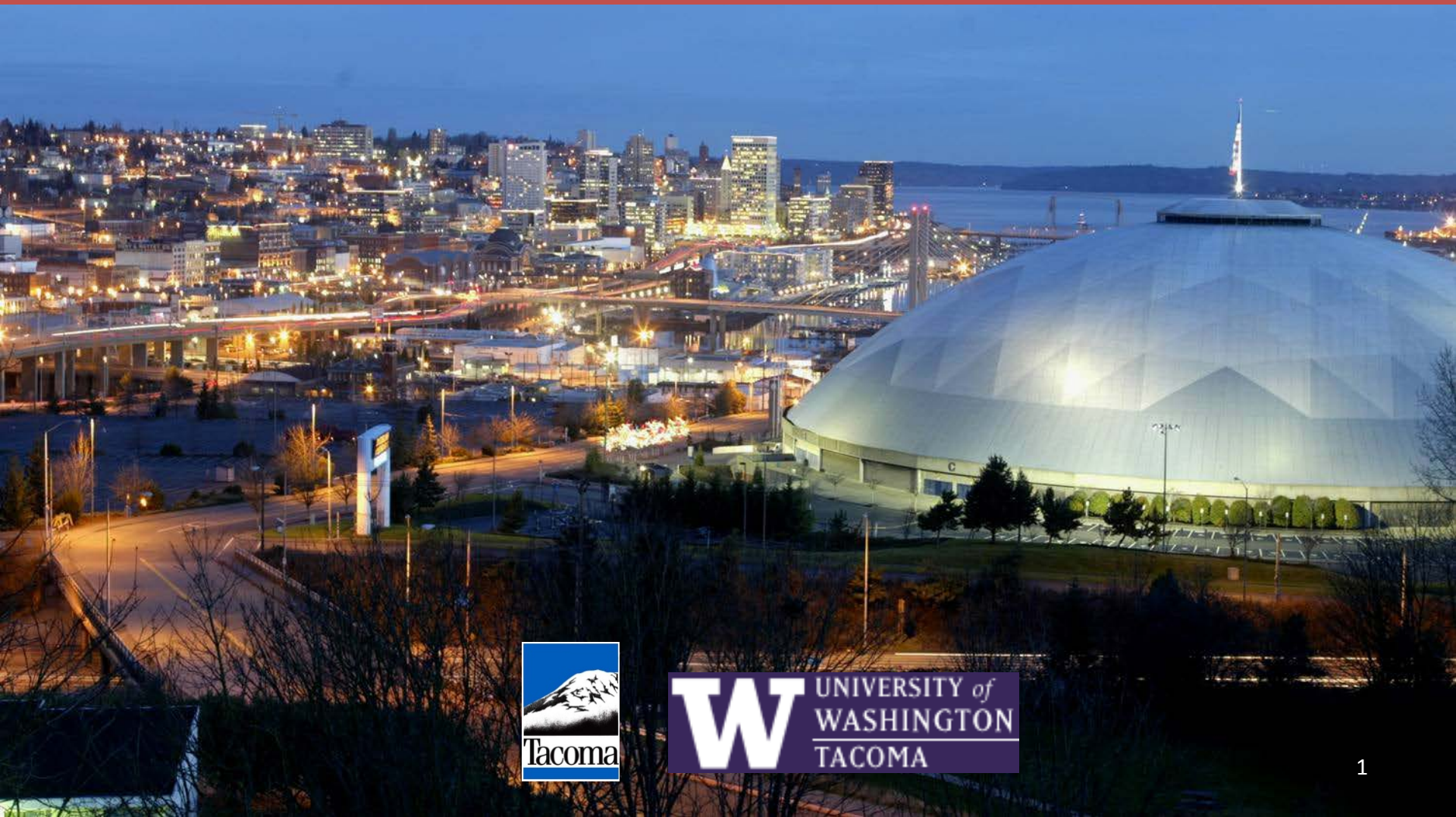
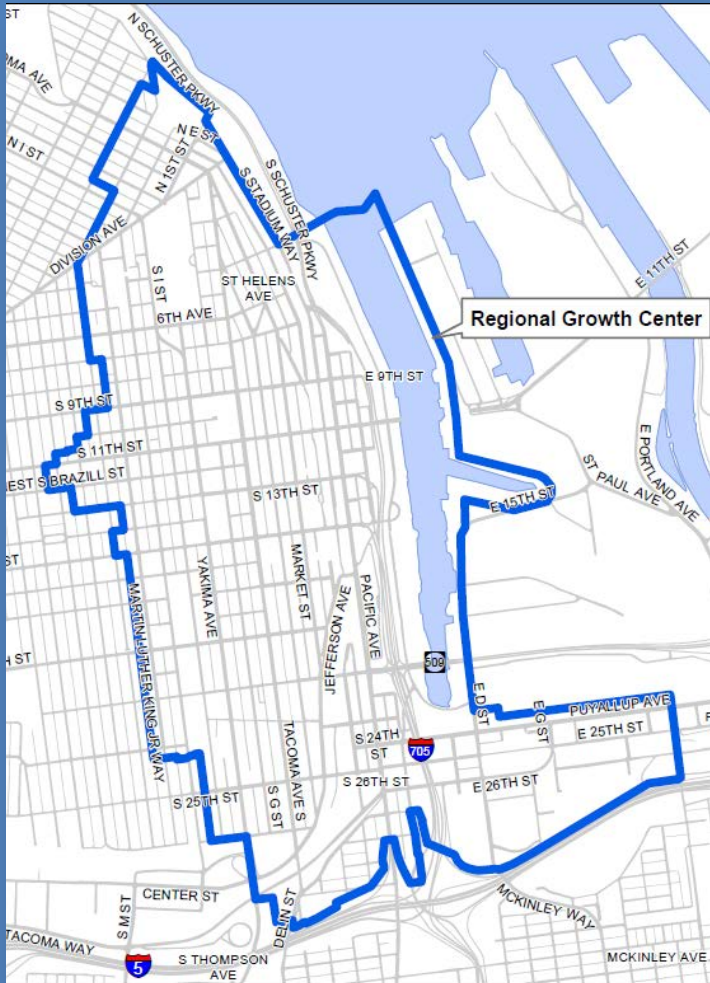


