



AGENDA

MEETING: Regular Meeting (Hybrid)
DATE/TIME: Wednesday, May 15, 2024, 5:00 p.m.
LOCATION: Council Chambers, 1st Floor of the Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
ZOOM INFO: Link: <https://www.zoom.us/j/84416624153>
Dial-in: +1 253 215 8782
ID: 844 1662 4153

A. Call to Order

- Quorum Call
- Land Acknowledgement

B. Approval of Agenda

C. Approval of Minutes

There are no meeting minutes to approve.

D. Public Comments

This is the time set aside for public comment on Discussion Items on this agenda.

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

E. Disclosure of Contacts and Recusals

F. Discussion Items

1. 2025-2030 Capital Facilities Program Proposed Project List

- Description: Review the proposed projects for the 2025-2030 Capital Facilities Program (CFP), including new projects proposed for inclusion and projects proposed for removal from the list.
- Action: Consider Releasing for Public Review and Setting a Public Hearing.
- Staff Contact: Nick Anderson (NAnderson@cityoftacoma.org)

2. Home In Tacoma – Potential Amendments

- Description: Continue the process of providing direction on the recommended amendments brought forward during the previous review and discussion.



The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 905-4146 (voice) or 711 (TTY) before 5:00 p.m., on the Monday preceding the meeting.

¿Necesitas información en español? Cần thông tin bằng tiếng Việt? 한국어로 정보가 필요하십니까? ត្រូវការព័ត៌មានជាភាសាខ្មែរ?

Нужна информация на русском? Потрібна інформація українською мовою? Contact TacomaFIRST 311 at (253) 591-5000.

- Action: Review and Comment.
- Staff Contact: Elliott Barnett (EBarnett@cityoftacoma.org);
Alyssa Torrez (ATorrez@cityoftacoma.org)

G. Upcoming Meetings (Tentative Agendas)

- (1) Agenda for the June 5, meeting includes:
 - Capital Facilities Program – Public Hearing
 - Permitting Level Of Service Code Amendment – Public Hearing
 - Home In Tacoma – Potential Amendments/Recommendation
- (2) June 19, 2024 – Cancelled
- (3) Agenda for the June 26, special meeting includes:
 - Permitting Level Of Service Code Amendment – Debrief
- (4) July 3, 2024 – Cancelled

H. Communication Items

- (1) **Reports/Communications from Staff**
- (2) **Status Reports by Commissioners** – Housing Equity Taskforce, Picture Pac Ave, Facility Advisory Committee, and the TOD Task Force.
- (1) **IPS Agenda** – The Infrastructure, Planning, and Sustainability Committee's next hybrid meeting is scheduled for Wednesday, May 22, 2024, at 4:30 p.m.; the agenda (tentatively) includes Planning Commission interviews and a presentation on deconstruction and salvage. (Held at 747 Market Street, Tacoma, WA 98402, Conference Room 248 or virtually at <http://www.zoom.us/j/87829056704>, passcode 614650)

I. Adjournment



To: Planning Commission
From: Nick Anderson, Office of Management & Budget
Subject: **2025-2030 Capital Facilities Program Proposed Project List**
Meeting Date: May 15, 2024
Memo Date: May 8, 2024

Action Requested:

Set a public hearing for June 5, 2024, on the proposed projects for inclusion in the 2025-2030 Capital Facilities Program.

Discussion:

At the next meeting on May 15, 2024, staff from the Office of Management & Budget will provide an overview of the proposed projects for the 2025-2030 Capital Facilities Program (CFP). The staff presentation will highlight new projects proposed for inclusion and projects proposed for removal from the list. The proposed projects will be presented with the assistance of a new mapping tool, still under refinement by City staff. This map has been a request from the Planning Commission and aims to help create a more transparent and accessible project list.

Summary:

The CFP and the One Tacoma Comprehensive Plan's Public Facilities and Services Element, jointly, fulfill the requirements of the State of Washington's Growth Management Act (GMA) that the comprehensive plan of each jurisdiction planning under the Act shall include a capital facilities plan element consisting of:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
- A forecast of the future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities are included in the capital facilities plan element (RCW 36.70A.070).

The CFP and the Public Facilities and Services Element are also intended to achieve, primarily, the following planning goal of the GMA:

“Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards (RCW 36.70A.020).”

The CFP serves as a planning document for capital projects and enables the City to seek funding for potential projects. The element is updated each biennium through development of the City's budget process. Since



the amendment of the CFP occurs concurrently with the adoption of the City's biennial budget, it is not processed along with the annual amendments to the *One Tacoma* Comprehensive Plan, which is an exception allowed by the GMA (per RCW 36.70A.130).

During this process, the Planning Commission will review and update the six-year CFP from 2023-2028 to 2025-2030 with a revised project list. The projects vary in size and location and fall into the following categories: Community Development, Cultural Facilities, General Government Municipal Facilities, Libraries, Local Improvement Districts, Parks and Open Space, Public Safety, Solid Waste, Surface Water, Tacoma Power, Tacoma Rail, Tacoma Water, Transportation, and Wastewater.

The CFP from 2023-2028 will be amended pursuant to the State Growth Management Act's requirements and will be considered and adopted by the City Council concurrently with the 2025- 2026 Operating and Capital Budgets, currently expected in November 2024.

Prior Actions:

2015: The City adopted the One Tacoma Comprehensive Plan, fulfilling the periodic review requirements of the GMA and incorporating project prioritization criteria into the Public Facilities and Services Element.

2022: The current 2023-2028 CFP was developed through the Planning Commission's review process in May-July 2022 and adopted by the City Council in November 2022. To view the 2023-2028 CFP, please visit: <https://city-tacoma-wa-budget-book.cleargov.com/8841/capitalimprovements/capital-facilities-program>.

Staff Contact:

- Nick Anderson, Management Analyst: nanderson@cityoftacoma.org; (253) 591-5847

Attachments:

- Attachment 1: Proposed Project List: This attachment identifies the full proposed project list for the 2025-2030 CFP, including both new projects and projects carrying forward from the previous 2023-2028 CFP. This attachment also shows the confirmed and unconfirmed funding for each project.
- Attachment 2: Project List Detail: This attachment provides the details for each project proposed for inclusion in the CFP, including location.
- Attachment 3: New Proposed Projects: There are 33 new projects proposed for addition to the CFP. This attachment identified these new projects and the categories they are organized within.
- Attachment 4: Removed Project List: This attachment identifies projects from the 2023-2028 CFP that are proposed to be removed from the 2025-2030 updated CFP and provides the reason for the removal.
- Attachment 5: For reference, the prioritization scores produced by the Facility Advisory Committee are attached.

c. Peter Huffman, Director

Proposed Project List for the 2025-2030 Capital Facilities Plan

Project Name	Confirmed Funding	Total Estimated Cost
Active Transportation & Transportation Accessibility	\$ 138,414,214	\$ 474,529,191
15th Street Transient Moorage Replacement	\$ 797,783	\$ 797,783
2024 ADA Self-Evaluation and Transition Plan	\$ 600,000	\$ 750,000
38th and Cedar Street Crossing Improvements	\$ 1,475,259	\$ 1,475,259
6th Avenue Complete Streets	\$ -	\$ 8,450,000
6th Avenue Pedestrian Crossing Safety Improvements	\$ 5,358,135	\$ 7,358,135
72nd/74th St Vision Zero Improvements	\$ -	\$ 15,000,000
A Street Bicycle Boulevard: E 34th St to E 84th St	\$ -	\$ 10,000,000
Accessible Pedestrian Signals Program	\$ 150,000	\$ 1,150,000
ADA Curb Ramp Program	\$ 1,350,000	\$ 10,000,000
Baker Middle School Safe Routes to School	\$ 1,569,658	\$ 1,569,658
Bicycle & Pedestrian Education, Encouragement, and Safety Program	\$ 409,800	\$ 365,000
City Support for Tacoma to Puyallup Regional Trail Connection	\$ -	\$ 5,250,000
Cultural Shift to Active Transportation	\$ 477,500	\$ 477,500
East/West Bikeway Connection	\$ -	\$ 5,000,000
Historic Water Ditch Trail- Phase III & IV	\$ 14,424,601	\$ 17,357,578
I-5 Crossings Study Assessment	\$ 725,000	\$ 2,025,000
J Street Bicycle Boulevard	\$ 5,736,044	\$ 5,981,750
Links to Opportunity	\$ 15,812,000	\$ 16,000,000
Manitou Elementary Safe Routes to Schools	\$ 898,091	\$ 898,091
McKinley Ave ITS and Signal Coordination	\$ -	\$ 465,300
McKinley Overlook	\$ 708,289	\$ 600,000
Missing Link Sidewalks	\$ 1,100,000	\$ 2,965,000
Multilingual Street Name Signs	\$ -	\$ 161,147
North 21st Street: Proctor to Pearl	\$ 200,000	\$ 17,625,500
Pacific Avenue Vision Zero Improvements (Schuster Parkway - City Limits)	\$ -	\$ 10,000,000
Pearl Street Lighting & Pedestrian Improvements	\$ -	\$ 850,000
Pedestrian Accessibility District 10	\$ 3,100,000	\$ 3,100,000
Pedestrian Crossing Improvement Project Phase II	\$ -	\$ 9,568,160
Pedestrian Mobility & Safety Improvements at South 56th St and Pacific Avenue (SR 7)	\$ -	\$ 650,000
Pine St Protected Bike Lanes: Center - S 47th St	\$ -	\$ 16,331,737
Portland Avenue Vision Zero Improvements	\$ 2,490,000	\$ 22,990,000
Prairie Line Trail Phase II	\$ 11,424,722	\$ 11,424,722
Priority Active Transportation Small Project Improvements	\$ 1,134,301	\$ 3,242,890
Protected Bikeway on Tyler St: S 19th St - S 74th St	\$ -	\$ 6,725,000
Puyallup Ave Corridor Improvements with pedestrian access to Fife	\$ 28,091,507	\$ 41,500,000
S 11th St/S 12th St Protected Bike Lanes: Jackson Ave - Murray Morgan Bridge	\$ 250,000	\$ 15,000,000
S 21st St & C St Signal Project	\$ 1,188,835	\$ 1,288,835
S 25th St Traffic Safety Enhancements	\$ 1,790,000	\$ 1,790,000
S 84th Street Complete Streets	\$ -	\$ 10,000,000
S Cedar St Active Transportation Improvements	\$ 2,016,630	\$ 2,779,087
S Hosmer St Vision Zero Improvements (S 72nd St - Tacoma City Limits)	\$ -	\$ 2,500,000
S. Yakima Sidewalk & Birney Elementary Safe Routes To School	\$ 788,910	\$ 788,910
Safe Routes to School Improvements	\$ 3,000,000	\$ 4,400,000
Safe Routes to School Infrastructure Assessment	\$ -	\$ 120,000
Safe Routes To School: Edison, Whitman, Lincoln	\$ 1,568,664	\$ 1,568,664
School Beacons	\$ 2,702,000	\$ 2,902,000
Schuster Parkway Trail	\$ 19,000,000	\$ 49,000,000
Scott Pierson Trail Access and Safety	\$ 250,000	\$ 250,000
Sidewalk Abatement Program	\$ 403,685	\$ 403,685
South Tacoma Business District Streetscape	\$ -	\$ 2,000,000
South Tacoma Sounder Station Access	\$ -	\$ 40,000,000
Swan Creek Pedestrian Bridge & Connectivity	\$ -	\$ 2,000,000
Systemic Safety Improvements	\$ 1,012,800	\$ 1,012,800
Tacoma Dome Link Extension Station Access	\$ -	\$ 65,000,000
Tree Street Corridor (Alder/Cedar/Pine) Goes Green	\$ -	\$ 6,110,000
Unfit/Unsafe Sidewalk Program	\$ 6,410,000	\$ 7,510,000
Bridge	\$ 34,472,100	\$ 542,335,275
34th Street Bridge Deck Repair and Seismic Retrofit - Pacific Ave to E B St	\$ 8,220,000	\$ 8,220,000
4th and Dock Street Deck Replacement	\$ -	\$ 3,475,000
Bridge Capital Projects	\$ 2,700,000	\$ 2,700,000
East 11th Street Bridge Demolition over the Puyallup River	\$ -	\$ 9,000,000
East 11th Street Bridge Replacement	\$ 3,000,000	\$ 180,000,000
East D St Overpass Repairs	\$ 200,000	\$ 200,000

East Lincoln Ave Bridge Seismic Rehabilitation	\$ 1,220,000	\$ 1,220,000
Fishing Wars Memorial Bridge Phase 2	\$ 9,500,000	\$ 310,000,000
Hylebos Fender Replacement	\$ 1,750,000	\$ 2,566,175
Portland Avenue Bridge Repair - Span Over BNSF Tracks	\$ -	\$ 5,000,000
River Street Viaduct Deck Replacement	\$ -	\$ 9,922,000
S 48th St Seismic Bridge Retrofit	\$ 1,096,000	\$ 1,096,000
Tacoma Spur Stadium NB/SB Ramps	\$ 5,436,100	\$ 5,436,100
Titlow Park: Hidden Beach Bridge Replacement	\$ 350,000	\$ 3,500,000
Union Avenue Bridge Repair	\$ 1,000,000	
Community Development	\$ 3,059,000	\$ 14,669,000
15th Street Moorage and Waterway Park Launch	\$ -	\$ 60,000
Affordable Housing Capital Projects	\$ -	
Homelessness Sheltering Projects	\$ -	\$ 10,000,000
Minority Business Development Agency - Tacoma Business Center	\$ 3,059,000	\$ 3,059,000
Park Plaza North Renovation		\$ 550,000
People's Community Center	\$ -	\$ 1,000,000
Cultural Facilities	\$ 500,000	\$ 77,823,308
Greater Tacoma Convention Center	\$ -	\$ 5,000,000
GTCC Safety and Security Improvements	\$ 500,000	\$ 500,000
Performing Arts Theaters Capital Campaign Contribution		\$ 7,000,000
Performing Arts Theaters Capital Projects Management		\$ 4,000,000
Prairie Line Trail Historic Interpretation Project		\$ 440,000
Rialto Theater Renovation	\$ -	\$ 11,500,000
Tacoma Dome Exhibition Hall Renovation		\$ 3,900,000
Tacoma Dome Parking Lot Repavement		\$ 1,100,000
Tacoma Dome Plaza Restoration		\$ 350,000
Tacoma Dome Renovation Project		\$ 31,033,308
Tacoma Dome Security Modernization		\$ 1,500,000
Tacoma Dome South Addition		\$ 11,500,000
General Government Municipal Facilities		\$ 5,500,000
Pacific Plaza Green Roof		\$ 350,000
Park Plaza North Deferred Maintenance		\$ 4,200,000
Parking System Branding		\$ 950,000
Libraries	\$ 9,814,401	\$ 122,419,401
Library Branch Renovations	\$ -	\$ 10,000,000
Library Physical Infrastructure and Building Repairs	\$ 1,786,000	\$ 3,641,000
Main Boiler Replacement	\$ -	\$ 750,000
New Library Branches		\$ 100,000,000
Remodel of Main	\$ 8,028,401	\$ 8,028,401
Local Improvement Districts	\$ 13,298,185	\$ 20,770,396
Future Alley and Street Paving LIDs	\$ 400,000	\$ 6,605,250
LID 3970	\$ 1,036,435	\$ 1,036,435
LID 8655 Streets	\$ 760,000	\$ 760,000
LID 8660 Alley Paving	\$ 342,000	\$ 342,000
LID 8661 Paving for Proctor	\$ 30,000	\$ 30,000
LID 8662 Bennett Street	\$ 1,359,464	\$ 1,359,464
LID 8663	\$ 3,783,890	\$ 3,783,890
LID 8667	\$ 1,493,029	\$ 1,493,029
LID 8668	\$ -	\$ 1,266,961
LID 8670	\$ 3,407,570	\$ 3,407,570
LID-8669 Street Paving	\$ 685,797	\$ 685,797
Municipal Facilities	\$ 23,283,000	\$ 205,918,000
A Street Parking Garage Deferred Maintenance	\$ -	\$ 585,000
A Street Parking Garage Lighting Upgrade	\$ -	\$ 250,000
Beacon Activity Center	\$ -	\$ -
Beacon Activity Center Improvements	\$ 4,488,000	\$ 4,488,000
Deferred Repair & Replacement Program	\$ 12,445,000	\$ 60,600,000
GTCTC Garage Deferred Maintenance	\$ -	\$ 825,000
Historic Municipal Complex, Exterior Refurbishment	\$ 4,500,000	\$ 20,000,000
Lighthouse Activity Center	\$ -	\$ -
Municipal Building North Energy Efficiency Measures	\$ -	\$ 1,800,000
Municipal Garage Deferred Maintenance	\$ -	\$ 570,000
Municipal Lot Deferred Maintenance	\$ -	\$ 300,000
Pt Defiance Senior Center	\$ -	\$ 2,000,000
Tacoma Area Coalition of Individuals with Disabilities (TACID) Building	\$ -	\$ 2,000,000
Tacoma Learning Center Building	\$ -	\$ 2,500,000
Tenant Improvement Program	\$ 1,650,000	\$ 2,000,000

