cedar's Plaza, it is still a robust and strategic plan.

I was pleased to note that the proposed plan was comprehensive and inclusive in its forward-thinking approach to addressing the issues within the neighborhood. Including, social inequity; quality housing; lack of parks and green spaces; loss of a former elementary school site; connectivity of streets; public transit options; pedestrian, bike and vehicle access; green infrastructure improvements; and retention and attraction of businesses and jobs.

All of these elements and more will help further strengthen the case for why Tacoma-Pierce County.

We appreciate your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Maddie Merton".

Maddie Merton
Vice President, Business Retention & Expansion

September 15, 2017

Elliott Barnett, Planner
City of Tacoma
Development Services/Land Use
Tacoma, WA 98402-3701

Dear Mr. Barnett:

Per your request, Pierce Transit is respectfully submitting the following comments and suggested revisions on the Tacoma Mall Neighborhood Subarea Plan Draft Environmental Impact Statement (EIS). All are found in Chapter 6 – Transportation.

Page T-17, Table T-1. MODE SHARE: Please cite the source of the data.

Page T-17, TRANSIT & TRANSIT-ORIENTED DEVELOPMENT: While we agree that the City should proactively “look ahead to potential rail and high-capacity transit (HCT) investments,” we would suggest some additional language that points out the fact that the Tacoma Mall area was not identified in the Sound Transit3 (ST3) System Plan as a connection point. Nor was it identified for potential HCT in our agency’s Long Range Plan, *Destination 2040*, as adopted in April 2016. We are, however, in the initial stages of exploring either HCT or an Enhanced Bus route along South Tacoma Way from downtown Tacoma to Lakewood with a connection to the Tacoma Mall, but that vision (non-funded) project would first need to be approved by the Puget Sound Regional Council and added as part of the update to their Long Range Plan, *Transportation 2040*, in 2018.

Page T-18, First paragraph: Refers to Figure T-5 when we believe you meant to reference Figure T-10 on Page T-19.

Page T-18, Action T-9: Capitalize *Tacoma Mall Transit Center* for consistency throughout the document.

Page T-18, Action T-11: While Pierce Transit would certainly consider relocating the Tacoma Mall Transit Center to provide 360-degree access and stimulate mixed use, transit-oriented infill development, we feel some additional language is needed to clarify that a feasibility study for a potential relocation and reconfiguration of the existing Transit Center is required first. The way it is written in the draft document currently, it assumes a relocation of the Transit Center has already been decided and a new location determined. Also note that it is listed as “the existing Tacoma Mall Transit Station,” when it is actually a transit *center*.

Page T-19, Figure T-10: We feel a caveat footnote is needed to explain that the proposed *Transit Center Potential Site(s)* as depicted in the diagram is conceptual or illustrative only. In addition, the actual location of a new, multi-modal Tacoma Mall Transit Center would need to be determined by the outcome and final recommendation of the study, as mentioned above. It would also help the reader by indicating the location of the existing transit center on S. 48th Street for reference.

Page T-25, Action T-25: Pierce Transit would suggest specifically naming the “transit agencies and other partners” you would coordinate with to ultimately bring HCT to the Tacoma Mall area.

Page T-27, Table T-2. Project List: Project number 6 lists “in conjunction with ST3 high-capacity transit study.” Has Sound Transit already agreed to participate in the Preliminary Engineering/Design phase (Phase 1) for a new Transit Center? If so, this is certainly news to Pierce Transit.

Page T-27, Table T-2. Project List: Project number 8 lists the new Transit Center with a capital cost of \$28 million. We are wondering where that cost estimate came from, as well as the project description?

Page T-36, TRANSIT INVESTMENTS: This is the first place in the chapter where it calls out the need for a feasibility study to determine the new location and type of Transit Center that could potentially serve both HCT and Regional Express service. We would suggest that this language is moved to the beginning of the chapter and reiterated throughout.

Page T-36 and T-37, FUNDING SOURCES: In the first paragraph where you indicate “Additional strategic funding partnerships with other agencies like...Pierce Transit are critical to implementing projects identified in this plan.” Although we agree with this statement, we would like to emphasize that there is no funding in our Six-Year Capital Plan identified for any of the five transit-specific projects (Numbers 6 thru 10) estimated at a combined \$59 million from the list on page T-27.

In closing, please note that Pierce Transit is grateful to the City of Tacoma’s Development Services/Land Use Division for affording us the opportunity to help reshape this regional growth center from an outdated, suburban, and automobile-dominated area to a thriving, mixed use and multi-modal activity center. These proposed changes can only help to increase both local and regional transit ridership. Pierce Transit is looking forward to further participating in this transformative project and partnering with the City however we can, up to its eventual implementation.