Promoting Economic Development Through Upfront SEPA Review: Lessons from South Downtown Tacoma



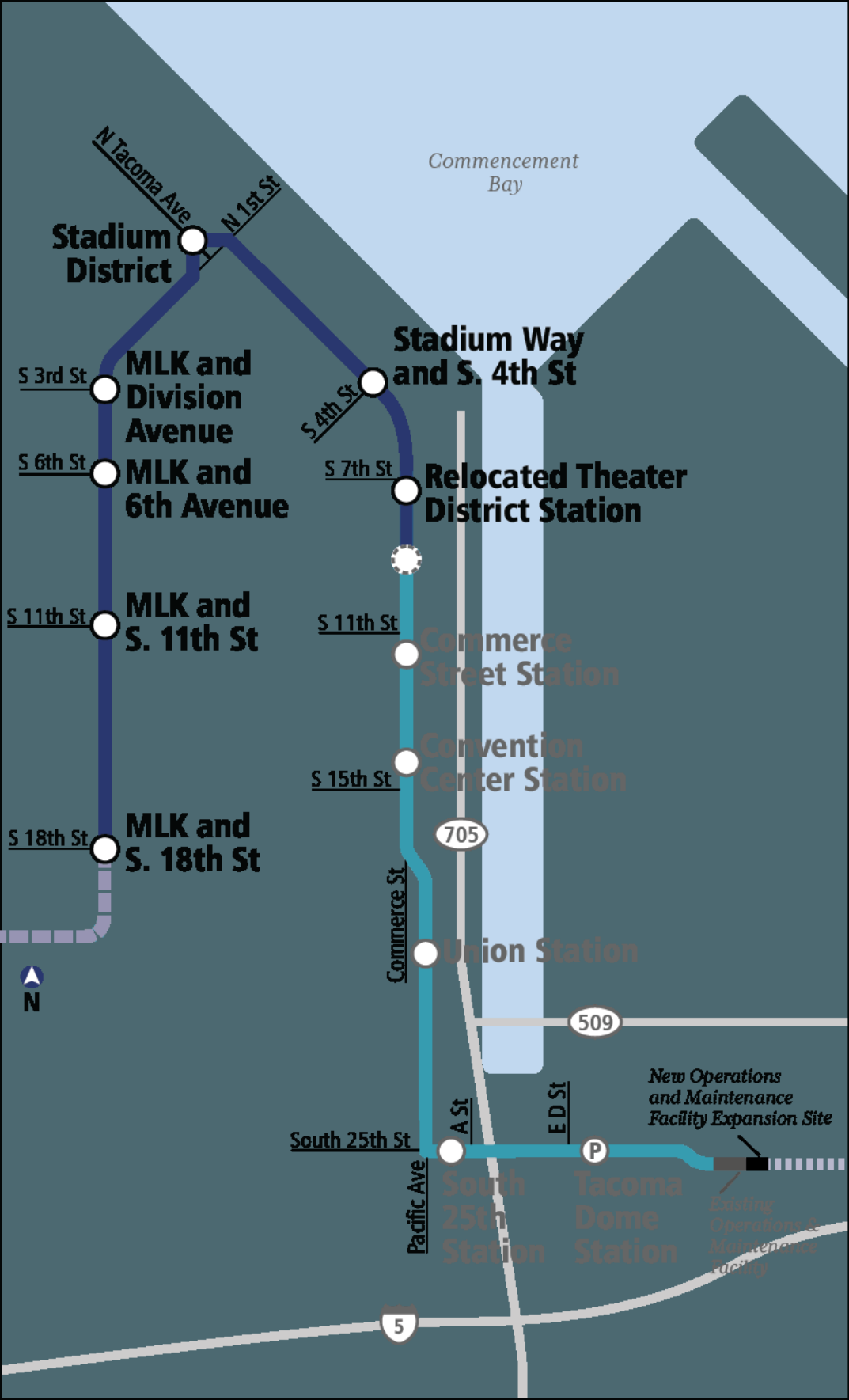
Regional Growth Center



2030 City-wide Targets:

- 60,000 new jobs
- 70,000 new people

Based on growth allocations
from PSRC and Pierce County



WE ARE HERE

Alternatives Development

Summer 2010-Winter 2014

Identify funding partner & apply for federal and other grants
Environmental Review & Preliminary Engineering
Spring 2014-Fall 2015

Final Design

Construction

Late 2018

Testing & Pre-operations

Start of Service

Public involvement
Property owner conversations

Safety education

Final design (2016-2017)

Advance design, art:

- Public review and comment on design plans for stations and tracks.
- Public provides input on permanent station names and station art.
- Lead artist joins design team.

Pre-construction (late 2017-early 2018)

- Stations and track design.
- Define construction schedule and methods.
- Continue to partner with City of Tacoma and Pierce Transit.
- Obtain project building permits.
- Coordinate with private utility providers.
- Project update open houses.
- Outreach to local businesses and residents.
- Award light rail vehicle contract.