New Street Operations Facility - Property & Initial Design	\$ 200,000	\$ 108,000,000
Parks and Open Space	\$ 750,000	\$ 27,560,357
Chinese Reconciliation Park (New Phases)	\$ -	\$ 10,500,000
Downtown Fountains - Reconditioning	\$ -	\$ 1,500,000
Fireman's Park Improvements	\$ -	\$ 635,357
Melanie Jan LaPlant Dressel (Central) Park	\$ 750,000	\$ 5,400,000
Prairie Line Trail - Art Park		\$ 3,325,000
Waterway Park		\$ 6,200,000
Power	\$ 51,898,000	\$ 103,128,000
General Plant	\$ 50,371,000	\$ 101,601,000
TPU South 17th St Court D/E Infrastructure	\$ 1,527,000	\$ 1,527,000
Public Safety	\$ 2,750,000	\$ 375,000,000
Arterial Traffic Calming	\$ -	\$ 600,000
Fire Facilities Security Improvements	\$ 750,000	\$ 750,000
Fire Station #11 - Renovation & Expansion	\$ -	\$ 15,700,000
Fire Station #4 - Renovation & Expansion	\$ -	\$ 11,300,000
Fire Station #6 Renovation and Addition	\$ -	\$ 5,100,000
New Fire Station #10	\$ -	\$ 14,800,000
New Fire Station #15 - Property & Initial Design	\$ -	\$ 18,800,000
New Station #14	\$ -	\$ 14,000,000
Police Facilities Master Plan	\$ -	\$ 250,000
Police Headquarters - Energy Efficiency Improvements	\$ -	\$ 4,100,000
Renovate Station #2	\$ -	\$ 15,800,000
Renovate Station #3	\$ -	\$ 6,300,000
Tacoma Fire Facilities Improvements	\$ -	\$ 245,000,000
New Fire Station #7 Final Design & Construction	\$ 2,000,000	\$ 22,500,000
Rail	\$ 4,024,314	\$ 4,024,314
6th Ave & S 19th St Railroad Crossing Improvements	\$ 4,024,314	\$ 4,024,314
Solid Waste	\$ 9,882,610	\$ 31,211,506
Solid Waste Intermodal Yard	\$ -	\$ 10,000,000
Solid Waste Management Facilities Upgrades and Maintenance	\$ 9,882,610	\$ 21,211,506
Stormwater	\$ 144,146,229	\$ 172,578,388
Facilities Projects	\$ 3,773,742	\$ 5,598,720
Stormwater Collection System Projects	\$ 47,495,736	\$ 60,942,446
Stormwater Pond Rehab Northshore Golf Course	\$ 3,300,800	\$ 3,300,800
Treatment and Low Impact Projects	\$ 23,975,951	\$ 37,136,422
WW & SW Trunk Main Repl Proj - Puyallup Avenue and E 26th Street	\$ 65,600,000	\$ 65,600,000
Street Construction	\$ 58,614,096	\$ 191,837,350
Adding New Streetlights (2021/2022)	\$ 400,000	\$ 400,000
Browning St - Grandview to Pioneer	\$ -	\$ 12,000,000
City Support for SR167	\$ 1,200,000	\$ 2,000,000
E 64th St Phase II	\$ 10,105,000	\$ 10,105,000
E 64th St Phase III (Design Only)	\$ 200,000	\$ 8,311,158
Neighborhood Programs (PW)	\$ 690,989	\$ 1,190,989
Portland Ave Freight & Access Improvements	\$ 692,337	\$ 11,195,000
S Orchard Street/Lakewood Drive (S 56th Street to S 74th Street)	\$ 80,567	\$ 13,000,000
Sheridan Arterial Improvements Project - Phase 1	\$ 7,854,332	\$ 7,854,332
South 11th St and Ernest S Brazill Protected Bike Lane Couplet / Paving Project	\$ 5,119,131	\$ 5,119,131
South 38th & Steele Street Intersection	\$ -	\$ 1,500,000
St. Helens Avenue Improvements	\$ 1,920,000	\$ 1,920,000
Streetlight Infrastructure Deferred Maintenance	\$ 850,000	\$ 850,000
Streetlight Series Circuit Replacement	\$ -	\$ 2,500,000
Streets Initiative Gravel Streets	\$ 2,100,000	\$ 50,000,000
Tacoma Mall Neighborhood Loop Road	\$ -	\$ 14,200,000
Tacoma Mall/I-5 Direct Access	\$ -	\$ 22,290,000
Taylor Way Rehabilitation	\$ 27,401,740	\$ 27,401,740
Street Maintenance	\$ 81,967,220	\$ 119,546,919
2023-2024 Citywide Striping & Markings	\$ 1,240,000	\$ 1,240,000
2024 Preventative Maintenance	\$ -	\$ 300,000
2024 Street Operations Overlay Program	\$ -	\$ 1,000,000
2024 Surface Treatment	\$ -	\$ 750,000
Arterial Overlay Program	\$ -	\$ 20,000,000
Citywide Street Rehabilitation	\$ 54,000,000	\$ 54,000,000
E 38th St (Portland-SR 7) Overlay	\$ 1,361,000	\$ 1,361,000
E Portland Ave (56-64) Overlay	\$ 1,830,000	\$ 1,830,000
E Portland Ave (64-72) Overlay	\$ 1,212,881	\$ 1,212,881
Fir Street Depression Engineering	\$ -	\$ 125,000

Northshore Parkway	\$ -	\$ 4,400,000
S Yakima Ave (S 12th St - S I St) Overlay	\$ 1,639,000	\$ 1,639,000
South 74th Street: Tacoma Mall Blvd to West City Limits	\$ -	\$ 4,400,000
South Tacoma Way: 47th to 56th Street	\$ -	\$ 6,000,000
Streets Initiative Package 15	\$ 4,797,505	\$ 4,797,505
Streets Initiative Package 23	\$ 5,945,882	\$ 5,420,581
Streets Initiative Package 24 & 35	\$ 9,940,952	\$ 9,940,952
Union Avenue: South 19th to Center Street	\$ -	\$ 1,130,000
Tacoma Power		\$ 572,216,307
Power Generation		\$ 171,141,870
Power Management		\$ 55,607,428
Transmission & Distribution		\$ 228,733,532
Utility Technology Services		\$ 116,733,477
Tacoma Rail	\$ 4,085,000	\$ 32,490,000
Communications	\$ -	\$ 250,000
Facility Upgrades	\$ 4,085,000	\$ 12,085,000
Rail Equipment/Vehicles		\$ 5,510,000
Track Improvements		\$ 14,645,000
Transit	\$ -	\$ 4,466,243
Links to Opportunity Phase 2	\$ -	\$ 4,466,243
Transportation - Other	\$ 13,920,416	\$ 41,290,916
South Sheridan Avenue: 56th to 84th - Complete Street	\$ 8,219,332	\$ 15,219,332
South Sound Freight Priority Modeling & Capital Planning	\$ 920,000	\$ 858,000
Tacoma Tidelands - Port of Tacoma Strategic Emergency Response/ITS Improvements	\$ 1,250,000	\$ 11,515,000
TMP Conflicted Corridor Study	\$ -	\$ 1,000,000
Traffic Enhancements	\$ 481,084	\$ 731,084
Traffic Signal New Installations	\$ -	\$ 2,000,000
Traffic Signal Repair, Replacement, Rehabilitation, and Improvements	\$ 1,090,000	\$ 3,490,000
Vision Zero Implementation	\$ 1,960,000	\$ 2,460,000
Walters Road	\$ -	\$ 3,967,500
West Road	\$ -	\$ 50,000
Wastewater	\$ 134,742,633	\$ 181,808,953
Central Treatment Plant Projects	\$ 32,674,740	\$ 48,595,997
North End Treatment Plant Projects	\$ 14,289,526	\$ 22,494,426
Pump Station Projects	\$ 9,082,658	\$ 6,014,725
South Tacoma Wastewater Replacement	\$ 23,000,000	\$ 23,000,000
Wastewater Collection System Projects	\$ 55,695,709	\$ 81,703,805
Water	\$ 336,183,530	\$ 323,387,330
General Improvements	\$ 47,154,024	\$ 47,154,024
RWSS Cost Share Eligible Projects	\$ 72,173,263	\$ 72,173,263
Water Distribution	\$ 52,915,617	\$ 52,915,617
Water Quality	\$ 51,401,425	\$ 51,401,425
Water Supply/Transmission/Storage	\$ 112,539,201	\$ 99,743,001
Grand Total	\$ 1,065,804,948	\$ 3,644,511,154

CAPITAL FACILITIES PROGRAM PROJECT LIST

Presented to the City of Tacoma Planning
Commission

May 15, 2024

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ACTIVE TRANSPORTATION & TRANSPORTATION ACCESSIBILITY

<u>Project Title:</u>	15th Street Transient Moorage Replacement	<u>Total Estimated Cost:</u>	\$797,783
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will remove and replace approximately 225 lineal feet dock floats and install a new steel gangway ramp utilized for transient moorage along the Thea Foss Waterway. □
<u>Location Description:</u>	Thea Foss Waterway (15th St)		

<u>Project Title:</u>	2024 ADA Self-Evaluation and Transition Plan	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	The City of Tacoma will work with a consultant to develop an ADA Transition Plan and Self-Evaluation that meets all state and federal requirements. The Self-Evaluation component of the ADA Transition Plan will be a comprehensive assessment of all facets of accessibility in Tacoma's public right-of-way. It will include measurements of accessibility criteria for sidewalks, curb ramps, traffic signals, bus stops, and driveway curb cuts in the public right-of-way, as well as an assessment of existing policies and procedures. The Self-Evaluation phase will also include a significant public outreach and involvement effort to assist the City in identifying issues and prioritizing projects. Other components of the ADA Transition Plan will identify all barriers to accessibility in the public right-of-way, describe methods that will be used to achieve accessibility, create a prioritized schedule to remove barriers, and identify the person responsible for the implementation of the plan. The plan will incorporate City of Tacoma actions and policies outlined in the Vision Zero Plan, Transportation Master Plan, and Comprehensive Plan.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	38th and Cedar Street Crossing Improvements	<u>Total Estimated Cost:</u>	\$1,475,259
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	The project will construct pedestrian safety improvements at the intersection of South 38th Street and Cedar Street, and approximately 400 feet to the west of that intersection. Improvements will include curb bulbs, accessible curb ramps, high visibility crosswalk markings, signal upgrades, and a ten-foot-wide sidewalk on the north side of South 38th Street to close a gap in the sidewalk network.
<u>Location Description:</u>	intersection of South 38th Street and Cedar Street, and approximately 400 feet to the west of that intersection		

<u>Project Title:</u>	6th Avenue Complete Streets	<u>Total Estimated Cost:</u>	\$8,450,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3	<u>Project Description:</u>	This project will provide complete streets enhancements on 6th Ave, including protected bikeway and pedestrian improvements from S Grant Ave to Jackson Ave, and in coordination with existing projects or future high capacity transit improvements. This project is critical to providing a safe east-west bicycle connection.
<u>Location Description:</u>	6th Ave from S Grant Ave to Jackson Ave		

<u>Project Title:</u>	6th Avenue Pedestrian Crossing Safety Improvements	<u>Total Estimated Cost:</u>	\$7,358,135
<u>Phase:</u>	Right of Way	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3	<u>Project Description:</u>	The City was awarded a Highway Safety Improvement Program (HSIP) grant to construct needed safety improvements at selected intersections along the 6th Avenue corridor between Jackson Avenue and Grant Avenue.
<u>Location Description:</u>	6th Ave between Jackson and Sprague		

<u>Project Title:</u>	72nd/74th St Vision Zero Improvements	<u>Total Estimated Cost:</u>	\$15,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project would improve safety on the corridor by calming traffic, adding bicycle facilities, and building pedestrian safety and access improvements; this project is likely to be phased.
<u>Location Description:</u>	S 74th Street between west city limits and I-5; S 72nd St between I-5 and east city limits		

<u>Project Title:</u>	A Street Bicycle Boulevard: E 34th St to E 84th St	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4,5	<u>Project Description:</u>	This project would construct A St and a connector via E B St from E 84th St to E 34th St as a complete street with curb, gutter, sidewalks, bike boulevard, traffic calming, and streetlighting. This project provides critical access to high-capacity transit on Pacific Avenue and bike access to businesses along the corridor.
<u>Location Description:</u>	A St from E 34th St to E 84th St		

<u>Project Title:</u>	Accessible Pedestrian Signals Program	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will install accessible pedestrian signals that communicate to all users, even those with hearing or vision impairments. These accessible pedestrian signals, known as APS, convey signal information in audible and vibrotactile formats.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	ADA Curb Ramp Program	<u>Total Estimated Cost:</u>	\$10,000,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This program seeks to provide curb ramps to improve access to sidewalks, transit, and other essential facilities.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Baker Middle School Safe Routes to School	<u>Total Estimated Cost:</u>	\$1,569,658
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project will improve safety and walkability by adding sidewalk with curb and gutter, ADA compliant curb ramps, bulb-outs, marked crosswalks with advanced stop bars, a rectangular rapid flashing beacon, and a hybrid beacon. Speed bumps will be added to lower vehicular speed, further improving safety for all non-motorized users. Bicycle safety will be improved using green pavement bicycle crossing markings and providing a protected bicycle boulevard conversion with wayfinding signs and markings. In addition to corridor improvements, walk/bike school events, encouragement activities, and safety education classes will be provided at the end of construction. This project was prioritized based on safety, equity, and connectivity metrics.
<u>Location Description:</u>	Baker Middle School		

<u>Project Title:</u>	Bicycle & Pedestrian Education, Encouragement, and Safety Program	<u>Total Estimated Cost:</u>	\$365,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will reduce barriers to using active transportation and transit through programs such as outreach events, education, and the City's bike parking program. This programming supports the City's compliance with the state Commute Trip Reduction law and helps Tacoma meet our equity, safety, and environmental goals.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	City Support for Tacoma to Puyallup Regional Trail Connection	<u>Total Estimated Cost:</u>	\$5,250,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will continue the City's support for the Tacoma to Puyallup Regional Trail Connection project.
<u>Location Description:</u>	Between Tacoma and Puyallup		