Sincerely,

Darin L. Stavish, AICP
Principal Planner

cc: Jay Peterson, Transit Development Manager
Peter Stackpole, Service Planning Assistant Manager
Max Henkle, Senior Planner
Eric Chipps, Senior Transportation Planner – Sound Transit



City of Tacoma
Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA 98402
Attention: Project Manager Elliott Barnett

Official Comment: Tacoma Mall Neighborhood Subarea Plan and Environmental Impact Statement

Metro Parks Tacoma (MTP) is in receipt of the Notice of Availability related to this project and specifically, the Draft Environmental Impact Statement (DEIS.) It has been a pleasure for MTP to participate in this subarea process and to be apprised of the various project milestones.

Growth target areas like the Tacoma Mall neighborhood particularly require thoughtful planning and consideration of all stakeholders, including MTP. The meetings and discussions have been valuable and informative, particularly in considering the potential unique park needs and service implications of an area expecting more urbanization. The resulting inspirational community vision confirms and further promotes the importance of parks and open spaces for this area's future. It is appropriate to forward this subarea plan as an amendment to Tacoma's Comprehensive Plan, along with policy that may encourage park service levels for special areas like this where urban densities are expected.

MTP is concerned, however, by the proposed action alternative aspect of the plan, due to the inconsistency with adopted public plans for park service levels. Current park service levels, set by MTP and incorporated into the City of Tacoma Comprehensive Plan, reflect data-driven system-wide understandings and expectations currently accepted by the wider community. While envisioning walkable parks within future sub-districts of the area is commendable, it does not yet have the support of wider constituencies which is critical for long-term success, to include potential public maintenance and operations. The Metropolitan Park District of Tacoma, for example, does not currently utilize sub-areas in defining the public park service levels. Next year, MPT will be updating the level of service standards which are part of our strategic plan. This will provide a near-term opportunity to discuss and further evaluate standards for dense urban parks within a system-wide context.

While the plans indicate that the implementation of park, green space, and urban trees may be by private parties, presenting it as a proposed action alternative in the DEIS complicates public acceptance at this time. For example, impacted jurisdictions and tax payers may be confounded by inconsistent service standards but, due to the programmed action nature of this proposal, may not have SEPA review opportunities to address concerns and impacts. Sub-area planning and laudable visioning exercises regularly encounter these kind of implementation challenges given the requirement for consistency among congruent public plans. The visionary aspect of the plan, however, is critical for instructing potential new policy and standards. For example, MTP regularly examines its strategic plans and operations to align with community vision statements as much as possible, with a current GMA-

compliant Strategic Plan Update process underway now. Ultimately, MPT shares the goal with the City of Tacoma to maintain an updated comprehensive plan that enables consistent implementation.

In conclusion, MTP recommends that the Tacoma Mall Neighborhood Subarea plan be considered in future Comprehensive Plan amendment cycles which will ensure consistency across jurisdictions. If the alternative action is advanced as programmed action, MPT requests that the record explicitly state the following:

- MPT acknowledges the suggested 5-10 minute walkability standard from a park or open space as an aspirational goal within this dense urban environment.
- MPT will be considering the addition and development of new level-of-service standards through its upcoming strategic planning process and LOS analysis. These could include standards for dense urban neighborhoods, which are not explicitly addressed in current level of service standards.
- Any discussion of new LOS standards must consider future impacts on maintenance and operations. Those impacts have not been addressed in this analysis.
- MPT is committed to working with the City, the School District and the community to address these issues.

Please contact Ms. Debbie Terwilleger at (253) 305-1086 regarding this official Metro Parks Tacoma comment.



Puget Sound Regional Council

September 15, 2017

Elliott Barnett, Associate Planner
City of Tacoma Planning and Development Services Department
747 Market Street, Room 345
Tacoma, WA, 98402

Subject: PSRC comments on draft Tacoma Mall Subarea Plan

Dear Elliott,

Thank you for providing an opportunity for the Puget Sound Regional Council to review the draft subarea plan for the Tacoma Mall regional growth center. We recognize the substantial amount of time and effort invested in this plan and appreciate the planning and stakeholder engagement develop a shared vision for this community.

We would like to note the many outstanding aspects of the draft. Several particularly noteworthy aspects include:

- Goals and actions that emphasize the city's role in accommodating future growth and providing services and amenities to support the Tacoma Mall community.
- Emphasis on environmental stewardship in the center and goals to manage stormwater, reduce emissions, and expand tree canopy coverage for the subarea.
- Provisions to support multimodal transportation choices throughout the center.
- Emphasis on health and well-being throughout the plan, with particular focus on equity, expanding nonmotorized transportation, and addressing safety and community amenities.