PSRC Growing Transit Communities

- The Growing Transit Communities Partnership was funded by a three-year grant from the Federal Partnership for Sustainable Communities
- Three main goals:
 - Attract more of the region's residential and employment growth near high-capacity transit
 - Provide housing choices affordable to a full range of incomes near high-capacity transit
 - Increase access to opportunity for existing and future community members in transit communities
- The South Downtown Plan and EIS are one of three demonstration projects



LINK riders headed to the Dome Station



UWT campus



Chihuly Bridge of Glass

Station Typology



West end of Freighthouse Square



Busy LINK at Tacoma
Dome Station



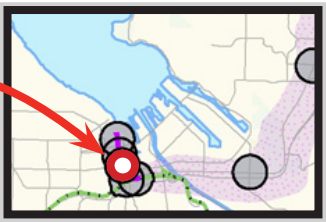
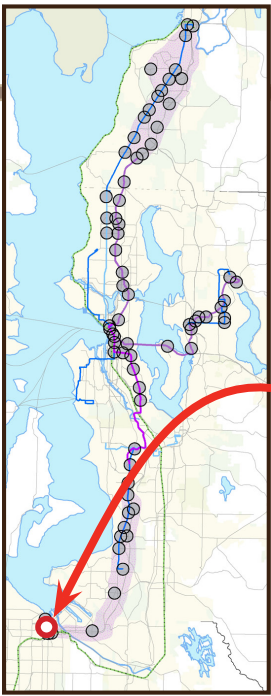
LINK passing through the
UWT campus



Pierce Transit Park and Ride
across from Freighthouse
Square

- The four Sound Transit LINK station areas located in South Downtown are all designated as the “Stimulate Demand” type
- The high priority strategy categories associated with the “Stimulate Demand” type are:
 - Promote economic development to retain and expand job base
 - Long-Range capital facilities plan with phased infrastructure and public realm investments
 - Affordable housing assessment and preservation
 - Community needs assessment and targeted investments

Union Station



AREA DESCRIPTION —

The Union Station transit community, located in the City of Tacoma, has been served by Tacoma Link light rail since 2003.

Current land use is a mix of commercial, light industrial, and civic uses including the University of Washington Tacoma Campus and

four museums. Residential uses are along the eastern edge of the transit community. Union Station has a walkable environment, with small blocks and fully built out sidewalks.

The Union Station transit community has a population of 3,075, half of whom are minority. About 8,500 jobs are located within a half mile of the transit station. Compared with the region and with other transit communities, Union Station has a very low median household income and very high rate of poverty.

Housing in the transit community is overwhelmingly multifamily and renter-occupied, with a high percentage of subsidized units affordable to households earning less than 50% of AMI, the majority affordable at less than 30% of AMI. Market rate housing that is affordable to households earning less than 80% of AMI is in short supply relative to regional need. These data suggest potential risk of displacement.

LOCAL PLANNING —

Union Station is located within a regionally designated Regional Growth Center and as such is expected to accommodate a significant share of Tacoma’s population and employment growth. It is also located within the South and North Tacoma Downtown planning subareas. The City of Tacoma is currently developing a subarea plan and programmatic EIS for the South Downtown subarea. With these actions, the city hopes to foster a transition from primarily industrial and commercial uses to a mix of retail, residential, and services, as well as to facilitate the implementation of the UWT master plan and campus expansion. The city has estimated that, under current zoning, underutilized properties in the South Downtown subarea could accommodate 30,000 more people and 40,000 more jobs in a transit rich environment.

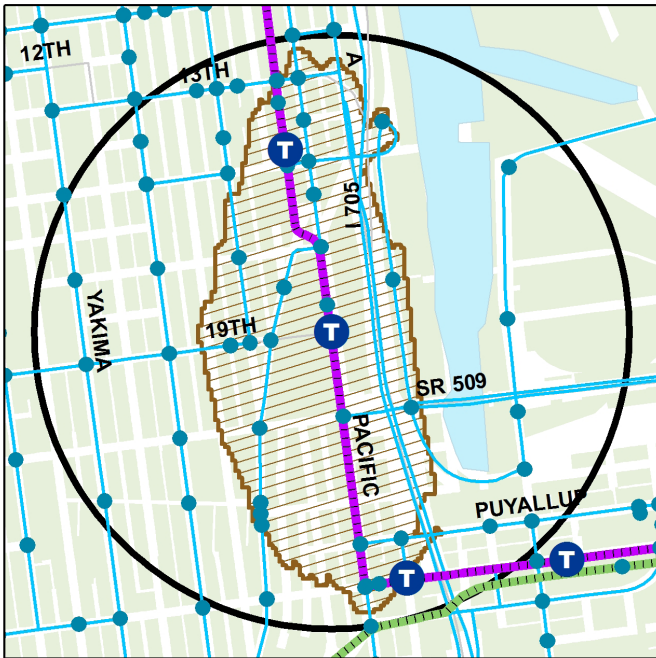
LAND USE



- Transit Station
- 1/2 Mile Buffer
- Land Use Categories
 - Vacant & Unclassified
 - Commercial
 - SF Residential
 - MF Residential
 - Park and Open Space
 - Govt/Civic
 - Transportation and Utilities
 - Industrial
 - Mobile Home Park

Revised Summer 2013

TRANSPORTATION



- Bus Stops
- Transit Nodes
- Bus Routes
- Existing Light Rail
- Planned Light Rail
- Existing Bus Rapid Transit
- Planned Bus Rapid Transit
- Commuter Rail
- Ten Minute Walkshed
- 1/2 Mile Buffer

PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,075	4,237
RACIAL DEMOGRAPHICS	49% minority	45%
AGE	12% > 18 years	19%
	5% < 65 years	11%
MED HH INCOME	\$30,135	\$46,637
EDUCATION	11% BA or >	20%
AVERAGE HH SIZE	2.23	2.39