<u>Project Title:</u>	Cultural Shift to Active Transportation	<u>Total Estimated Cost:</u>	\$477,500
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This is a multiagency project focused on transportation demand management (TDM) programs in regional growth centers, manufacturing/industrial centers, local centers of importance, and the corridors serving them. The programs will vary by agency but they will have a common goal to educate and influence people's travel behavior between home, work, services and recreation trips. The City of Tacoma will be the lead agency working in partnership with the cities of Fircrest, Puyallup, and University Place. The agencies will implement TDM elements that are appropriate for each jurisdiction. TDM elements include: In Motion, residential outreach programs focused on difficult to reach populations (e.g. low income, low English proficiency populations); Live Close to Work Program; Education & encouragement (e.g. Bike Month, Open Streets Events, center-based bicycle parking programs); Education & encouragement campaigns (e.g. bike safety, TDM, cost effectiveness).
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	East/West Bikeway Connection	<u>Total Estimated Cost:</u>	\$5,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3,4,5	<u>Project Description:</u>	This project will evaluate, prioritize, and construct east/west bikeway connections south of S 38th St. This project is in coordination with I-5 Active Transportation Crossing Program.
<u>Location Description:</u>	S 38th St to south city limits		

<u>Project Title:</u>	Hilltop Offsite Improvements	<u>Total Estimated Cost:</u>	\$342,767
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	Offsite improvements to support development of a 282 apartment Transit Oriented Development on vacant property formerly owned by the Washington State Department of Commerce. □
<u>Location Description:</u>	Downtown		

<u>Project Title:</u>	Historic Water Ditch Trail- Phase III & IV	<u>Total Estimated Cost:</u>	\$17,357,578
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2,3,4	<u>Project Description:</u>	Phase IV is complete. Phase III will complete 1.1 miles of shared use trail between Pine and M Street on the north side of South Tacoma Way and a sidewalk between Pine and Sprague on the south side of South Tacoma Way.□
<u>Location Description:</u>	South Tacoma Way between S Pine St & C		

<u>Project Title:</u>	I-5 Crossings Study Assessment	<u>Total Estimated Cost:</u>	\$2,025,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This planning study will assess 14 existing I-5 bridges/undercrossings in support of federal ""Reconnecting Communities Pilot Program."" This project supports WSDOT's I-5 Systems Partnership to reduce barriers that I-5 creates in the community.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	J Street Bicycle Boulevard	<u>Total Estimated Cost:</u>	\$5,981,750
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project will construct a two-mile bicycle boulevard on J Street from North 3rd Street to South 27th Street, along with improved east/west bicycle connections via 6th Avenue, South 11th Street, Earnest S Brazill Street, South 17th Street, and South 18th Street. The five east/west connections, ranging from one to three blocks in length, will provide access to Link Light Rail stops and key neighborhood destinations including the Hilltop Business District and People's Community Center.
<u>Location Description:</u>	J Street - from N 3rd Street to South 27th Street Intersection		

<u>Project Title:</u>	Links to Opportunity	<u>Total Estimated Cost:</u>	\$16,000,000
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2,3	<u>Project Description:</u>	The project will enhance the corridor along Sound Transit's Hilltop Tacoma LINK extension route to increase accessibility and safety for residents and businesses. The scope of the improvements includes varying sidewalk color and designs, pedestrian lighting, street furniture, wayfinding signage, bicycle facilities, local art, granite inscriptions and poetry, street trees, and landscaping. The project serves one of Tacoma's oldest historically Black neighborhoods and business districts, and the design was informed by nearly two years of grassroots outreach to the Hilltop community. Downtown: On the Go!, Hilltop Action Coalition, and Tacoma Housing Authority all assisted in the outreach effort. The final design is informed and defined by the community that it will serve and will honor the history of the corridor.
<u>Location Description:</u>	MLK Jr Way, Division, N 1st		

<u>Project Title:</u>	Manitou Elementary Safe Routes to Schools	<u>Total Estimated Cost:</u>	\$898,091
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project will improve the school crossing by adding a raised crosswalk, Rectangular Rapid Flashing Beacons (RRFB), and lighting. The project will also add protected and buffered bike lanes. This project was prioritized based on safety, equity, and connectivity metrics.
<u>Location Description:</u>	S 66th St between Cheyenne and Tyler St		

<u>Project Title:</u>	McKinley Ave ITS and Signal Coordination	<u>Total Estimated Cost:</u>	\$465,300
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	This project will provide traffic signal communications and traffic signal coordination on McKinley Avenue between E 38th Street and E 64th Street. This includes upgrading traffic signal detection, replacing signal cabinets and controllers, installing Accessible Pedestrian Signals, and installing fiber optic communications at networking equipment. It also includes the full reconstruction of the McKinley Avenue at E 56th Street traffic signal which includes curb ramps and sidewalk connections.
<u>Location Description:</u>	McKinley Ave and E 38th St/ E 40th St/ E 48th St/ E 56th St/ E 64th St		

<u>Project Title:</u>	McKinley Overlook	<u>Total Estimated Cost:</u>	\$600,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	This project will improve the overlook area along East 32nd Street and provide a useable, public greenspace for the community. Included in this project are planted landscape areas with a sidewalk pathway, interpretive signing, viewfinders, garbage cans, seating, lights, and defined parking spaces. This space will make use of the viewpoint and promote active transportation, improve safety and limit vehicular speeding, reduce littering, and build a cohesive sense of community. Future placemaking and arts will be incorporated throughout the project after construction is complete.
<u>Location Description:</u>	E 32nd St from E E St to E F St		

<u>Project Title:</u>	Missing Link Sidewalks	<u>Total Estimated Cost:</u>	\$2,965,000
<u>Phase:</u>	Complete	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will complete missing link sidewalks with a focus on providing continuous sidewalk access to Schools, Parks and Community Centers, in collaboration with Vision Zero High Injury Networks, 15 Minute Neighborhoods, and Safe Routes to Schools
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Multilingual Street Name Signs	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	This project will replace pre-identified street names signs (SNS), and associated Stop signs, along publicly maintained roadways/intersections in a certain area of PTOI tribal land with new standard signs (Stop and SNS) and supplementing honorary street name signs displaying native language names assigned to the roadways (Lushootseed).
<u>Location Description:</u>	Puyallup Tribal Reservation		

<u>Project Title:</u>	North 21st Street: Proctor to Pearl	<u>Total Estimated Cost:</u>	\$17,625,500
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This project includes roadway rehabilitation and streetscape including new sidewalks, ADA compliant curb ramps, bicycle facilities, and a new asphalt surface and re-channelization.□
<u>Location Description:</u>	N 21st St		

<u>Project Title:</u>	Pacific Avenue Vision Zero Improvements (Schuster Parkway - City	<u>Total Estimated Cost:</u>	\$10,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2,4,5	<u>Project Description:</u>	This project would enhance safety for all roadway users and increase pedestrian accessibility and safe crossing opportunities. This project will also enhance bicycle connectivity to transit and destinations along Pacific Ave from parallel bike boulevards and east-west bike routes. This project is likely to be phased.
<u>Location Description:</u>	Pacific Avenue (Schuster Parkway - southern City Limits) and connections to parallel bike routes		

<u>Project Title:</u>	Pearl Street Lighting & Pedestrian Improvements	<u>Total Estimated Cost:</u>	\$850,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	The project will improve/include street and pedestrian lighting, sidewalks, banners poles, bike lanes, 2-3 mid-block crossings, traffic calming (49th, 52nd, 48th), bus shelters, wayfinding, and streetscape.□
<u>Location Description:</u>	N Pearl St between 46th St & Park Ave		

<u>Project Title:</u>	Pedestrian Accessibility District 10	<u>Total Estimated Cost:</u>	\$3,100,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4,5	<u>Project Description:</u>	This project will make improvements to or construct over 130 new ADA-compliant curb ramps, impacting 21 total intersections, that have been requested by people with disabilities and where there are identified barriers. This will improve access to between streets and sidewalks for people with mobility issues. This project will create an accessible, walkable, and equitable community within District 10.
<u>Location Description:</u>	District 10		

<u>Project Title:</u>	Pedestrian Crossing Improvement Project Phase II	<u>Total Estimated Cost:</u>	\$9,568,160
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project improves pedestrian crossings at intersections across the City.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Pedestrian Mobility & Safety Improvements at South 56th St and Pacific Avenue (SR 7)	<u>Total Estimated Cost:</u>	\$650,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project will upgrade all four corners of the intersection of 56th and Pacific Ave with curb extensions, ADA-compliant curb ramps, and accessible pedestrian push buttons.
<u>Location Description:</u>	S 56th St and Pacific Ave		

<u>Project Title:</u>	Pine St Protected Bike Lanes: Center - S 47th St	<u>Total Estimated Cost:</u>	\$16,331,737
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project will create protected bicycle facilities and pedestrian safety and access improvements on Pine Street between Center St and S 47th St.□
<u>Location Description:</u>	Tacoma Mall Vicinity		

<u>Project Title:</u>	Portland Avenue Vision Zero Improvements	<u>Total Estimated Cost:</u>	\$22,990,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	This project will improve safety on Portland Avenue from East 27th to East 56th Street by slowing speeds and improving connectivity for people walking, rolling, and bicycling. Tacoma's Vision Zero Action Plan (www.cityoftacoma.org/visionzero) uses a data-driven approach to set Tacoma's path towards eliminating crashes that cause serious injuries or deaths by 2035. In addition to actions to improve safety citywide, the Plan identifies roadways that are the highest risk for serious injury & fatal collisions. Portland Ave is one of these high-risk corridors. When completed, this work will compliment planned light rail and transit improvements and the planned regional Tacoma to Puyallup trail. This project directly connects to the Pipeline Trail and significant community destinations. The City of Tacoma will be working closely with the Puyallup Tribe of Indians, as well as community and transit partners to improve safety and multimodal access along one of Tacoma's highest crash corridors.
<u>Location Description:</u>	Portland Ave Corridor		

<u>Project Title:</u>	Prairie Line Trail Phase II	<u>Total Estimated Cost:</u>	\$11,424,722
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Phase 2 will construct a shared-use path in Tacoma's Brewery District between S 21st and S 25th St along the former BNSF rail line commonly referred to as Hood Street. This project will connect the existing first phase of the PLT at the UWT campus with the existing Water Ditch Trail. Wayfinding, landscaping, retaining walls, lighting, and art are included in the construction of the shared-use path.
<u>Location Description:</u>	S 23rd and Hood St		

<u>Project Title:</u>	Priority Active Transportation Small Project Improvements	<u>Total Estimated Cost:</u>	\$3,242,890
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will construct improvements to the pedestrian and bike network, including safety improvements such as pedestrian infrastructure, traffic calming, bike facilities, crossing improvements, and wayfinding. Funding is prioritized based on safety, equity, connectivity and partnership opportunities. To make the most of available funds - these projects are usually add-ons to larger projects to enhance safety and multimodal access (repaving, striping contract, utility work, etc.).
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Protected Bikeway on Tyler St: S 19th St - S 74th St	<u>Total Estimated Cost:</u>	\$6,725,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3,5	<u>Project Description:</u>	This project will design and construct a protected bikeway on S Tyler St, filling a missing link between S 19th St and S Wright Ave and adding protection to existing painted bike lanes from S Wright Ave to S 74th St. This project is likely to be phased.
<u>Location Description:</u>	Tyler St from S 19th St to S 74th St		

<u>Project Title:</u>	Puyallup Ave Corridor Improvements with pedestrian access to Fife	<u>Total Estimated Cost:</u>	\$41,500,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Reconstruction of a roadway with complete street elements including sidewalks/curb ramps, bulbouts, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a shared HOV/transit lane, as well as minor improvements to side streets to reorient/increase functionality of parking spaces, and other street amenities. The pavement design for driving lanes <input type="checkbox"/> will meet heavy haul standards. <input type="checkbox"/> Bike lanes/active transportation facilities will also be added, with additional State funds, to provide Fife to Tacoma pedestrian access, adjust the ramp at the Portland/Puyallup intersection, and connect this project's amenities to WSDOT's regional bike lane improvements along SR 167.
<u>Location Description:</u>	Portland Ave to 450 feet east of Eels Street/20th Street East intersection		

<u>Project Title:</u>	S 11th St/S 12th St Protected Bike Lanes: Jackson Ave - Murray Morgan Bridge	<u>Total Estimated Cost:</u>	\$15,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3	<u>Project Description:</u>	This project would construct protected bike lanes on S 11th St and S 12th St, filling in missing links and creating a continuous east-west bike route from Jackson Ave to the Murray Morgan Bridge.
<u>Location Description:</u>	S 11th St/S 12th St: Jackson Ave - Murray Morgan Bridge		

<u>Project Title:</u>	S 21st St & C St Signal Project	<u>Total Estimated Cost:</u>	\$1,288,835
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will replace traffic signals and update pedestrian infrastructure. New signal assets will include signal poles, push buttons, circuitry, and conduit. Curb ramps will be updated as needed for ADA compliance.
<u>Location Description:</u>	S 21st St & S C St		

<u>Project Title:</u>	S 25th St Traffic Safety Enhancements	<u>Total Estimated Cost:</u>	\$1,790,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2,3	<u>Project Description:</u>	This project is approximately 1.3 miles in length and is located on S. 25th Street between the Scott Pierson Trail and Prairie Line Trail. The project includes installing bicycle facilities such as bike lanes, shared lane markings, parking protected bike lanes, bicycle wayfinding signage, green bike lane pavement markings, bike box, bike detection, and a shared use path. It also includes installing marked crosswalks and curb ramps, and implementing leading pedestrian intervals as needed at locations along S. 25th Street approximately between the Scott Pierson Trail and Hood Street. Project includes associated ADA and utility work as needed.
<u>Location Description:</u>	S 25th St from State St to Hood St		

<u>Project Title:</u>	S 84th Street Complete Streets	<u>Total Estimated Cost:</u>	\$10,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project would calm traffic, enhance multimodal access, and improve safety by adding bicycle facilities and pedestrian safety and access improvements. This project is likely to be phased.
<u>Location Description:</u>	S 84th St from S Hosmer St to McKinley Ave		

<u>Project Title:</u>	S Cedar St Active Transportation Improvements	<u>Total Estimated Cost:</u>	\$2,779,087
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project improves walking & biking by constructing crosswalk improvements, buffered bike lanes, ADA improvements, sidewalk, channelization, bike detection, signal improvements, and engineering evaluation.
<u>Location Description:</u>	S Cedar St from S 15th to Center St		

<u>Project Title:</u>	S Hosmer St Vision Zero Improvements (S 72nd St - Tacoma City Limits)	<u>Total Estimated Cost:</u>	\$2,500,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project is intended to improve safety and active transportation access on S Hosmer St - with a particular focus on pedestrian safety, ADA accessibility, and crossings.
<u>Location Description:</u>	S Hosmer St from S 72nd St -to southern city limits		

<u>Project Title:</u>	S. Yakima Sidewalk & Birney Elementary Safe Routes To School	<u>Total Estimated Cost:</u>	\$788,910
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project consists of sidewalk improvements with an aim to provide an Americans with Disabilities Act (ADA) accessible route on S Yakima Avenue between S 67th St and S 70th St, near IDEA High School. This includes missing link sidewalk, ramp upgrades, and curb bulbs, as well as the construction of Rapid Rectangular Flashing Beacons. The work at the S Yakima Ave & 76th is aimed at providing safe routes to school for Birney Elementary School. The contractor for this project is Axum General Construction, Inc.
<u>Location Description:</u>	S Yakima Ave - S 67th St and S 70th St		

<u>Project Title:</u>	Safe Routes to School Improvements	<u>Total Estimated Cost:</u>	\$4,400,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will implement strategies outlined in the Safe Routes to School Action Plan and construct improvements at schools throughout the City.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Safe Routes to School Infrastructure Assessment	<u>Total Estimated Cost:</u>	\$120,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project includes identifying, assessing, and developing a cost estimate for needed infrastructure improvements at 10 schools per year, which provides for opportunities to partner.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Safe Routes To School: Edison, Whitman, Lincoln	<u>Total Estimated Cost:</u>	\$1,568,664
<u>Phase:</u>	Closeout	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4,5	<u>Project Description:</u>	The project shall generally consist of installing improvements at Edison Elementary School, Whitman Elementary School, and Lincoln High School consisting of: ADA compliant curb ramps, missing link sidewalks, bulbouts with pedestrian actuated beacons, traffic calming, and signage/markings.
<u>Location Description:</u>	0		