The draft Tacoma Mall subarea plan advances regional policy in many important ways. There are a few items that the city should consider before the plan is finalized:

- The draft plan includes growth targets for population and employment. Consistent with the Draft EIS, the plan should also include the target for housing unit growth.
- Consistent with the Regional Center Plan checklist, the transportation chapter discusses future development of a parking strategy. A parking strategy is an important way to address neighborhood access and urban form, and the city should consider including a parking strategy as a stand-alone action item. The city should also consider incorporating this work as an early implementation step. PSRC has resources and tools available to support development of a parking strategy.

Thank you again for working with us through the plan review process. There is strong work in the draft and we are available to continue to provide assistance and additional reviews as the plan moves through the development process. If you have questions or need additional information regarding the review of regional center plans or the certification process, please contact me at 206-464-6174 or LUnderwood-Bultmann@psrc.org.

Sincerely,

Liz Underwood-Bultmann
Senior Planner, Growth Management Planning

IPS Committee Minutes

September 13, 2017

Chair Mello called the meeting to order at 4:32 pm.

Council Committee Members Present: Mello, Blocker, McCarthy, Thoms (arrived at 4:34pm)

Tacoma Mall Neighborhood Subarea Plan – Bus Tour

Start Time: 4:32pm

Presenter(s):

1. Elliott Barnett, Associate Planner, Planning and Development Services
2. Dana Brown, Assistant Division Manager, Public Works

#1 - Walking to the Bus:

Discussion:

1. Discussed the proposed vision for the Madison District, aka Southwest Quadrant, as a distinctive, livable urban residential neighborhood ringed by medium-height mixed-use development
2. Discussed the importance and current underutilization of the Madison School complex
3. The Plan is for population in the Subarea to triple by 2040
4. Key actions include zoning changes, design and landscaping standards updates, and green stormwater strategies, as well as the expansion of the area west to South Tacoma Way
5. Beverly Bowen-Bennett discussed concerns about front doors facing alleys among other topics.

#2 - S. Cedar Street midway between S. 36th and 38th Streets:

Topics covered:

1. Discussed the vision for the Northwest District as a hub of commercial activity, with warehouses and light industrial in the transition area to the north and west, and potential future residential or mixed-use development, along with a transition to a more walkable and connected urban form.
2. Key actions include capital projects including South 38th St., Pine Street and other streets would be redesigned as complete streets and the Loop Road would follow Lawrence and S 36th Street.

3. Zoning and design standard changes would also apply. The group focused on the proposed connectivity requirement and in particular the S. 37th Street alignment.
4. NW quadrant currently commercial, under proposal would become commercial/industrial, some possible residential

Discussion:

1. Conversation focused on proposal to create new road to break up blocks and the concerns of property owners that that would impact their ability to make upgrades to their businesses and negatively affect the value of their land
2. Landowners feel City of Tacoma should be investing dollars rather than relying on impact or development fees

#3 - Lincoln Heights Park (S. Steele Street and California Avenue):

Topics covered:

1. Discussed the proposed vision of a major shopping and employment area with a core residential area on the hill, and the incorporating of the Pierce County Annex complex as a catalyst site within the Subarea
2. Zoning changes would decrease height and limit land uses to residential in the proposed residential core area, and increase height and change zoning from light industrial to mixed-use at the Pierce County Annex site.
3. Key public actions include street improvements including Steele Street as a portion of the Loop Road and improvements to Lincoln Heights Park, currently the only park facility in the Subarea which could use some improvement for increased utilization

Discussion:

1. Concern over lack of parks and green spaces in this area of the district

#4 - Tacoma Mall northern parking lot near the Tacoma Mall Office Building:

Topics covered:

1. Discussed the vision for the Mall District as a mixed-use town center reimagined as a walkable urban place and continued role as a retail destination with entertainment, cultural, educational and educational activities added to the mix
2. Discussed the transportation actions in this area which include improvements to 38th and Steele to improve traffic flow at city's busiest intersection, the Loop Road along Steele Street (possibly including roundabouts or other traffic calming measures)

3. The creation of an additional exit from I-5 directly onto Tacoma Mall Boulevard is a top priority project which will alleviate pressure from 38th and Steele. In addition, a transit station hub would be located north of the Tacoma Mall
4. A park is proposed in the vegetated area behind the Apex Apartment complex

Public Comment

Public comment was heard from NAME, from AFFILIATION, speaking on TOPIC.

1. Beverly Bowen Bennett, resident, several elements of the plan including the Madison Complex, design standards for new construction and park facilities
2. Valerie Munoz, KAMG Management-manages Michael's Plaza. Spoke to concerns of addition of S. 37th Street and its effect on property values
3. Charlie Brown, attorney for owners of Michael's Plaza, on the impact of adding S. 37th Street and other proposed connectivity actions to the business owners and property values

Adjournment

Adjourned at 5:53pm.