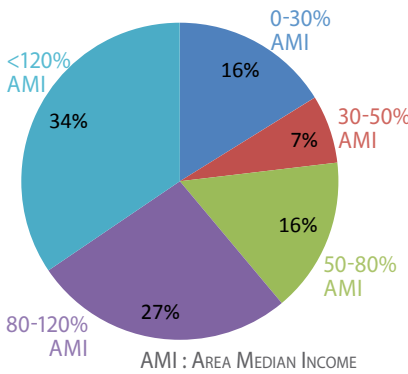
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	8,566	3,032
AVERAGE WAGE	\$57,472	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	10%	17%

HOUSING

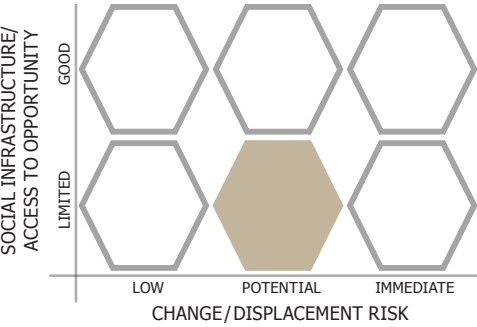
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,572	2,674
AFFORD. RANGE (0-50% AMI)	23%	21%
HOMEOWNERS	18%	35%
RENTERS	82%	65%
COST BURDEN (% OF HOUSEHOLDS)	43%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

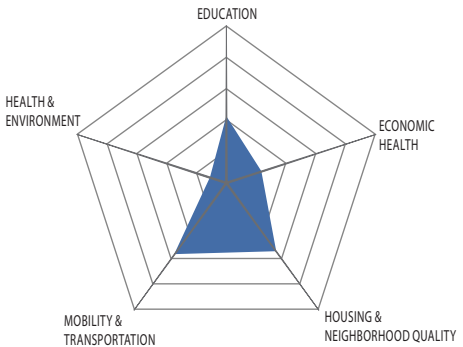


PEOPLE PROFILE

Communities with potential displacement risk have weak market strength and therefore do not face imminent displacement risk; however they also exhibit numerous community risk factors that suggest needs for community stabilization efforts to avoid future displacement risk should market forces change. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

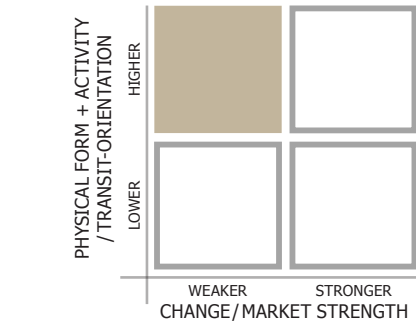


ACCESS TO OPPORTUNITY

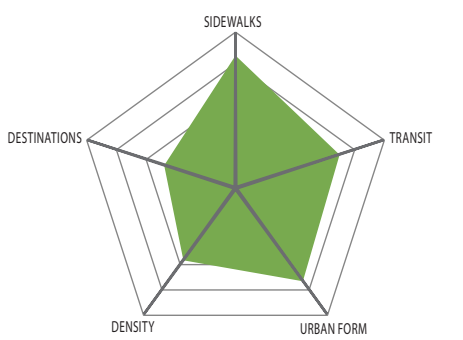


PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. Weaker real estate market strength suggests there is not high pressure for new development in the near- to mid-term.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

5 STIMULATE DEMAND

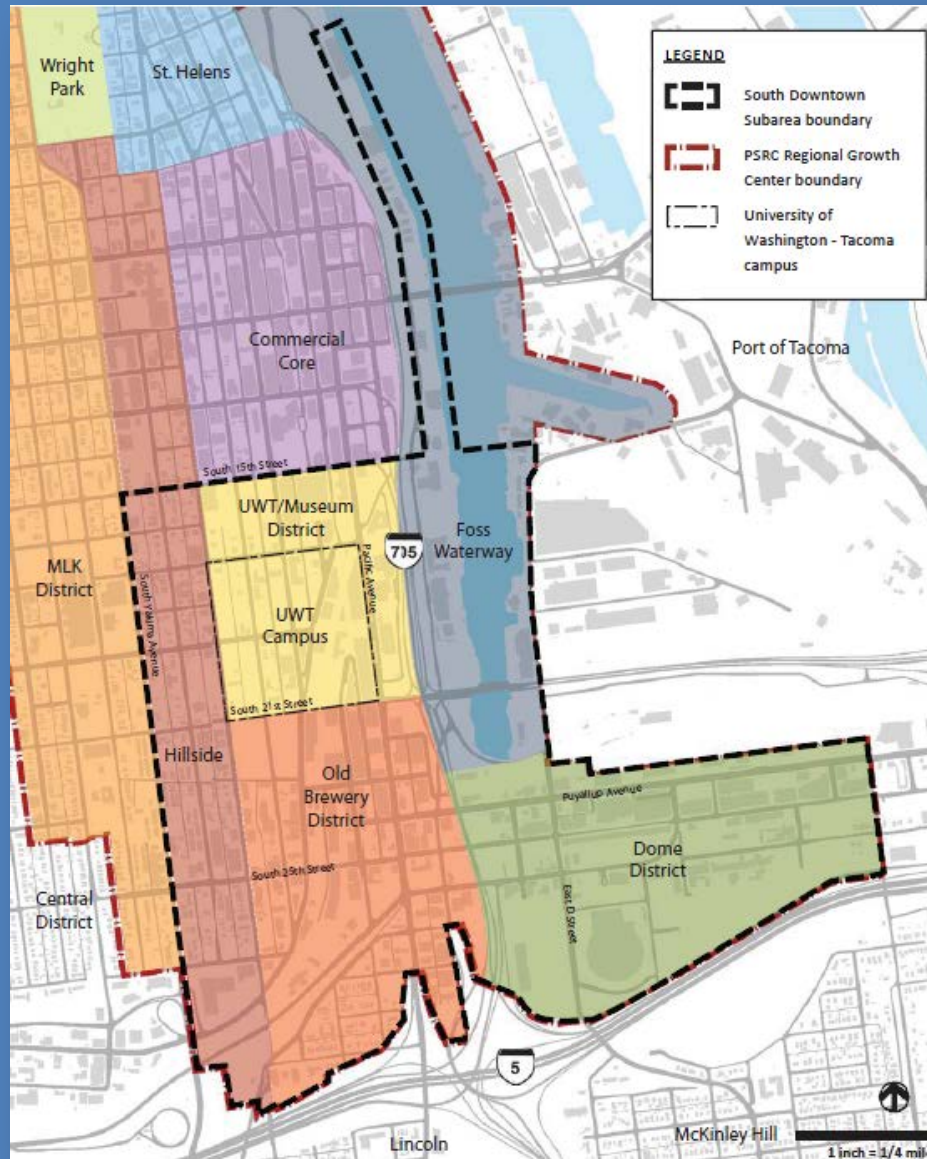
Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