<u>Project Title:</u>	School Beacons	<u>Total Estimated Cost:</u>	\$2,902,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will continue installing school zone flashing beacons as identified on the school priority list developed by the City and School District.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Schuster Parkway Trail	<u>Total Estimated Cost:</u>	\$49,000,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Project to Construct a multiuse path along the Schuster Parkway linking downtown Tacoma/Thea Foss Waterway at S. 4th Street with the Old Town District at N. 30th.
<u>Location Description:</u>	Schuster Parkway, S. 4th to Ruston Way		

<u>Project Title:</u>	Scott Pierson Trail Access and Safety	<u>Total Estimated Cost:</u>	\$250,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This project will prioritize an improvement to safe bicycle and pedestrian access to or along the Scott Pierson Trail to enhance trail safety.
<u>Location Description:</u>	Connections to Scott Pierson Trail		

<u>Project Title:</u>	Sidewalk Abatement Program	<u>Total Estimated Cost:</u>	\$403,685
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project replaces unfit or unsafe sidewalks following the process outlined in Tacoma Municipal Code 10.18 and Revised Code of Washington 35.68 and assesses the cost upon the abutting property owner.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	South Tacoma Business District Streetscape	<u>Total Estimated Cost:</u>	\$2,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project includes infrastructure improvements such as landscaping, green street-scaping, de-paving, and street repair in the South Tacoma Business District.
<u>Location Description:</u>	South Tacoma Way, S 47th-57th St		

<u>Project Title:</u>	South Tacoma Sounder Station Access	<u>Total Estimated Cost:</u>	\$40,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3,5	<u>Project Description:</u>	This project improves access to the South Tacoma Sounder Station, including ADA access, pedestrian enhancements, new/improved bikeways, & connectivity to transit. This project is being planned in partnership with Sound Transit.
<u>Location Description:</u>	South Tacoma		

<u>Project Title:</u>	Swan Creek Pedestrian Bridge & Connectivity	<u>Total Estimated Cost:</u>	\$2,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	This project is led by Metro Parks Tacoma and will complete design and permitting, and will construct a bike and pedestrian bridge at Swan Creek Park. Additional improvements to connect to Pipeline Trail are planned.
<u>Location Description:</u>	Swan Creek Park		

<u>Project Title:</u>	Systemic Safety Improvements	<u>Total Estimated Cost:</u>	\$1,012,800
<u>Phase:</u>	Closeout	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This project will improve pedestrian visibility at S 19th & Fawcett, McKinley Ave & E 37th St, McKinley Ave & E 36th St, S 19th St & Yakima Ave, and S 19th St & Tacoma Ave with street lighting, bulb outs, high visibility markings, protected signal phasing, and a HAWK signal at S 19th St & Fawcett Ave.
<u>Location Description:</u>	S 19th St; McKinley Ave		

<u>Project Title:</u>	Tacoma Dome Link Extension Station Access	<u>Total Estimated Cost:</u>	\$65,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2,4	<u>Project Description:</u>	This project improves access to the Tacoma Dome and planned Portland Ave Link station, including ADA access, pedestrian enhancements, new/improved bikeways, & transit access.
<u>Location Description:</u>	East Tacoma, Downtown, Dome District		

<u>Project Title:</u>	Tree Street Corridor (Alder/Cedar/Pine) Goes Green	<u>Total Estimated Cost:</u>	\$6,110,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2,3	<u>Project Description:</u>	This project will create a safe bicycle corridor between S 15th St and N Yakima Ave; extending the funded Cedar St Active Transportation Enhancements Project to the existing Yakima Ave bike boulevard, primarily following Pine St.□
<u>Location Description:</u>	Cedar St : S 15th to S 12th & Pine St: S 12th to N 15th St & N 15th St: Pine St to N Fife St & Fife St: N 15th St to Yakima		

<u>Project Title:</u>	Unfit/Unsafe Sidewalk Program	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This program administers funding to reconstruct unfit/unsafe sidewalks.□
<u>Location Description:</u>	Citywide		

BRIDGES

<u>Project Title:</u>	34th Street Bridge Deck Repair and Seismic Retrofit - Pacific Ave to E B St	<u>Total Estimated Cost:</u>	\$8,220,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	The project is to conduct preventative maintenance on the historically-significant 34th Street bridge including replacement of the seismically vulnerable rocker bearings supporting the structure, correction of sidewalk deficiencies, installation column fiber wrapping, and addition a structural steel handrail as well as a guardrail.
<u>Location Description:</u>	E 34th St & B St		

<u>Project Title:</u>	4th and Dock Street Deck Replacement	<u>Total Estimated Cost:</u>	\$3,475,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Remove and replace the existing deck. Provide AASHTO compliant hand rail and add a rail road throw fence.
<u>Location Description:</u>	It is located between Schuster Parkway and Dock Street.		

<u>Project Title:</u>	Bridge Capital Projects	<u>Total Estimated Cost:</u>	\$2,700,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project supports capital improvements to the City of Tacoma's 43 bridges. This includes replacement, rehabilitation, and maintenance of all bridges.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	East 11th Street Bridge Demolition over the Puyallup River	<u>Total Estimated Cost:</u>	\$9,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project removes the existing bridge over the Puyallup River as well as the east and west approaches from Portland Ave to Milwaukee Ave.
<u>Location Description:</u>	Portland Ave to Milwaukee Ave		

<u>Project Title:</u>	East 11th Street Bridge Replacement	<u>Total Estimated Cost:</u>	\$180,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project replaces the 11th Street bridge over the mouth of the Puyallup River.
<u>Location Description:</u>	E 11th St from Portland Ave to Milwaukee		

<u>Project Title:</u>	East D St Overpass Repairs	<u>Total Estimated Cost:</u>	\$200,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will repair and/or replace damaged bollards and pedestrian fencing on the northwest end of the D Street Bridge.
<u>Location Description:</u>	Northwest end of the D Street Bridge		

<u>Project Title:</u>	East Lincoln Ave Bridge Seismic Rehabilitation	<u>Total Estimated Cost:</u>	\$1,220,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	The East Lincoln Bridge Project will enhance the seismic resilience of the existing bridge by replacing its current rocker and pin bearings, which are vulnerable to seismic events. The consultants' role is to design and oversee the replacement of these bearings to ensure the bridge's safety and longevity.
<u>Location Description:</u>	Mile Post 10.00 / Intersecting Puyallup River.		

<u>Project Title:</u>	Fishing Wars Memorial Bridge Phase 2	<u>Total Estimated Cost:</u>	\$310,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will replace the remaining Fishing Wars Memorial Bridge spans (Phase 2) over the Puyallup River and eastward towards Fife. The project will begin with a planning phase dependent upon available funding.
<u>Location Description:</u>	Fishing Wars Memorial Bridge		

<u>Project Title:</u>	Hylebos Fender Replacement	<u>Total Estimated Cost:</u>	\$2,566,175
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	The project will replace the western fender system of the Hylebos Bridge which was destroyed by a tug and barge combination in October 2023.
<u>Location Description:</u>	Hylebos Bridge western side of the Hylebos waterway		

<u>Project Title:</u>	Portland Avenue Bridge Repair - Span Over BNSF Tracks	<u>Total Estimated Cost:</u>	\$5,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project consists of installing external post tensioning to improve the load carrying capacity of the bridge. □
<u>Location Description:</u>	Portland Ave and south of River St		

<u>Project Title:</u>	River Street Viaduct Deck Replacement	<u>Total Estimated Cost:</u>	\$9,922,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will remove and replace the existing deck to repair existing delaminations and potholes. The project will also add new AASHTO compliant handrails and a railroad throw fence.
<u>Location Description:</u>	Between E Lincoln and Puyallup avenue over the BNSF rail yard.		

<u>Project Title:</u>	S 48th St Seismic Bridge Retrofit	<u>Total Estimated Cost:</u>	\$1,096,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3,4	<u>Project Description:</u>	This project will upgrade the seismically vulnerable columns along the South 48th Street Bridge. The columns upgraded will be the two columns centered between the northbound and southbound I-5 lanes.
<u>Location Description:</u>	South 48th St Bridge (between Tacoma Mall Blvd and S Alaska St)		

<u>Project Title:</u>	Tacoma Spur Stadium NB/SB Ramps	<u>Total Estimated Cost:</u>	\$5,436,100
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	The project will provide an enhanced driving surface on the Northbound and Southbound ramps to/from Interstate 705 and the Tacoma downtown area. This project will install a new cement concrete overlay on the ramp decks, new bridge deck expansion joints, and safety upgrades including a new crash attenuator at the beginning of the Northbound ramp.
<u>Location Description:</u>	The project is located on the I-705 on/off ramps connecting to South Stadium Way/Commerce Street.		

<u>Project Title:</u>	Tiflow Park: Hidden Beach Bridge Replacement	<u>Total Estimated Cost:</u>	\$3,500,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This project is led by Metro Parks Tacoma and will complete design and permitting to replace the failing bridge that crosses a busy railroad track that provides access to North Hidden Beach.□
<u>Location Description:</u>	Tiflow Park		

<u>Project Title:</u>	Union Avenue Bridge Repair	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Closeout	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	Due to a homeless encampment fire the girders of the off ramp were seriously damaged and needed repair to reopen the ramp.
<u>Location Description:</u>	Union Avenue bridge off ramp to South Tacoma Way.		

COMMUNITY DEVELOPMENT

<u>Project Title:</u>	15th Street Moorage and Waterway Park Launch	<u>Total Estimated Cost:</u>	\$60,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Design a replacement for the 15th Street wood warf. The current structure is a floated gangway and is deteriorating. The new warf will be designed for lanuching human powered craft.
<u>Location Description:</u>	Foss Waterway		

<u>Project Title:</u>	Affordable Housing Capital Projects	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This program provides for the acquisition, planning, design, construction, and execution of affordable housing projects with city limits.
<u>Location Description:</u>	Various Locations		

<u>Project Title:</u>	Homelessness Sheltering Projects	<u>Total Estimated Cost:</u>	\$10,000,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project provides for the acquisition, planning, design, construction, and execution of homelessness sheltering projects within city limits.□
<u>Location Description:</u>	Various Locations		

<u>Project Title:</u>	Infrastructure Fund (CED)	<u>Total Estimated Cost:</u>	\$40,233
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	Funds to cost-share off-site improvements and/or seismic retrofits to enable the development of affordable housing and job creation projects in Tacoma that may not otherwise occur due to inadequate public infrastructure or life safety concerns.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Minority Business Development Agency - Tacoma Business Center	<u>Total Estimated Cost:</u>	\$3,059,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	US Commerce Department Funding to support minority businesses with technical assistance and access to capital.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Park Plaza North Renovation	<u>Total Estimated Cost:</u>	\$550,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Renovate to code highly visible City-owned space on the ground floor of the Park Plaza North Garage at Pacific Avenue adjacent to the City Parking Services Office for potential office, retail or service tenants
<u>Location Description:</u>	Downtown		

<u>Project Title:</u>	People's Community Center	<u>Total Estimated Cost:</u>	\$1,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	The People's Center in the Hilltop neighborhood is a community center owned by the City of Tacoma and managed by MetroParks Tacoma. The center hosts many community activities, fitness and swim classes, and more. The building was constructed in the 1960s and has seen some modest improvements over the years. Most recently in 2015, the pool area was upgraded. The building is showing its age and is in need of repair. The City is working with MetroParks Tacoma to craft a community visioning effort, and, eventually a new future plan for the People's Center site.
<u>Location Description:</u>	1602 Martin Luther King Jr Way		

CULTURAL FACILITIES

<u>Project Title:</u>	Greater Tacoma Convention Center	<u>Total Estimated Cost:</u>	\$5,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	The Greater Tacoma Convention Center is an important element and economic driver located in downtown Tacoma. It requires periodic upgrades to keep up with the general wear and tear of the building as well as improvements to keep pace with the competitive convention center market. This project envisions general upgrades needed to keep the building operation and maintain a welcoming environment for patrons and visitors.
<u>Location Description:</u>	Downtown		

<u>Project Title:</u>	GTCC Safety and Security Improvements	<u>Total Estimated Cost:</u>	\$500,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Installation of new and updates to existing safety and security infrastructure.□
<u>Location Description:</u>	1500 Broadway		

<u>Project Title:</u>	Performing Arts Theaters Capital Campaign Contribution	<u>Total Estimated Cost:</u>	\$7,000,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Council Resolution 39108 pledged up to \$10 million in funding by 2020 for the Theater District Centennial Campaign. The resolution anticipated providing \$3 million in Capital Campaign contributions in the 2017-2018 biennium.
<u>Location Description:</u>	Pantages Theater, 901 Broadway		

<u>Project Title:</u>	Performing Arts Theaters Capital Projects Management	<u>Total Estimated Cost:</u>	\$4,000,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This funding allows the Broadway Center for the Performing Arts (BCPA) to provide capital improvements at the Pantages, Rialto, Theater On The Square and the Jones Building.
<u>Location Description:</u>	Pantages Theater, 901 Broadway		

<u>Project Title:</u>	Prairie Line Trail Historic Interpretation Project	<u>Total Estimated Cost:</u>	\$440,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This project will develop an historic interpretation plan for the City's segments of the Prairie Line Trail corridor, as well as design and implement projects identified and informed by that interpretation plan.
<u>Location Description:</u>	17th to 9th Street, 21st south to 25th		

<u>Project Title:</u>	Rialto Theater Renovatoin	<u>Total Estimated Cost:</u>	\$11,500,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	The Historic Rialto Theater, located in the downtown Tacoma Theater District, was constructed in 1918. The theater has seen some renovations over the course of its life but is in need of repair. The renovation of the Rialto would include redesigning and upgrading the main seating area, improving accessibility for all patrons, updating the backstage areas, and modernizing the stage and equipment. Upgrades are also needed to interior building systems. A recently completed roofing project helped the state of the building envelope, but a renovation project would examine whether additional upgrades are needed in this area.
<u>Location Description:</u>	Downtown		

<u>Project Title:</u>	Tacoma Dome Exhibition Hall Renovation	<u>Total Estimated Cost:</u>	\$3,900,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Renovate Exhibition Hall and Lobby. Replacement of mechanical, plumbing and electrical systems, surfaces, fixtures, furniture and equipment.
<u>Location Description:</u>	Tacoma Dome		

<u>Project Title:</u>	Tacoma Dome Parking Lot Repavement	<u>Total Estimated Cost:</u>	\$1,100,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Repave surface lots outside of Tacoma Dome
<u>Location Description:</u>	Tacoma Dome		

<u>Project Title:</u>	Tacoma Dome Plaza Restoration	<u>Total Estimated Cost:</u>	\$350,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Restore Veterans Plaza to original purpose of honoring our veterans. Replace plantings and brick work.
<u>Location Description:</u>	Tacoma Dome		

<u>Project Title:</u>	Tacoma Dome Renovation Project	<u>Total Estimated Cost:</u>	\$31,033,308
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Tacoma Dome capital projects approved in the 2017-2018 biennium including seating replacement; dressing room and restroom renovations; a new loading dock; fire, security, audio, and lighting upgrades; exterior renovation; and HVAC replacement.
<u>Location Description:</u>	Tacoma Dome		

<u>Project Title:</u>	Tacoma Dome Security Modernization	<u>Total Estimated Cost:</u>	\$1,500,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Installation of new and updates to existing safety and security infrastructure.
<u>Location Description:</u>	Tacoma Dome		

<u>Project Title:</u>	Tacoma Dome South Addition	<u>Total Estimated Cost:</u>	\$11,500,000
<u>Phase:</u>	New	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	A 10,000 sq. ft. addition to provide adequate and equitable restrooms for guests and waste management solution to meet current environmental and waste diversion goals.
<u>Location Description:</u>	Tacoma Dome		

GENERAL GOVERNMENT MUNICIPAL FACILITIES

<u>Project Title:</u>	Pacific Plaza Green Roof	<u>Total Estimated Cost:</u>	\$350,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Re-establish the Green Roof on top of the Pacific Plaza structure.
<u>Location Description:</u>	1137 Commerce		

<u>Project Title:</u>	Park Plaza North Deferred Maintenance	<u>Total Estimated Cost:</u>	\$4,200,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Deferred maintenance needs identified for the facility including superstructure repairs, interior finishes, elevator replacement, and electrical repairs.
<u>Location Description:</u>	923 Commerce Street		

<u>Project Title:</u>	Parking System Branding	<u>Total Estimated Cost:</u>	\$950,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Establishment of brand identity for the Parking System including new signage and garage placemaking.
<u>Location Description:</u>	Various		

LIBRARIES

<u>Project Title:</u>	Library Branch Renovations	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will renovate all eight library branches and include new electrical, mechanical, plumbing, and networking systems, as well as new layouts, carpet, paint, furniture and fixtures, etc.□
<u>Location Description:</u>	All library branches		

<u>Project Title:</u>	Library Physical Infrastructure and Building Repairs	<u>Total Estimated Cost:</u>	\$3,641,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	Roofs for 2 buildings, extensive exterior repair on 3 buildings, window replacement on 2 buildings, and HVAC replacement for 3 buildings.□
<u>Location Description:</u>	Six library branches		

<u>Project Title:</u>	Main Boiler Replacement	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	The Main library's boiler is inefficient, old, and at risk of failing. Funding is needed to modernize this vital piece of equipment.□
<u>Location Description:</u>	1102 Tacoma Ave S		

<u>Project Title:</u>	New Library Branches	<u>Total Estimated Cost:</u>	\$100,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This project will rebuild all eight library branches.
<u>Location Description:</u>	All library branches		

<u>Project Title:</u>	Remodel of Main	<u>Total Estimated Cost:</u>	\$8,028,401
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	In 21-22 TPL proposed reducing the Main footprint as a way to make ongoing operational reductions. Funding is needed to create spaces for partner agencies to operate and produce programming, and to move all library functions to the 1st floor and NW Room.
<u>Location Description:</u>	1102 Tacoma Ave S		

LOCAL IMPROVEMENT DISTRICTS

<u>Project Title:</u>	Future Alley and Street Paving LIDs	<u>Total Estimated Cost:</u>	\$6,605,250
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	Placeholder for LID funding of returned adequate advisory petitions and future LID requests as well as for the LID Assistance Program until need by LID identified.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	LID 3970	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	Extension of an eight-inch wastewater main within North 48th Street from Lexington Street east 150 feet, thence south in Lexington Street, approximately 680 feet. Lexington Street and North 48th Street will be paved with 2-inches of asphalt over 4-inches of crushed surfacing top course to an approximate width of 28 feet on Lexington Street and an approximate width of 20 feet on North 48th Street funded by Street Initiative No. 24.
<u>Location Description:</u>	N 48th St, Lexington St		

<u>Project Title:</u>	LID 8655 Streets	<u>Total Estimated Cost:</u>	\$700,000
<u>Phase:</u>	Closeout	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	A majority of property owners abutting the streets have signed an advisory petition requesting permanent pavement with storm drainage to replace their temporary oil mat surface. Utility adjustment or replacement may be required.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	LID 8660 Alley Paving	<u>Total Estimated Cost:</u>	\$342,000
<u>Phase:</u>	Closeout	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	The LID is for permanent alley pavement with a storm main extension.□
<u>Location Description:</u>	Alley btwn N 30 - N 31st St Monroe		

<u>Project Title:</u>	LID 8661 Paving for Proctor	<u>Total Estimated Cost:</u>	\$30,000
<u>Phase:</u>	Closeout	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This project is a grind and overlay of Proctor St from N 38th to and including the cul de sac.□
<u>Location Description:</u>	Proctor St, N 38th to Dead End		

<u>Project Title:</u>	LID 8662 Bennett Street	<u>Total Estimated Cost:</u>	\$1,359,464
<u>Phase:</u>	Closeout	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	A majority of the property owners have signed an advisory survey requesting pervious pavement with Storm drainage to replace existing surface. Substantial completion was issued January 2, 2019.□
<u>Location Description:</u>	Bennett St btwn N 35th St and N 37th St		

<u>Project Title:</u>	LID 8663	<u>Total Estimated Cost:</u>	\$3,783,890
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This project received an adequate survey from owners on 4 streets and 1 alley in N Tacoma. Created by ordinance # 28749, 3/30/2021.□
<u>Location Description:</u>	Various locations in N Tacoma		

<u>Project Title:</u>	LID 8667	<u>Total Estimated Cost:</u>	\$1,493,029
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This project includes Ruby St from Baltimore St to Shirley St and Mullen St from N 46th to N 47th St.□
<u>Location Description:</u>	Mullen and Ruby Streets		

<u>Project Title:</u>	LID 8668	<u>Total Estimated Cost:</u>	\$1,266,961
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This project includes Wapato St, S 66th St to 68th St., the alley between Pacific and Bell from S 43rd to 45th St., and N. 27th St from Carr St west to the dead end.
<u>Location Description:</u>	S 66th, Wapato, S 43rd St Pacific Ave, N. 27th St, Carr		

<u>Project Title:</u>	LID 8670	<u>Total Estimated Cost:</u>	\$3,407,570
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project includes Ferry St from S 12th St to S 14th St. □
<u>Location Description:</u>	Ferry St from S 12th St to S 14th St		

<u>Project Title:</u>	LID-8669 Street Paving	<u>Total Estimated Cost:</u>	\$685,797
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This project includes repaving Fir St from N 13th St to N 15th St.
<u>Location Description:</u>	Fir St from N 13th St to N 15th St		

MUNICIPAL FACILITIES

<u>Project Title:</u>	A Street Parking Garage Deferred Maintenance	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Deferred maintenance needs identified for the facility including superstructure repairs and interior finishes.
<u>Location Description:</u>	110 South 10th Street		

<u>Project Title:</u>	A Street Parking Garage Lighting Upgrade	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	LED lighting upgrade for the A Street Parking Garage.
<u>Location Description:</u>	110 South 10th Street		

<u>Project Title:</u>	Beacon Activity Center	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Complete	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	0
<u>Location Description:</u>	415 S 13th St, Tacoma WA 98402		

<u>Project Title:</u>	Beacon Activity Center Improvements	<u>Total Estimated Cost:</u>	\$4,488,000
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will provide for the renovation of the Beacon Center to address deferred repair and replacement needs as well as enhance programming level of service.
<u>Location Description:</u>	415 South 13th Street		

<u>Project Title:</u>	Deferred Repair & Replacement Program	<u>Total Estimated Cost:</u>	\$60,600,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This program will address priority repair and replacement needs of City-owned facilities. Priority need projects will focus on asset preservation, historic facilities and critical building systems.
<u>Location Description:</u>	0		

<u>Project Title:</u>	GTCTC Garage Deferred Maintenance	<u>Total Estimated Cost:</u>	\$825,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Deferred maintenance needs identified for the facility including superstructure repairs.□
<u>Location Description:</u>	1500 Broadway		

<u>Project Title:</u>	Historic Municipal Complex, Exterior Refurbishment	<u>Total Estimated Cost:</u>	\$20,000,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	22
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will provide for refurbishment and cleaning of the exterior of the historic Tacoma Municipal Building and Municipal Building North.□
<u>Location Description:</u>	747 Market Street		

<u>Project Title:</u>	Lighthouse Activity Center	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Complete	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	0
<u>Location Description:</u>	5016 A St, Tacoma WA 98402		

<u>Project Title:</u>	Municipal Building North Energy Efficiency Measures	<u>Total Estimated Cost:</u>	\$1,800,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	55
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will advance the City's Climate Action Plan (CAP) goals to reduce energy by replacing inefficient building systems that are at the end of their useful life with 100% electric energy efficient systems.
<u>Location Description:</u>	733 Market Street		

<u>Project Title:</u>	Municipal Garage Deferred Maintenance	<u>Total Estimated Cost:</u>	\$570,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Deferred maintenance needs identified for the facility including interior finishes and electrical repairs.□
<u>Location Description:</u>	747 Market Street		

<u>Project Title:</u>	Municipal Lot Deferred Maintenance	<u>Total Estimated Cost:</u>	\$300,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Deferred maintenance needs identified for the facility including site improvements and electrical utility upgrades.□
<u>Location Description:</u>	740 Market Street		

<u>Project Title:</u>	Pt Defiance Senior Center	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Complete	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	0
<u>Location Description:</u>	4716 N Baltimore St, Tacoma WA 98407		

<u>Project Title:</u>	Tacoma Area Coalition of Individuals	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Complete	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	0
<u>Location Description:</u>	6315 S 19th St, Tacoma WA 98466		

<u>Project Title:</u>	Tacoma Learning Center Building	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Complete	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	0
<u>Location Description:</u>	6316 S 12th St, Tacoma WA 98465		

<u>Project Title:</u>	Tenant Improvement Program	<u>Total Estimated Cost:</u>	\$2,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This program will provide for office remodels and reconfigurations. Many facilities have not undergone significant improvements in decades and are in need of improvement.
<u>Location Description:</u>	Varies		

<u>Project Title:</u>	New Street Operations Facility - Property & Initial Design	<u>Total Estimated Cost:</u>	\$108,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	1
<u>Council District(s):</u>	0	<u>Project Description:</u>	The PW Maint Campus is located in the Brewery District economic revitalization area. Identifying and acquiring property for the relocation of the PW Maint Campus will enable the existing site to be marketed for economic and housing opportunities.
<u>Location Description:</u>	TBD		

PARKS AND OPEN SPACE

<u>Project Title:</u>	Chinese Reconciliation Park (New Phases)	<u>Total Estimated Cost:</u>	\$10,500,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will provide for future improvements to Chinese Reconciliation Park.
<u>Location Description:</u>	1741 N Schuster Parkway		

<u>Project Title:</u>	Downtown Fountains Reconditioning	<u>Total Estimated Cost:</u>	\$1,500,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will address deferred repair and replacement needs of existing downtown fountains, through removals and/or system refurbishments.
<u>Location Description:</u>	Various		

<u>Project Title:</u>	Fireman's Park Improvements	<u>Total Estimated Cost:</u>	\$635,357
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project will rehabilitate the park with an open concept plan making the park more visible from the street. Improvements will include timber removal, regrading, landscaping, lighting and other park amenities. □
<u>Location Description:</u>	S 9th and A St		

<u>Project Title:</u>	Melanie Jan LaPlant Dressel (Central) Park	<u>Total Estimated Cost:</u>	\$5,400,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Renovations at Central Park on the Foss Waterway. MetroParks will manage the project. □
<u>Location Description:</u>	Foss Waterway		

<u>Project Title:</u>	Prairie Line Trail - Art Park	<u>Total Estimated Cost:</u>	\$3,325,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This project will construct an Art Park adjacent to the trail between Pacific Ave and S 15th St along the United Way property.
<u>Location Description:</u>	Pacific Ave and S 16th St		

<u>Project Title:</u>	Waterway Park	<u>Total Estimated Cost:</u>	\$6,200,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This project includes planning, design, permitting, remediation and construction of the future Waterway Park and rowing center on the Foss Waterway.
<u>Location Description:</u>	Foss Waterway		

POWER

<u>Project Title:</u>	General Plant	<u>Total Estimated Cost:</u>	\$101,601,000
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	General Plant projects include additions, replacements, modifications to general facilities, and Tacoma Power Fleet Replacements.□
<u>Location Description:</u>	Various Locations		

<u>Project Title:</u>	TPU South 17th St Court D/E Infrastructure	<u>Total Estimated Cost:</u>	\$1,527,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project involves installing Tacoma Power utility vaults and duct banks.
<u>Location Description:</u>	S 17th from Court D to Court E		

PUBLIC SAFETY

<u>Project Title:</u>	Arterial Traffic Calming	<u>Total Estimated Cost:</u>	\$600,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will analyze and install traffic calming tools and improvements on arterial corridors to address collisions and neighborhood livability.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Fire Facilities Security Improvements	<u>Total Estimated Cost:</u>	\$750,000
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	Safety and security is a priority for the Tacoma Fire Department. This project will provide for the installation of access controls and other security enhancements to the existing fire facilities.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Fire Station #11 Renovation & Expansion	<u>Total Estimated Cost:</u>	\$15,700,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	7
<u>Council District(s):</u>	4	<u>Project Description:</u>	Historic FS #11 was constructed in 1909, the existing station is obsolete and lacks the requirements of a modern fire station. This project will provide for design and construction to renovate and expand the historic station.
<u>Location Description:</u>	3802 McKinley Ave		

<u>Project Title:</u>	Fire Station #4 Renovation & Expansion	<u>Total Estimated Cost:</u>	\$11,300,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	4
<u>Council District(s):</u>	3	<u>Project Description:</u>	Historic FS #4 was constructed in 1935, the existing station is obsolete and lacks the requirements of a modern fire station. This project will provide for design and construction to renovate and expand the historic station.□
<u>Location Description:</u>	1453 Earnest S Brazill St		

<u>Project Title:</u>	Fire Station # 6 Renovation and Addition	<u>Total Estimated Cost:</u>	\$5,100,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	10
<u>Council District(s):</u>	2	<u>Project Description:</u>	Fire Station # 6 is located in the Tideflats and covers emergency response in the Port and Downtown areas. This project would renovate and adding to the current location. The site can accommodate an addition, which includes two new private dormitories and a dedicated fitness room. The renovation allows for separation between cold and hot zones and private dorms for all staff. While this concept retains the double-stacked <input type="checkbox"/> apparatus bay, renovating and adding to Station 6 was found to be the <input type="checkbox"/> most feasible option. Renovating and adding to Station 6 helps supports growth through an addition, provides gender neutral living quarters, and allows better delineation of hot and cold
<u>Location Description:</u>	East side of the Murray Morgan Bridge from Downtown Tacoma.		