KEY STRATEGIES:

- Promote economic development to retain and expand job base
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Affordable housing assessment and preservation
- Community needs assessment and targeted investments

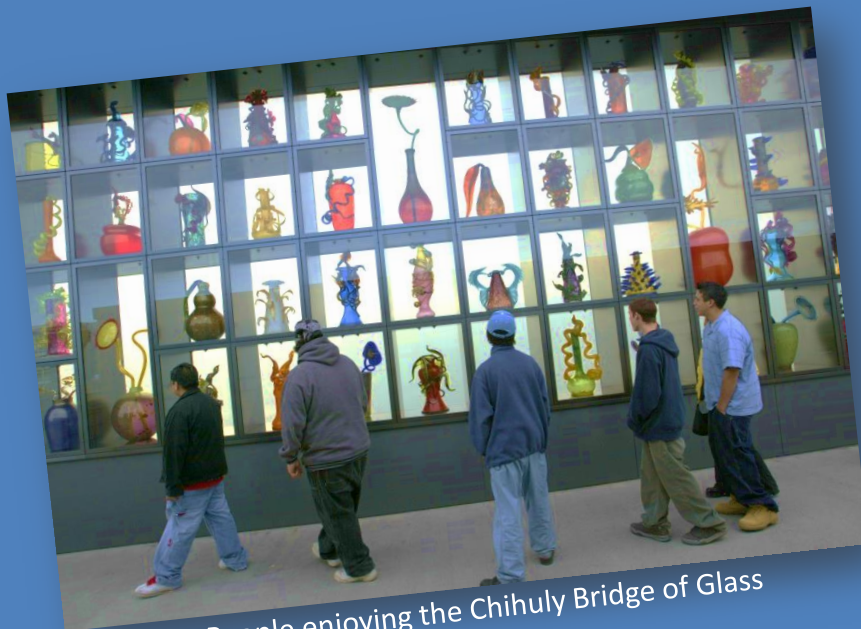


South Downtown Subarea

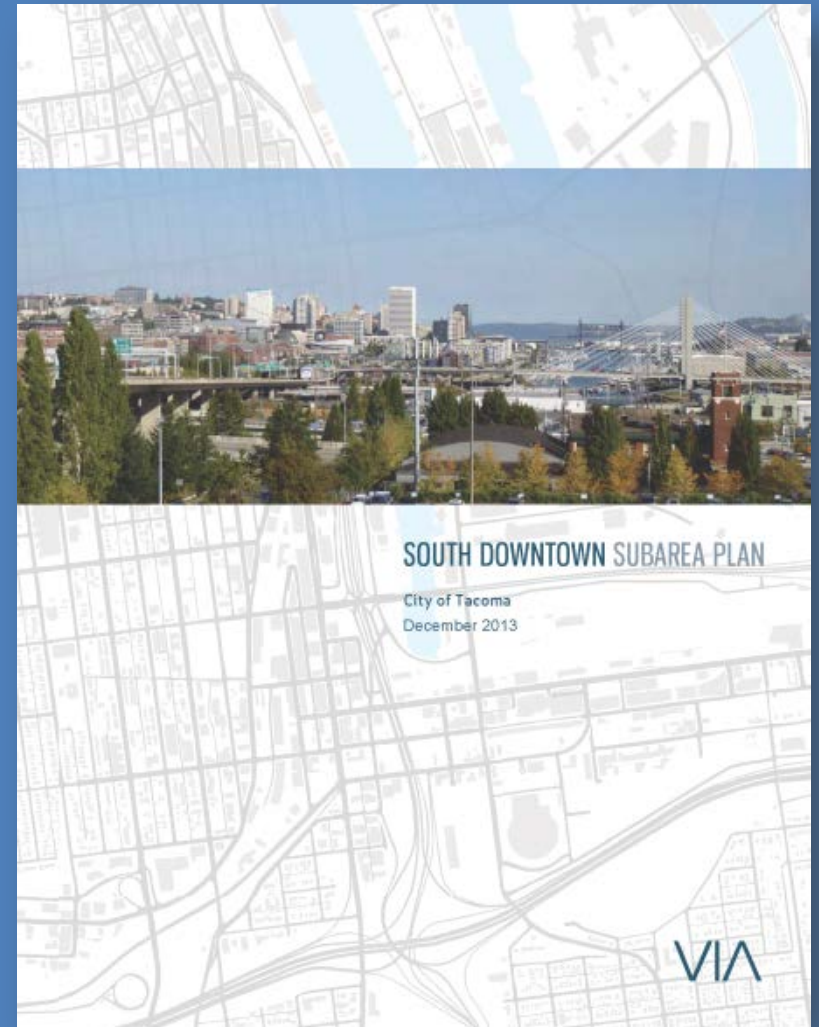


About the Project

- Subarea Plan and Environmental Impact Statement (EIS)
- Planning Target: 30 million sq. ft. of new development



People enjoying the Chihuly Bridge of Glass



Project Goals



Alfred's Café in the Dome District



The back side of the WA State History Museum



Thea's Landing on the Foss Waterway



Keystone building on UWT campus

- Maintain basic eligibility for federal, state, and regional transportation funding
- Accelerate public investment in downtown through a series of coordinated actions, e.g. utility/multi-modal street upgrades and Freighthouse Square-area upgrades
- Gain a competitive advantage for new private and public sector investment through a streamlined project approval process, more flexible zoning, and public/private partnerships

Upfront SEPA



LINK on Pacific Ave.