<u>Project Title:</u>	New Fire Station # 10	<u>Total Estimated Cost:</u>	\$14,800,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	18
<u>Council District(s):</u>	0	<u>Project Description:</u>	Historic FS # 10 was constructed in 1928, the existing station is obsolete and lacks the requirements of a modern fire station. <input type="checkbox"/> This project will provide for design and construction of a new station at a new location.
<u>Location Description:</u>	South Tacoma		

<u>Project Title:</u>	New Fire Station # 15 - Property & Initial Design	<u>Total Estimated Cost:</u>	\$18,800,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	3
<u>Council District(s):</u>	0	<u>Project Description:</u>	FS # 15 has been operating from a temporary facility and is in need of a purpose built facility to serve the Eastside and South End of Tacoma. This project will provide for design and construction of a new station.
<u>Location Description:</u>	East Tacoma		

<u>Project Title:</u>	New Station #14	<u>Total Estimated Cost:</u>	\$14,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	27
<u>Council District(s):</u>	1	<u>Project Description:</u>	Station 14 is currently located in a historic building on a tight site, neither of which can meet long-term space needs, so relocation is required to address calls in Northwest Tacoma. Therefore, relocating Station 14 and building a new two-story station is the <input type="checkbox"/> recommended alternative. This new station would help covers response gaps in Northwest Tacoma and could alleviates pressure on the response system. The City is in discussions with Tacoma Public Schools on potential sites for this new facility, which could include excess property near Point Defiance Elementary School. Coordination and discussions on this potential site are ongoing.
<u>Location Description:</u>	Northwest Tacoma, potentially on TPS property near Point Defiance Elementary School		

<u>Project Title:</u>	Police Facilities Master Plan	<u>Total Estimated Cost:</u>	\$250,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This project will provide for a Facility Master Plan for the Tacoma Police Department, providing long-term planning to meet the future needs of the Department.
<u>Location Description:</u>	0		

<u>Project Title:</u>	Police Headquarters - Energy Efficiency Improvements	<u>Total Estimated Cost:</u>	\$4,100,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project will advance the City's Climate Action Plan (CAP) goals to advance decarbonization/electrification by replacing fossil-fuel building systems that are at the end of their useful life with 100% electric energy efficient systems.
<u>Location Description:</u>	3701 S. Pine		

<u>Project Title:</u>	Renovate Station #2	<u>Total Estimated Cost:</u>	\$15,800,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	11
<u>Council District(s):</u>	2	<u>Project Description:</u>	Station 2 is located at the south end of Downtown, at the intersection of S 27th Street and S Jefferson Ave. This project would renovate the historic building structure and preserves the facade while maximizing the current space for a ladder truck and accommodating additional fleet parking in the basement. This project would preserve historic building and complete major structural, and envelope upgrades, maximize current space for ladder truck, accommodate new units with a reconfigured basement and provide gender neutral living quarters and better delineates hot and cold zones.
<u>Location Description:</u>	Downtown		

<u>Project Title:</u>	Renovate Station #3	<u>Total Estimated Cost:</u>	\$6,300,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	19
<u>Council District(s):</u>	2	<u>Project Description:</u>	Located in Northeast Tacoma near the Kobetich Library location, Station #3 would be renovated to add additional apparatus bay space and update and improve interior spaces for firefighter health and safety. Renovating and adding to Station 3 would add one apparatus bay, better delineates hot and cold zones, provides gender neutral living quarters.
<u>Location Description:</u>	Northeast Tacoma		

<u>Project Title:</u>	Tacoma Fire Facilities Improvements	<u>Total Estimated Cost:</u>	\$245,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	This project would provide for improvements to the Tacoma Fire Department's portfolio of facilities. Facility improvements range from repair & replacements, renovations, and new facilities. This project would provide for the remaining fire facility improvement projects not specifically identified in the Capital Facilities Plan.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	New Fire Station #7 Final Design & Construction	<u>Total Estimated Cost:</u>	\$22,500,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	23
<u>Council District(s):</u>	0	<u>Project Description:</u>	FS #7 lacks expansion capability to meet the requirements of a modern fire station. Property acquisition phase is funded, this request will provide for final design and construction of a new station.
<u>Location Description:</u>	Southwest Tacoma		

RAIL

<u>Project Title:</u>	6th Ave & S 19th St Railroad Crossing Improvements	<u>Total Estimated Cost:</u>	\$4,024,314
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	Pedestrian rail crossing improvements are planned at both the 6th Avenue and S. 19th Street rail crossings. Select improvements include upgraded railroad signals, relocated vehicle railroad gates, the installation of new pedestrian railroad gates, sidewalks, curb ramps, pavement replacement, pavement markings/crosswalks, landscaping, signage and fencing.
<u>Location Description:</u>	6th Avenue and S. 19th Street rail crossings near Titlow		

SOLID WASTE

<u>Project Title:</u>	Solid Waste Intermodal Yard	<u>Total Estimated Cost:</u>	\$10,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Acquire property for development of rail intermodal yard for transport of municipal solid waste to new disposal site upon closure of LRI landfill.
<u>Location Description:</u>	Port of Tacoma, multiple locations		

<u>Project Title:</u>	Solid Waste Management Facilities Upgrades and Maintenance	<u>Total Estimated Cost:</u>	\$21,211,506
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Provides funds for capital improvement projects associated with the operational needs of the Solid Waste Utility which include improvements and repairs to existing facilities and upgrades to traffic flow and scale houses.
<u>Location Description:</u>	3510 South Mullen		

STORMWATER

<u>Project Title:</u>	Facilities Projects	<u>Total Estimated Cost:</u>	\$5,598,720
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	Provides funding for Stormwater Facilities Projects to include upgraded pump stations and holding basins. Various projects to provide periodic ongoing maintenance, rehabilitation, or upgrades to existing stormwater facilities throughout the city.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Stormwater Collection System Projects	<u>Total Estimated Cost:</u>	\$60,942,446
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	These projects rehabilitate or replace existing stormwater collection pipes within the City's 578-mile network of underground pipes.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Stormwater Pond Rehab Northshore Golf Course	<u>Total Estimated Cost:</u>	\$3,300,800
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project is to rehabilitate the detention pond system located in the Northshore Golf Course to restore them back to the original design capacity. The total tributary area of this pond system is approximately 130 acres.
<u>Location Description:</u>	4101 North Shore Blvd NE, North Shore Golf Course		

<u>Project Title:</u>	Treatment and Low Impact Projects	<u>Total Estimated Cost:</u>	\$37,136,422
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Various projects that will install water quality or flow control facilities to include green stormwater infrastructure to improve localized flooding and improve water quality.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	WW & SW Trunk Main Repl Proj - Puyallup Avenue and E 26th Street	<u>Total Estimated Cost:</u>	\$65,600,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will replace, reroute and rehabilitate wastewater and stormwater trunk mains ranging in size of 42-in to 72-in. Due to the location and size of the trunk systems, removal of the bridge at Puyallup Ave and B St will be necessary.
<u>Location Description:</u>	A St from S 25th to Puyallup Ave & Puyallup Ave from A St to E C St, South Tacoma Way and S C St		

STREET CONSTRUCTION

<u>Project Title:</u>	Adding New Streetlights (2021/2022)	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will add 200 new streetlights to existing Tacoma Public Utility Poles during the 2021-2022 Biennium.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Browning St - Grandview to Pioneer	<u>Total Estimated Cost:</u>	\$12,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	This project is a partnership with the Puyallup Tribe of Indians to reconstruct Browning St from Grandview Ave E to Pioneer Way. The improvements will include sidewalks, stormwater, turn lanes, and signalization.
<u>Location Description:</u>	Browning St between Grandview and Pioneer Way		

<u>Project Title:</u>	City Support for SR167	<u>Total Estimated Cost:</u>	\$2,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project will provide grant match requested by WSDOT project grants- \$500K for 70th Ave East project and \$1.5M for the Port of Tacoma Spur as requested to assist in securing funding for completion of SR167, and \$500k for 509 Shared Use Trail.
<u>Location Description:</u>	SR167 Extension		

<u>Project Title:</u>	E 64th St Phase II	<u>Total Estimated Cost:</u>	\$10,105,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	This project consists of replacing the pavement, adding bike lanes, replacing sidewalks and curb ramps to meet ADA standards, upgrading the stormwater system, upgrading the illumination system, and adding LED lighting between McKinley and Portland.
<u>Location Description:</u>	E 64th St		

<u>Project Title:</u>	E 64th St Phase III (Design Only)	<u>Total Estimated Cost:</u>	\$8,311,158
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	Design work to include replacing the pavement, adding bike lanes, replacing sidewalks and curb ramps to meet ADA standards, upgrading the stormwater system, upgrading the illumination system, and including LED lighting between Portland and the eastern City limits.
<u>Location Description:</u>	E 64th St		

<u>Project Title:</u>	Neighborhood Programs (PW)	<u>Total Estimated Cost:</u>	\$1,190,989
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project/program compiles, evaluates, designs, and helps facilitate the construction of neighborhood (residential areas) traffic management and calming treatments, such as (but not limited to) speed humps, traffic circles, and bulbouts, in an equitable manner to address community needs and other City programs focused on safety and livability.
<u>Location Description:</u>	Neighborhoods and residential areas throughout the City		

<u>Project Title:</u>	Portland Ave Freight & Access Improvements	<u>Total Estimated Cost:</u>	\$11,195,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	The project extends along the Portland Avenue corridor from the north leg of Lincoln Ave to the north leg of E. 27th Street, and east along Lincoln Avenue approximately 200 linear feet to the Lincoln Avenue bridge deck. The project includes the replacement of asphalt pavement with concrete, roadway re-channelization as needed, bicycle facilities as needed, addition of a new traffic signal at the SR-509 off ramp, upgrades to three (3) existing signals to add interconnects at all four traffic signals, installation of ITS Fiber Optic, replacement of unsafe/unfit sidewalks and addition of missing link sidewalks, installation of ADA curb ramp improvements and a new mid-block pedestrian crossing with push button activation, and bridge deck repairs/resurfacing including expansion joint repair as conditions warrant. Construction schedule is unconfirmed as funding is not yet secured.
<u>Location Description:</u>	Portland Avenue between Lincoln Avenue and East 27th Street		

<u>Project Title:</u>	S Orchard Street/Lakewood Drive (S 56th Street to S 74th Street)	<u>Total Estimated Cost:</u>	\$13,000,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project will complete street design in partnership with Lakewood and University Place. Having a design will make the project more competitive for grant opportunities to fund construction.
<u>Location Description:</u>	S Orchard Street/Lakewood Drive (S 56th Street to S 74th Street)		

<u>Project Title:</u>	Sheridan Arterial Improvements Project - Phase 1	<u>Total Estimated Cost:</u>	\$7,854,332
<u>Phase:</u>	Right of Way	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project will rehabilitate the roadway and add curb and gutter, sidewalks on the east side and a shared use path on the west side of Sheridan Ave. from S 72nd St to S 64th St. Utility improvements include Power pole relocation, Stormwater, Sanitary Sewer and Water improvements that will occur prior to the start of roadway construction. Other amenities include landscaping, trees and retaining walls.
<u>Location Description:</u>	Sheridan Avenue from S 72nd Street to S 64th Street		

<u>Project Title:</u>	South 11th St and Ernest S Brazill Protected Bike Lane Couplet / Paving	<u>Total Estimated Cost:</u>	\$5,119,131
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	Fill a critical missing link in Tacoma's bikeway network along S 11th St and Earnest S Brazill. The construction of planned bicycle facilities would require narrowing vehicle lanes along South 11th Street and Earnest S Brazill. On South 11th Street from Tacoma Avenue South to South Sprague Avenue, there will be a full grind and overlay. This project also includes intersection upgrades with improvements including bicycle detection, accessible pedestrian signals, and accessible curb ramps.
<u>Location Description:</u>	S 12th St/Earnest S Brazill/S 11th St		

<u>Project Title:</u>	South 38th & Steele Street Intersection	<u>Total Estimated Cost:</u>	\$1,500,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project will revise intersection channelization to improve pedestrian, bicycle, and vehicle operations consistent with the Tacoma Mall Subarea Plan.□
<u>Location Description:</u>	S 38th & Steele St		

<u>Project Title:</u>	St. Helens Avenue Improvements	<u>Total Estimated Cost:</u>	\$1,920,000
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	The project includes construction on St. Helens Avenue, from 6th Avenue to Division Avenue, including the intersection of 6th Avenue. Improvements will consist of an asphalt grind and overlay from curb face to curb face along with bulbouts at the intersections and installation of active transportation features (bike facilities and crosswalks).
<u>Location Description:</u>	St Helens		

<u>Project Title:</u>	Streetlight Infrastructure Deferred Maintenance	<u>Total Estimated Cost:</u>	\$850,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will restore service to 70 streetlights that are out due to failed assets & unrecoverable 3rd party damages. Work includes replacement of damaged circuits, ornamental streetlight poles, & other infrastructure requiring significant materials.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Streetlight Series Circuit Replacement	<u>Total Estimated Cost:</u>	\$2,500,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project replaces 14 failing series circuits throughout the City (190 fixtures) over a six year period. Maintenance is substantial and the fixtures cannot be converted to LED economically.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Streets Initiative Gravel Streets	<u>Total Estimated Cost:</u>	\$50,000,000
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project upgrades various existing gravel roads across the city to paved roads with associated stormwater upgrades, signage, and other requirements.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Tacoma Mall Neighborhood Loop Road	<u>Total Estimated Cost:</u>	\$14,200,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project will improve existing roadways and establish a missing link to provide a multimodal internal connector emphasizing bike, pedestrian and green stormwater features in the Tacoma Mall subarea.□
<u>Location Description:</u>	S Steele St, S 45th St, S Lawrence St, and S 36th St		

<u>Project Title:</u>	Tacoma Mall/I-5 Direct Access	<u>Total Estimated Cost:</u>	\$22,290,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project will construct a new overpass from southbound I-5 at S 38th St to Tacoma Mall Blvd. It will include roadway modifications, new signals, streetlighting, landscaping, and utility work.□
<u>Location Description:</u>	I-5 and South 38th St		

<u>Project Title:</u>	Taylor Way Rehabilitation	<u>Total Estimated Cost:</u>	\$27,401,740
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project upgrades Taylor Way to Heavy Haul corridor standards, implements ITS, signal, streetlight, pedestrian, and other transportation corridor improvements.□
<u>Location Description:</u>	Taylor Way from E 11 St to Tacoma/Fife		

STREET MAINTENANCE

<u>Project Title:</u>	2023-2024 Citywide Striping & Markings	<u>Total Estimated Cost:</u>	\$1,240,000
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project would restripe the City's arterial roadways, bicycle facilities, crosswalks, other lane markings, and reflectors.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	2024 Preventative Maintenance	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This preventative maintenance project will focus on crack sealing and localized pavement repair to maintain the good condition of the street and extend its usable life.
<u>Location Description:</u>	Work will be performed primarily in the area from Orchard to Union and N 11th St to N 37th St.		

<u>Project Title:</u>	2024 Street Operations Overlay Program	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	Crews will grind out sections of pavement to make minor repairs and prepare the surface for the placement of a 2-inch layer of asphalt over the existing street surface. ADA curb ramp upgrades will also be made at this time if applicable. 2024 projects are still in utility
<u>Location Description:</u>	0		

<u>Project Title:</u>	2024 Surface Treatment	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	Crews will lay down a layer of hot liquid asphalt, followed with a layer of clean gravel and finish by rolling the gravel into the asphalt.
<u>Location Description:</u>	Work will be performed in the area from Pearl to Stevens and N 11th St to N 30th St.		