Artwork and the Glass Museum



Bicyclists, cars, and buses sharing the road



Looking south of the Foss at the SR-509 Bridge

- “Transit-Infill Review” Upfront SEPA
- The City proceeded under the “Planned Action” and “Infill Exemption” Upfront SEPA forms recognizing that RCW 43.21C.420(5)(a) and (b) (“Transit-Infill Review”) include a sunset provision.

Non-Project EIS

- Not subject to SEPA-based appeals at project level
- Jointly sponsored by the City of Tacoma and the University of Washington Tacoma (UWT) with the City of Tacoma acting as Lead Agency
- A non-project document as it addresses a 600-acre area of South Downtown Tacoma and presents a cumulative impact analysis for the entire subarea
- Transit Infill Review
- No project/EIS consistency test
- Provides certainty and predictability to developers and investors
- Streamlines permit review process



Grand Staircase on UWT campus

Extensive EIS Notice Provision and Community Outreach

- Transit-infill review requires extensive mailed notice and upfront public participation provisions.
- The outreach efforts included providing project updates and overviews of the Plan and EIS to neighborhood councils, interested parties, monthly meetings with the Steering Committee, quarterly meetings with a Council-resolution-formed Working Group, periodic stakeholder meetings, and business group outreach
- Participants were encouraged to voice concerns, provide suggestions, and discuss particular issues throughout the entire process



Reverie at Marcato Condominiums on Tacoma Ave.



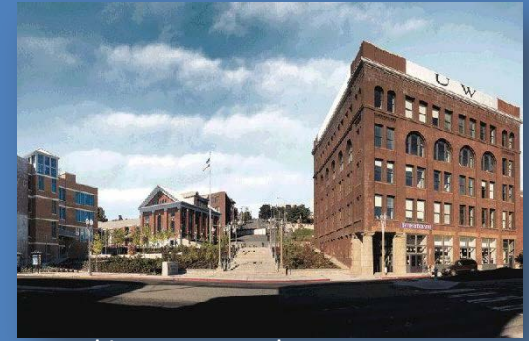
The Swiss Pub on Jefferson Ave.



Adaptive-reuse building: UWT's Carlton Center

University of Washington Tacoma Master Plan

- The City pre-approved the entire UWT Campus Master Plan
- UWT campus was established in 1990 and the UWT campus has undergone an extraordinary transformation earning numerous awards for the adaptive reuse of several century-old, brick railroad-era structures into modern classroom facilities
- UWT's plans for continued expansion will be a major economic driver for the area-current students 5,400



Looking west on the UWT campus



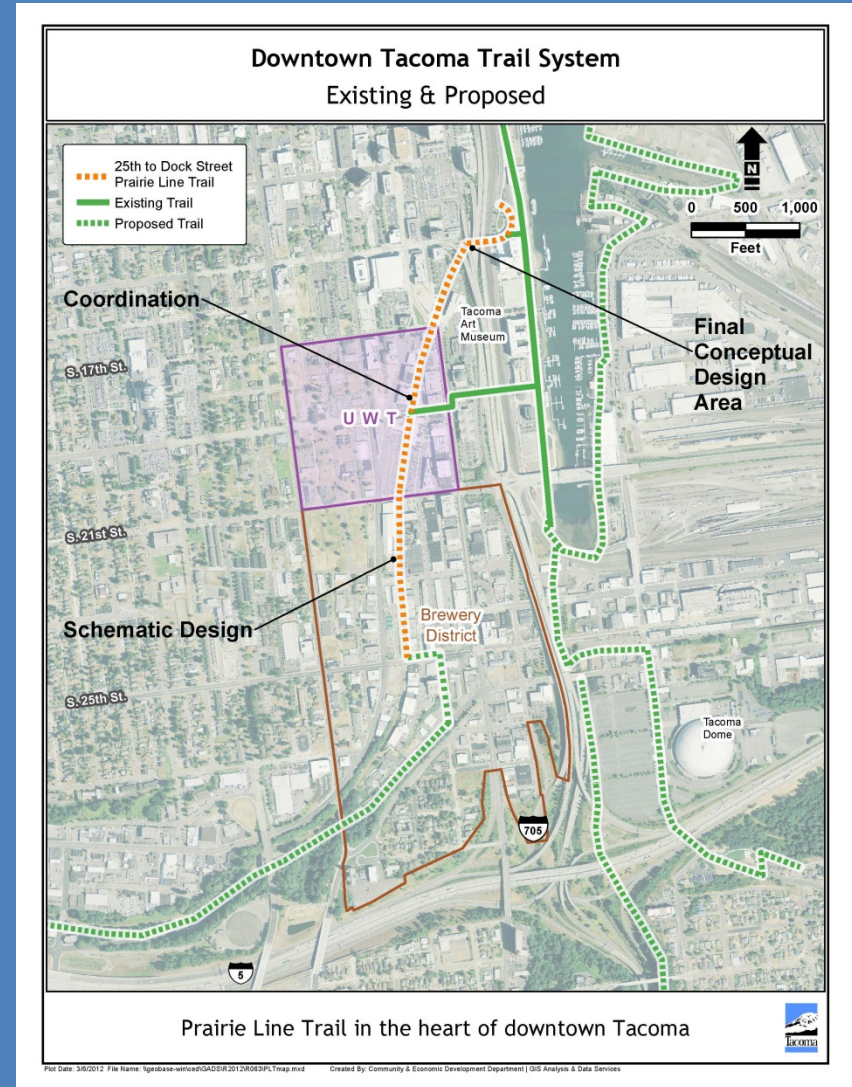
UWT



UWT Science Building

Prairie Line Trail

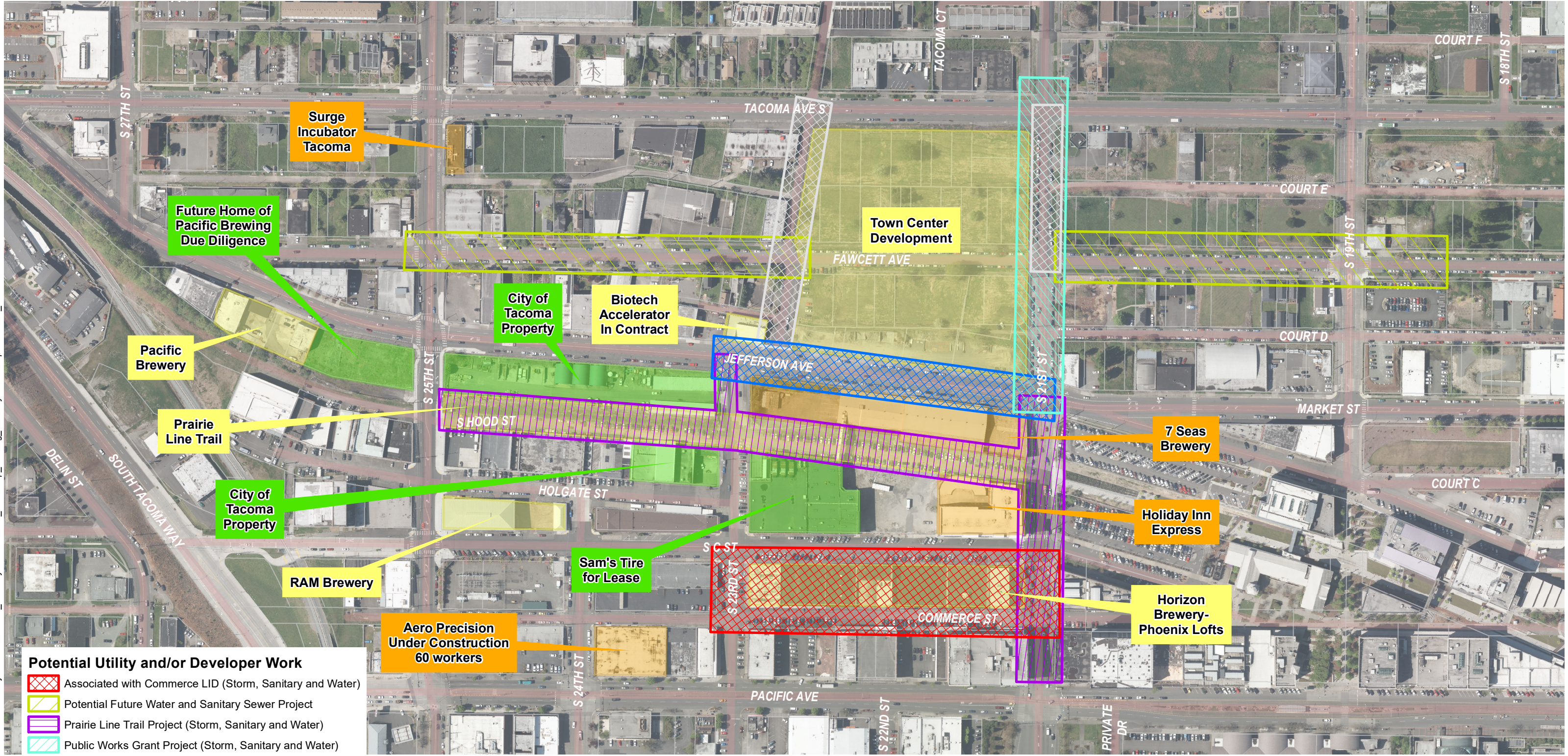
- Located ½ block from 6.4 acre catalyst site at 21st Street and Jefferson Avenue
- The project connects the Foss Waterway, downtown destinations and regional bicycle and pedestrian networks via a safe, comfortable and accessible multi-use pathway.
- Trail corridor and linear park now acts as economic catalyst and important community resource



2017 Brewery District Current and Planned Development Projects

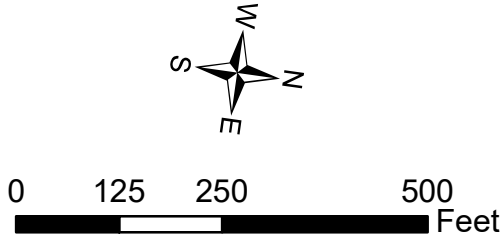
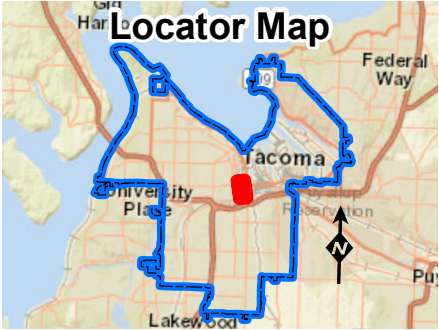