<u>Project Title:</u>	Arterial Overlay Program	<u>Total Estimated Cost:</u>	\$20,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project is focused on the preservation and maintenance of Tacoma's existing arterial streets in order to extend pavement life cycles in a cost-effective manner.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Citywide Street Rehabilitation	<u>Total Estimated Cost:</u>	\$54,000,000
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project preserves and maintains existing streets across the City of Tacoma based on pavement ratings, cost-effectiveness, and the principles of asset management.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	E 38th St (Portland-SR 7) Overlay	<u>Total Estimated Cost:</u>	\$1,361,000
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	Crews will grind out sections of pavement to make minor repairs and prepare the surface for the placement of a 2-inch layer of asphalt over the existing street surface. ADA curb ramp upgrades will also be made at this time.
<u>Location Description:</u>	E 38th Street from E Portland Ave to SR7		

<u>Project Title:</u>	E Portland Ave (56-64) Overlay	<u>Total Estimated Cost:</u>	\$1,830,000
<u>Phase:</u>	Right of Way	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	This project will grind the outer lanes of E Portland Ave at the gutter line and overlay the street with 2" of HMA. Signal improvements will be made as needed at the intersection of E 56th St and E 64th St. ADA curb ramp upgrades will also be made.
<u>Location Description:</u>	East Portland Ave (E 56th Street to E 64th Street)		

<u>Project Title:</u>	E Portland Ave (64-72) Overlay	<u>Total Estimated Cost:</u>	\$1,212,881
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	Crews will grind out sections of pavement to make minor repairs and prepare the surface for the placement of a 2-inch layer of asphalt over the existing surface. ADA curb ramp upgrades will also be made at this time if applicable. Potentially adding a new HAWK
<u>Location Description:</u>	East Portland Ave (E 64th to E 72nd)		

<u>Project Title:</u>	Fir Street Depression Engineering	<u>Total Estimated Cost:</u>	\$125,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This project is working with BNSF to fix a sinkhole near North 17th and Fir Street.
<u>Location Description:</u>	N 17th St and Fir St		

<u>Project Title:</u>	Northshore Parkway	<u>Total Estimated Cost:</u>	\$4,400,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	This project primarily includes a grind/overlay of Northshore Pkwy from easterly city limits to Nassau Ave NE. The project will include installation of compliant curb ramps and driveway approaches.□
<u>Location Description:</u>	Northshore Pkwy		

<u>Project Title:</u>	S Yakima Ave (S 12th St - S 1 St) Overlay	<u>Total Estimated Cost:</u>	\$1,639,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	Work will include a grind and overlay, pedestrian improvements at 3 intersections, and utility work and signal improvements as needed. Curb ramp upgrades will also be included as needed according to the ADA.
<u>Location Description:</u>	S Yakima Ave (S 12th St - S 1 St)		

<u>Project Title:</u>	South 74th Street: Tacoma Mall Blvd to West City Limits	<u>Total Estimated Cost:</u>	\$4,400,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project consists of a grind and overlay of the existing roadway on S 74th St from Tacoma Mall Blvd to the west city limits. The project will install ADA compliant curb ramps and driveway approaches where needed.□
<u>Location Description:</u>	S 74th St		

<u>Project Title:</u>	South Tacoma Way: 47th to 56th Street	<u>Total Estimated Cost:</u>	\$6,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project consists of an asphalt overlay of South Tacoma Way from S 47th to S 56th St, and includes curb & gutter, ADA compliant curb ramps, repair hazardous sidewalks, add sidewalks where necessary, street-lighting as needed, and landscaping.□
<u>Location Description:</u>	South Tacoma Way		

<u>Project Title:</u>	Streets Initiative Package 15	<u>Total Estimated Cost:</u>	\$4,797,505
<u>Phase:</u>	Ad-Award	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	4	<u>Project Description:</u>	The project will improve the roadway and utility infrastructure by rehabilitating driving surfaces for vehicles and bicycles, installing bike lanes and other bike facilities to encourage active transportation options, replacing curb ramps to meet ADA standards, replacing/upgrading existing storm sewer utility lines, installing new storm sewer utility lines where necessary, and installing runoff water treatment to improve water quality for new pollution generating hard surfaces within the project. Planting of trees, artistic elements in the form of concrete stamps, and historical sidewalk stamp preservation is also a part of the project where feasible. Construction is tentatively Scheduled for late Spring/early Summer 2024 through Fall 2024 (weather dependent).
<u>Location Description:</u>	Mckinley Neighborhood		

<u>Project Title:</u>	Streets Initiative Package 23	<u>Total Estimated Cost:</u>	\$5,420,581
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	Crews will grind out sections of pavement to make minor repairs and prepare the surface for the placement of a 2-inch layer of asphalt over the existing street surface. ADA curb ramp upgrades will also be made at this time if applicable.
<u>Location Description:</u>	Central Tacoma between 6th Ave and S 12th St. East and west of S Alder St.		

<u>Project Title:</u>	Streets Initiative Package 24 & 35	<u>Total Estimated Cost:</u>	\$9,940,952
<u>Phase:</u>	Construction	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	This street paving (maintenance) project will be completed in conjunction with capital improvements associated with the Local Improvement District program.
<u>Location Description:</u>	Four primary sites across Tacoma's North End		

<u>Project Title:</u>	Union Avenue: South 19th to Center Street	<u>Total Estimated Cost:</u>	\$1,130,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This project includes rehabilitation of Union Ave from S 19th to SR16 and includes new asphalt, ADA compliant curb ramps, and driveway approaches.□
<u>Location Description:</u>	Union Ave		

TACOMA POWER

<u>Project Title:</u>	Communications	<u>Total Estimated Cost:</u>	\$250,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	Upgrading Tacoma Rail's radio system with a radio repeater system and installing more remote health and location monitoring systems on locomotives.
<u>Location Description:</u>	Tacoma Rail Service Area		

<u>Project Title:</u>	Facility Upgrades	<u>Total Estimated Cost:</u>	\$12,085,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	Replacing Tacoma Rail's west end track pans and stormwater treatment and filtration and upgrading the secondary fueling facility and Tacoma Rail's portion of the Tideflats Intelligent Transportation Systems.
<u>Location Description:</u>	Tacoma Rail Service Area		

<u>Project Title:</u>	Rail Equipment/Vehicles	<u>Total Estimated Cost:</u>	\$5,510,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Locomotive repowers to continue to modernize Tacoma Rail's locomotive fleet.
<u>Location Description:</u>	Tacoma Rail Service Area		

<u>Project Title:</u>	Track Improvements	<u>Total Estimated Cost:</u>	\$14,645,000
<u>Phase:</u>	0	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Multiple track relays, switch replacements, and rail rehabilitation projects.
<u>Location Description:</u>	Tacoma Rail Service Area		

TRANSIT

<u>Project Title:</u>	Links to Opportunity Phase 2	<u>Total Estimated Cost:</u>	\$4,466,243
<u>Phase:</u>	Complete	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	3	<u>Project Description:</u>	This phase includes a bike boulevard on J Street, improved pedestrian and bicycle crossings, a festival street, and connections to existing and future bicycle facilities.□
<u>Location Description:</u>	District 3		

TRANSPORTATION - OTHER

<u>Project Title:</u>	South Sheridan Avenue: 56th to 84th - Complete Street	<u>Total Estimated Cost:</u>	\$15,219,332
<u>Phase:</u>	Right of Way	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project will complete South Sheridan Avenue as a Complete Street, adding curb, gutters, missing link sidewalks, and street lighting.
<u>Location Description:</u>	Sheridan Avenue from S 84th St. to S 56th St.		

<u>Project Title:</u>	South Sound Freight Priority Modeling & Capital Planning	<u>Total Estimated Cost:</u>	\$858,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project will develop a South Sound freight travel demand model.□
<u>Location Description:</u>	Port of Tacoma, South Tacoma		

<u>Project Title:</u>	Tacoma Tideflats - Port of Tacoma Strategic Emergency Response/ITS Improvements	<u>Total Estimated Cost:</u>	\$11,515,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	Project will establish a design for an interconnected intelligent transportation system (ITS) network across the Tacoma Tideflats/Port of Tacoma area.
<u>Location Description:</u>	Port of Tacoma		

<u>Project Title:</u>	TMP Conflicted Corridor Study	<u>Total Estimated Cost:</u>	\$1,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project would conduct an engineering study on 2 corridors listed in the TMP with 3 or more modal conflicts (Conflicted Corridors) to identify future design and grant eligibility or other corridors that are prioritized for grant opportunities.□
<u>Location Description:</u>	0		

<u>Project Title:</u>	Traffic Signal New Installations	<u>Total Estimated Cost:</u>	\$2,000,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project includes installation of new or upgraded traffic signals to improve safety and access.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Traffic Signal Repair, Replacement, Rehabilitation, and Improvements	<u>Total Estimated Cost:</u>	\$3,490,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project includes repair and replacement of failed and outdated traffic signal infrastructure along the top three Pierce Transit corridors. This restores signal functionality along the 6th Avenue and Pacific Avenue corridors (Route 1).□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Vision Zero Implementation	<u>Total Estimated Cost:</u>	\$2,460,000
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	This project would implement the actions and targets outlined in the Vision Zero Action Plan to eliminate traffic fatalities and serious injuries, prioritizing cost-efficient and near-term improvements.□
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Walters Road	<u>Total Estimated Cost:</u>	\$3,967,500
<u>Phase:</u>	Unfunded	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	Project will include widening and replacing the existing roadway section to include two 11' vehicle lanes, new curb and gutter, 7' sidewalks, and 5' bike lanes on both sides of the road. Other elements include LED lights and a new stormwater system.□
<u>Location Description:</u>	Walters Road between S 19th St. and 6th Ave.		

<u>Project Title:</u>	West Road	<u>Total Estimated Cost:</u>	\$50,000
<u>Phase:</u>	Design	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	West Road and the retaining wall that is supporting the road is showing distress over time. These funds will help determine the cause of the failure and the cost to replace the structures.□
<u>Location Description:</u>	West Rd between Yakima Ave and North Rd		

WASTEWATER

<u>Project Title:</u>	Central Treatment Plant Projects	<u>Total Estimated Cost:</u>	\$48,595,997
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	2	<u>Project Description:</u>	These projects maintain or replace aging infrastructure and equipment that is either no longer reliable and/or is excessively costly to maintain. Several of these projects will also provide new infrastructure.
<u>Location Description:</u>	Tacoma Central Treatment Plant - 2301 Cleveland Way, Tacoma, WA 98421		

<u>Project Title:</u>	North End Treatment Plant Projects	<u>Total Estimated Cost:</u>	\$22,494,426
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1	<u>Project Description:</u>	These projects maintain or replace aging infrastructure and equipment that is either no longer reliable and/or is excessively costly to maintain. Several of these projects will also provide new infrastructure
<u>Location Description:</u>	North End Treatment Plant, 4002 N. Waterview Street		

<u>Project Title:</u>	Pump Station Projects	<u>Total Estimated Cost:</u>	\$6,014,725
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	These projects maintain and or replace aging pump station infrastructure and equipment that is either no longer reliable and or is excessively costly to maintain.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	South Tacoma Wastewater Replacement	<u>Total Estimated Cost:</u>	\$23,000,000
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	5	<u>Project Description:</u>	This project will be phased over 6 years and will replacing 34,000-LF of wastewater mains in South Tacoma. The area will be South 58th Street to South 78th Street from Warner Street to Wapato Street.
<u>Location Description:</u>	South 58th Street to South 78th Street from Warner Street to Wapato Street		

<u>Project Title:</u>	Wastewater Collection System Projects	<u>Total Estimated Cost:</u>	\$81,703,805
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	These projects rehabilitate or replace existing wastewater collection pipes within the City's 697-mile network of underground pipes.
<u>Location Description:</u>	Citywide		

WATER

<u>Project Title:</u>	General Improvements	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	1,2,3,4,5	<u>Project Description:</u>	Capital Projects related to upgrading various Tacoma Water facilities and equipment. General capital projects include: Advanced Meter Infrastructure (AMI); Various technology upgrades; and Fleet or Land Purchases.□
<u>Location Description:</u>	Various locations		

<u>Project Title:</u>	RWSS Cost Share Eligible Projects	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Capital projects eligible for cost-sharing with the partners in the Regional Water Supply System. Project costs include First Diversion and RWSS related project costs including: Howard Hanson Dam Additional Water Storage and North Fork Well Upgrades.
<u>Location Description:</u>	Various Locations		

<u>Project Title:</u>	Water Distribution	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Upgrading/renewing Tacoma Water's distribution system through capital programs such as Public Road Projects; Distribution Main Upgrade/Renewal/Retirements; LIDs; Hydrant Upgrade/Replacement; and Water Service Replacement/Renewal.
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Water Quality	<u>Total Estimated Cost:</u>	\$0
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Projects to maintain the quality of Tacoma Water's supply includes Watershed Management and Corrosion Control. Projects that are cost share eligible with the Regional Water Supply System appear under the title ""RWSS Cost Share Eligible Projects"".
<u>Location Description:</u>	Citywide		

<u>Project Title:</u>	Water Supply/Transmission/Storage	<u>Total Estimated Cost:</u>	\$99,743,001
<u>Phase:</u>	Planning	<u>FAC Ranking:</u>	Not Applicable
<u>Council District(s):</u>	0	<u>Project Description:</u>	Projects to construct, upgrade, and renew Tacoma Water's supply system include: Groundwater Prioritization programs; Pipeline 1 Pressurization; Seismic Facilities Upgrades; Pump Station and Tank Installation
<u>Location Description:</u>	Citywide		

Proposed New Projects for the 2025-2030 Capital Facilities Plan

Project Name	Section	City Council District(s)
2024 ADA Self-Evaluation and Transition Plan	Active Transportation & Transportation Accessibility	1,2,3,4,5
2024 Preventative Maintenance	Street Maintenance	1
2024 Street Operations Overlay Program	Street Maintenance	1,2,3,4,5
2024 Surface Treatment	Street Maintenance	1
Beacon Activity Center	Municipal Facilities	2
Central Treatment Plant Projects	Wastewater	2
Fire Station #6 Renovation and Addition	Public Safety	2
Greater Tacoma Convention Center	Cultural Facilities	2
LID 3970	Local Improvement Districts	1
Lighthouse Activity Center	Municipal Facilities	4
McKinley Ave ITS and Signal Coordination	Active Transportation & Transportation Accessibility	4
Multilingual Street Name Signs	Active Transportation & Transportation Accessibility	4
Municipal Building North Energy Efficiency Measures	Municipal Facilities	2
New Fire Station #10	Public Safety	4
New Station #14	Public Safety	1
Pedestrian Mobility & Safety Improvements at South 56th St and Pacific Avenue (SR 7)	Active Transportation & Transportation Accessibility	5
People's Community Center	Community Development	3
Police Facilities Master Plan	Public Safety	1,2,3,4,5
Portland Avenue Vision Zero Improvements	Active Transportation & Transportation Accessibility	4
Pt Defiance Senior Center	Municipal Facilities	1
Renovate Station #2	Public Safety	2
Renovate Station #3	Public Safety	2
Rialto Theater Renovatoin	Cultural Facilities	2
S 11th St/S 12th St Protected Bike Lanes: Jackson Ave - Murray Morgan Bridge	Active Transportation & Transportation Accessibility	1,2,3
S 48th St Seismic Bridge Retrofit	Bridge	3,4
S Hosmer St Vision Zero Improvements (S 72nd St - Tacoma City Limits)	Active Transportation & Transportation Accessibility	5
S Yakima Ave (S 12th St - S 1 St) Overlay	Street Maintenance	3
Solid Waste Intermodal Yard	Solid Waste	2
South Tacoma Wastewater Replacement	Wastewater	5
Stormwater Pond Rehab Northshore Golf Course	Stormwater	2
Tacoma Area Coalition of Individuals with Disabilities (TACID) Building	Municipal Facilities	1
Tacoma Learning Center Building	Municipal Facilities	1
WW & SW Trunk Main Repl Proj - Puyallup Avenue and E 26th Street	Stormwater	2

Projects Proposed for Removal: 2025-2030 Capital Facilities Plan

Section	Project Name	Reason Removed
Active Transportation & Transportation Accessibility	Fawcett Avenue: South 19th to South 21st	This project is complete.
	I-5/S. 56th Street Interchange - ADA Compliance	This project is complete.
	Pedestrian and Bicycle Counts and Facility Inventories	This project is complete.
Bridge	South Yakima Signal & Safety Improvements	This project is complete.
	East 11th Street Bridge Viaduct Demolition	This project is complete.
Community Development	Puyallup River Bridge Replacement	This project was replaced with the Fishing Wars Memorial Bridge project.
	Foss Waterway - Site 8 Demolition	Project is scheduled for completion in 2024.
	NCS Readiness Site	This project is no longer active.
	NCS Teen Home	This project is no longer active.
Cultural Facilities	NCS Youth Drop In Overnight Center	This project is no longer active.
	GTCC 3rd Floor Terrace	Consolidating Convention Center Projects
	GTCC Acoustical Treatment	Consolidating Convention Center Projects
	GTCC LED Lighting Retrofit	Consolidating Convention Center Projects
	GTCC Waste Stream Management	Consolidating Convention Center Projects
	Hiedelberg Soccer Stadium	This project is no longer active.
	Tacoma Dome Food & Beverage Improvements	This project is no longer active.
	Tacoma Dome Office Reconstruction	This project is no longer active.
	Tacoma Dome Telecommunication and Data Upgrade	This project is no longer active.
	Tacoma Dome Waste Management	This project is no longer active.
General Government Municipal Facilities	Tacoma Dome Wayfinding Signage Replacement	This project is no longer active.
	Lighthouse Center, Window Replacement	This project is complete.
	Point Defiance Senior Center, Roof Replacement	This project is complete.
	Tacoma Municipal Building - Elevator Upgrades	This project is complete.
Libraries	Tacoma Municipal Building, 10th Floor - Tenant Improvement	This project is complete.
	Main Library Elevator Upgrade	This project is complete.
	RFID Phase 3	This project is complete.
Local Improvement Districts	South Tacoma Branch Library Refurbishment	This project is complete.
	Dock Street LID	This project is no longer active.
Parks and Open Space	LID 8665 Street Paving St. Helens	A new project has been entered to replace this one.
	Gas Station Park	This project is complete.
Public Safety	Harrison Range Improvements	Police facilities will be evaluated to assess long-term needs.
	New Fire Station #5 (Tideflats)	This project is complete.
	Tacoma Fire Facilities Master Plan	This project is complete.
	Tacoma Fire Float Installation (MSOC)	Reevaluating long-term facility utilization.
Stormwater	Larchmont Permeable Pavement	Project will be complete by the end of 2024
	Madison District Green Infrastructure Project	Project will be complete by the end of 2024
	Manitou Permeable Neighborhood	Project will be complete by the end of 2024
	Upper Buckley Water Quality Project	Project will be complete by the end of 2024
Street Construction	East Portland Avenue Safety Improvements	This project is complete.
Street Maintenance	2023 Preventative Maintenance	This project is complete.
	2023 Surface Treatment	This project is complete.
	56th Street South and Cirque Drive Corridor Improvements	This project is complete.
Wastewater	I Street Overlay	This project is complete.
	Transportation	Correction of error.