Brewery District Map

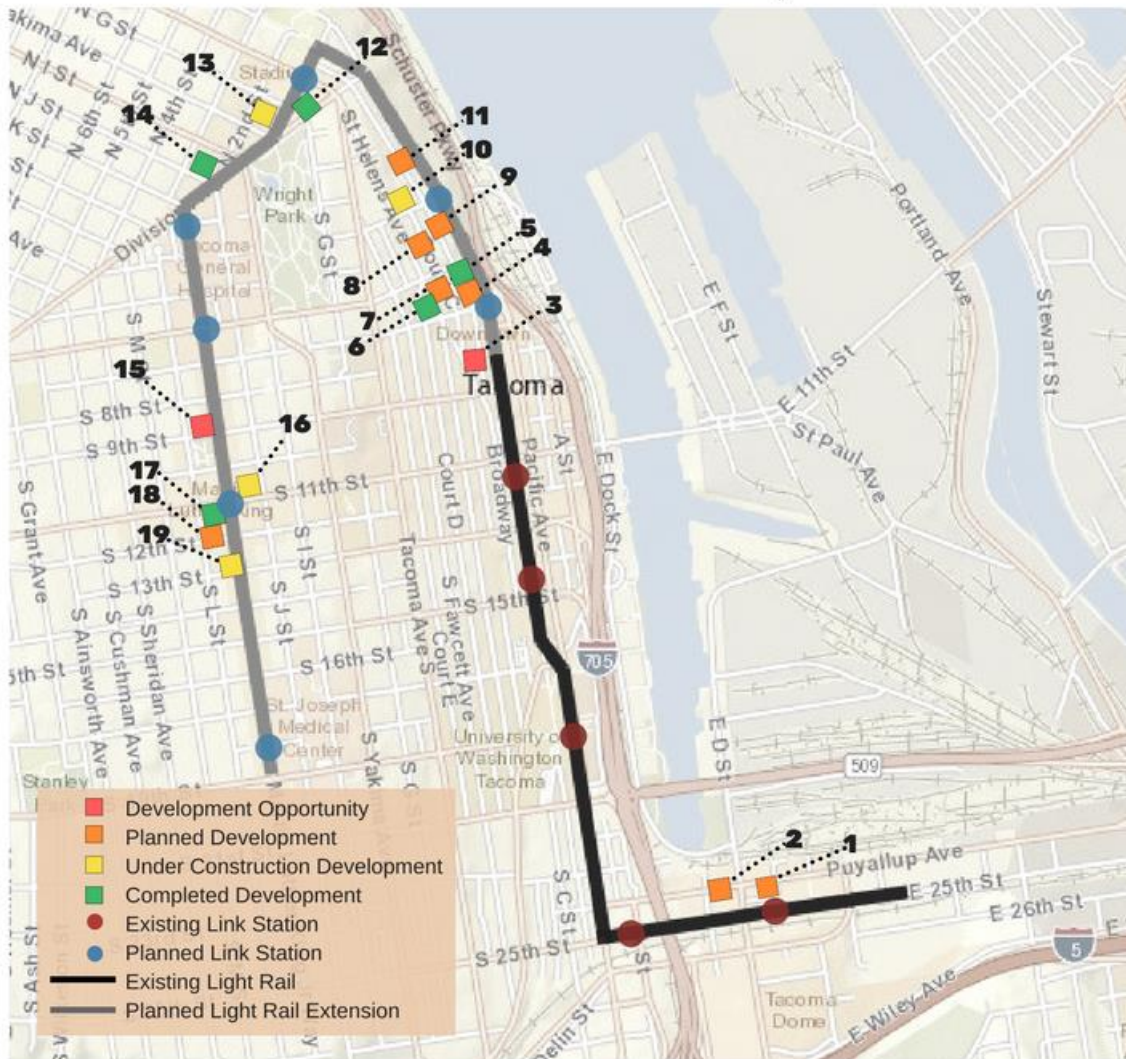


\\f0051ESGIS\Projects\2017\PO094_Brewery\District 17x11_w\LocMap_working_Brewery\DistrictMap20170817_924.mxd User Name: sbufford

Map Date: 8/18/2017
Source: Science and Engineering
Division, Environmental Services Department
City of Tacoma
326 East D Street, Tacoma WA 98421
(253) 591-5588



Downtown Tacoma Transit-Oriented Development



19 sites
completed, in
construction,
planned or on the
drawing board

1238+ new
multifamily units

- 267 – Dome District
- 971 – Extension
- 110 new affordable units on extension route

Dome District TOD



1. 304 Puyallup – in contract, in design
– submittal anticipated fall, 2017
2. 415 E 25th, DMG Capital Group & Pierce Transit (above)

Theater District

4. McMenamins



5. Union Club



3. William Reilly Opportunity sites, 4th – 7th St on Broadway



6. Dystopian State Brewery

St. Helens



7. Infill site acquired next to Alfa Romeo



8. The Elan. 171 luxury infill apartments and streetscape improvements just north of 6th Avenue, on St. Helens



9. 51 affordable housing units by YWCA

St. Helens/Stadium Way



10. The Grand on Broadway

11. Site acquired. Fronting Broadway & Stadium Way



Stadium



14. Encompass

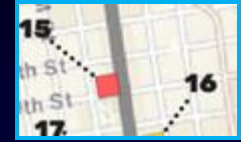


12. Titus Will redevelopment



13. Stadium Apartments

Hilltop



15. TCRA RFP sites

2 RFPs – one for market rate and one for senior affordable housing on this site just north of People's Park.



Hilltop



16. Hilltop
Mixed Use
TOD



17. Kellogg,
Sicker,
Pochert
mixed use



18. Hilltop Lofts

19. Valhalla
Hall





Thank you

Contact Us:

www.cityoftacoma.org/planning

Ian Munce (253)573-2478

imunce@cityoftacoma.org