Facility Advisory Committee Combined Scores

Rank	Facility	Ranking Score	Cost Estimate	Department
1	New Street Operations Campus	48.37	90,000,000	Public Works
2	Fire Station #1	46.66	19,600,000	Tacoma Fire Department
3	Temporary Fire Station #15	46.55	14,300,000	Tacoma Fire Department
4	Fire Station #4 (Historic)	46.31	8,100,000	Tacoma Fire Department
5	Street Operations Campus(Historic Barn, Grounds/Sign & Upper Yard)	46.23	-	Public Works*
6	New Fleet Shop & Logistics	46.06	43,400,000	Tacoma Fire Department
7	Fire Station #11 (Historic)	46.00	12,000,000	Tacoma Fire Department
8	Fire Training Center	44.06	41,400,000	Tacoma Fire Department
9	Former Fire Station #7	44.06	3,000,000	Tacoma Fire Department
10	Fire Station #6	43.94	5,100,000	Tacoma Fire Department
11	Fire Station #2 (Historic)	43.44	17,100,000	Tacoma Fire Department
12	Fire Station #18 (Historic) & Moorage	43.31	4,500,000	Tacoma Fire Department
13	Fire Administration	42.30	-	Tacoma Fire Department
14	Former Fire Station #10 (Historic)	42.25	3,000,000	Tacoma Fire Department
15	Fire Station #13 (Historic)	42.19	6,500,000	Tacoma Fire Department
16	Fire Communications (Historic) & Former Emergency Operations	41.25	1,500,000	Tacoma Fire Department
17	Fire Station #9	41.25	14,700,000	Tacoma Fire Department
18	New Fire Station #10	40.63	14,800,000	Tacoma Fire Department
19	Fire Station #3	40.44	5,600,000	Tacoma Fire Department
20	Electrical Maintenance Bldg (Historic)	39.06	2,000,000	Tacoma Fire Department
21	Former Fire Station #14 (Historic)	38.94	3,000,000	Tacoma Fire Department
22	Tacoma Municipal Building (Historic)	38.77	29,800,000	Public Works†
23	New Fire Station #7	38.63	22,800,000	Tacoma Fire Department
24	New Infill Stations(Potentially South, Central & North)	38.29	14,500,000	Tacoma Fire Department
25	Traffic Signal Shop	37.93	-	Public Works
26	New Fire Station #14	37.25	14,500,000	Tacoma Fire Department
27	Fire Station #17 (Fircrest)	36.63	5,500,000	Tacoma Fire Department
28	TPD Substation Sector 4 (Stewart Heights)	36.63	750,000	Tacoma Police Department
29	Fire Station #16	36.50	8,100,000	Tacoma Fire Department
30	Fire Station #12 (Fife)	36.44	24,200,000	Tacoma Fire Department
31	TPD Substation Sector 1 (Central)	36.43	750,000	Tacoma Police Department
32	Asphalt Plant	36.40	900,000	Public Works
33	Police Headquarters	36.17	11,000,000	Tacoma Police Department
34	Fleet & Police Warehouse	35.93	7,000,000	Tacoma Police Department/Public Works
35	Beacon Center	35.63	4,900,000	Community Facing Facility (NCS)
36	TPD Substation Sector 3 (Wapato)	35.43	750,000	Tacoma Police Department
37	New Satellite Incumbent Training	35.37	2,000,000	Tacoma Fire Department
38	Harrison Range	35.17	3,500,000	Tacoma Police Department
39	Lighthouse Center	35.17	5,500,000	Community Facing Facility (NCS)
40	Fire Station #8	35.13	5,200,000	Tacoma Fire Department
41	Tacoma Dome - Exhibition Hall	34.81	15,000,000	Tacoma Venues and Events
42	People's Community Center	34.00	12,000,000	Community Facing Facility (MetroParks)
43	Rialto Theater	33.88	11,030,000	Tacoma Venues and Events
44	New Eastside Branch Library	33.85	9,000,000	Tacoma Public Library
45	Marine Security Operations Center	33.75	1,500,000	Tacoma Fire Department
46	Cavanaugh Building	33.63	1,300,000	Public Works
47	New Hilltop Branch Library	33.60	18,000,000	Tacoma Public Library
48	Fire Station #5	33.34	800,000	Tacoma Fire Department
49	Former Fire Station #15 (Historic)	33.25	1,000,000	Tacoma Fire Department
50	Main Library (& Historic Carnegie)	32.71	10,408,000	Tacoma Public Library
51	TPD Substation Sector 2 (North)	32.57	750,000	Tacoma Police Department
52	Point Defiance Senior Center(2)	32.50	3,500,000	Community Facing Facility (NCS)
53	Tacoma Dome - Main	32.00	20,000,000	Tacoma Venues and Events
54	TPD Substation Sector 1 (Northeast)	31.90	750,000	Tacoma Police Department
55	Tacoma Municipal Building North	31.53	7,600,000	Public Works
56	Fern Hill Branch Library	31.50	6,445,000	Tacoma Public Library
57	South Tacoma Branch Library (attached to current FS #7)	30.81	6,658,000	Tacoma Public Library
58	Swasey Branch Library	30.56	6,643,000	Tacoma Public Library
59	Municipal Service Center (TV Tacoma)	29.93	1,800,000	Public Works
60	Moore Branch Library	29.38	4,070,000	Tacoma Public Library
61	Mottet Branch Library	29.38	9,874,000	Tacoma Public Library
62	Theater on the Square	27.44	1,000,000	Tacoma Venues and Events
63	T.A.C.I.D.(2)	27.30	4,600,000	Community Facing Facility (TCC)
64	Pantages Theater	26.88	1,000,000	Tacoma Venues and Events

Facility Advisory Committee Combined Scores

Rank	Facility	Ranking Score	Cost Estimate	Department
65	Kobetich Branch Library	26.00	4,292,000	Tacoma Public Library
66	Wheelock Branch Library	25.81	9,929,000	Tacoma Public Library
67	Tacoma Learning Center(2)	25.50	700,000	Community Facing Facility (TCC)
68	Convention Center	25.25	5,000,000	Tacoma Venues and Events
TOTAL			645,899,000	

* Cost Excluded
† Includes full cost



To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: Home In Tacoma Project – Phase 2
Memo Date: May 9, 2024
Meeting Date: May 15, 2024

Action Requested:

Finalize review and consideration of potential amendments to the Public Hearing package based on comments.

Discussion:

At the May 15, 2024, Planning Commission meeting, Commissioners will continue the process of providing direction on the recommended amendments brought forward during the review and discussion at previous meetings. Commissioner amendments that have been submitted with sufficient detail and direction and that have not been addressed in discussions at the April 17th and May 8th meetings will be presented to the Commission for discussion and are included in this packet. The objective is to finalize the Commission's direction on changes to the HIT package to prepare the full recommendations package for the June 5th Commission meeting.

On April 17th, the Commission began the process of making decisions on changes proposed by Commission members and this process was continued at the May 8th special meeting. At these meetings, 16 amendments were discussed and voted on. Commissioners have also submitted an additional 4 amendments which are included in this packet.

Also included in the Planning Commission packet is a Health Impact Assessment (HIA) for the HIT project, prepared by the Tacoma-Pierce County Health Department (TPCHD) and their consultant and finalized on May 8. The purpose of the HIA is to serve as a tool to inform decision-makers, and the public, of the potentially significant impacts – both beneficial and harmful – of a proposed project, policy, or program. Planning and Development staff have worked with TPCHD to prepare this document over the past several months and recommendations included in the document largely reflect TPCHD's comments provided to Commission during the HIT Public Hearing process. A short overview of the HIA process and recommendations will be included in the presentation to Commissioners

Home In Tacoma – Phase 2 Draft Recommendations:

Proposed Home In Tacoma zoning and standards changes, as well as on the Draft Environmental Impact Statement, were released for public review on February 5, 2024. The Proposal includes:

- Home In Tacoma Phase 2 Project summaries
- Draft Zoning and Standards changes proposed for incorporation in the Tacoma Municipal Code
- Draft Urban Residential Zoning Districts map
- Draft Environmental Impact Statement
- Additional materials including project scoping report, studies, and FAQs



All materials are posted at www.cityoftacoma.org/homeintacoma.

Background:

Tacoma residents face increasing challenges in accessing housing they can afford that meets their needs. For many years, Tacoma’s housing rules for most neighborhoods have primarily allowed just one housing type—detached houses. On December 7, 2021, the City Council adopted Amended Ordinance No. 28793 approving the Home In Tacoma Project – Phase 1 package.

The Council’s action established a new housing growth vision for Tacoma supporting Missing Middle Housing options, designated Low-scale and Mid-scale Residential areas, and strengthened policies on infill design, affordability, anti-displacement, and other goals. The action also initiated Home In Tacoma – Phase 2 to implement the new policies through changes to residential zoning and standards, along with actions to promote affordability and ensure that housing supports multiple community goals. The adopted package is available at www.cityoftacoma.org/homeintacoma.

Phase 2 began in 2022, with intensive planning and public engagement starting in January 2023. Following extensive community engagement and adjustments to the initial Home In Tacoma package to accommodate for state legislation, the Commission has focused over the past 6 months on making detailed decisions regarding zoning, standards, bonuses, and other components of the HIT package.

Prior Council, Commission, and Taskforce Actions:

- City Council Study Session (02/22/22, 12/06/22, 05/16/23, 06/20/23, 9/26/23, 11/21/23, 01/30/24, 05/14/24)
- City Council IPS Committee (04/13/22, 05/25/22, 10/12/22, 01/25/23, 03/22/23, 10/25/23)
- Planning Commission (06/15/22, 09/21/22, 10/19/22, 01/04/23, 02/01/23, 03/15/23, 04/19/23, 05/17/23, 6/21/23, 9/6/23, 10/04/23, 10/18/23, 11/01/23, 12/06/23, 01/17/24, 03/06/24, 04/03/24, 04/17/24, 05/08/24)
- HIT Phase 1 - Planning Commission Public Hearing (04/20/22) and recommendations
- Housing Equity Taskforce (02/10/22, 03/10/22, 9/28/23, 10/26/23)

Project Information:

- Elliott Barnett, Senior Planner, ebarnett@cityoftacoma.org, (253) 312-4909
- Alyssa Torrez, Senior Planner, atorrez@cityoftacoma.org, (253) 878-3767
- Webpage: www.cityoftacoma.org/homeintacoma - sign up for email updates!
- Project email: homeintacoma@cityoftacoma.org

Attachments:

- Attachment 1 – Updated Planning Commission Proposed Amendments Table
- Attachment 2 – Commission Amendment Summary Forms
- Attachment 3 – New Amendment Summary forms
- Attachment 4- Tacoma-Pierce County Health Department Health Impact Assessment

c: Peter Huffman, Director



Proposed post-Public Hearing Changes

05/15/24

The Planning Commission will consider the following proposed changes to the draft HIT zoning and standards package (see attached summaries).

TOPICS	Sponsors	Status
Zoning		
1. ZONING MAP - Measure UR-2 by walking distance rather than radius	Karnes	Withdrawn
2. ZONING MAP - Adjust UR-2 to apply only to active use parks	Santhuff	REJECTED
3. ZONING MAP- Adjust UR-2 to apply only to parks 10 acres and active use	Steele	REJECTED
4. SETBACKS – Modify front setbacks to no less than 10 feet in all zones/bonuses	Steele	REJECTED
5. AMNESTY FOR MIDDLE HOUSING – Add a Middle Housing Amnesty provision for existing, unpermitted middle housing to be legalized	Sadalge	ACCEPTED
6. RESIDENTIAL BUSINESSES – Definition	Marlo	ACCEPTED
7. DEFINITION – Middle Housing	Marlo	ACCEPTED (1 st option)
8. ACCESSORY BUILDINGS – Clarification	Marlo	ACCEPTED
Housing Types & Building Design		
9. BUILDING DESIGN – Habitable space definition	Marlo	ACCEPTED
10. BUILDING DESIGN – Prohibited materials (delete section)	Marlo	ACCEPTED
Parking and Transportation		
11. PARKING – Revise parking quantities (round down)	Karnes	REJECTED
12. PARKING – No replacement of parking for ADUs, parking for Non-residential Uses	Karnes, Marlo?	ACCEPTED
13. PARKING – Revise parking quantity requirements	Sadalge	REJECTED
14. PARKING – Waive parking requirement if only one stall required, no alley	Santhuff	ACCEPTED
15. REDUCED PARKING AREA – Measure RPA by walking distance rather than radius	Karnes	ACCEPTED (pending clarification)
16. PARKING – Increase quantity requirements (to 50% of current quantities)	Steele	REJECTED

Trees and Amenity Space

17.	<p>TREE CREDITS- Change the measure of compliance from tree credits to tree canopy coverage; require that each parcel not go below 20% tree canopy coverage in an Urban Residential (UR) zone. Developers disallowed from going below minimum level of canopy coverage using either a tree fee-in-lieu or canopy-cover-removal fee. To go below 20% canopy cover, the developer would need a variance, which must be approved by both a city arborist and Director of Planning. Canopy cover minimums for UR-3 would be changed to be the same as UR-2 (starting with 30% canopy cover, allowing a reduction to 25% for Bonus 1 and 20% for Bonus 2). <i>Modifications pending</i></p>	Krehbiel, Karnes, Marlo, Martensen	
18.	<p>TREE RETENTION/CANOPY COVER FEE – Change variance requirements- required for any tree over 18” DBH. Remove language that exempts fruit trees from tree retention requirements- removal regulated based on DBH. Clarify fee will be assessed on the removal of any tree over 6” DBH. Change the word ‘caliper’ to DBH.</p>	Krehbiel, Karnes, Marlo, Martensen	
<p>Tree removal above the required canopy minimum for anything that increases impervious surfaces on the site, other than an additional housing unit, (i.e. garages, sheds, driveways, patios, etc.), apply the canopy loss fee for the removal of those trees at 50% of the normal fee.</p>			
<p>Add in language “Applicants must demonstrate to the satisfaction of both a certified arborists in the City’s Urban Forestry department and the Director of Planning via a Variance...” to include a non-biased, subject matter expert in the decision-making process. <i>Modifications pending</i></p>			
19.	<p>TREE REQUIREMENTS – FLEXIBILITY/EXCEPTIONS – Aligns city code with state law that tree retention should be prioritized over parking requirements. Provides more guidance on determining if a tree is limiting development. Requires that a city arborist also approve all variances along with the Director of Planning. <i>Modifications pending</i></p>	Krehbiel, Karnes, Marlo, Martensen	
20.	<p>TREE RETENTION/MAINTENANCE – Requires bonding language for trees, requires a landscaping checklist/ maintenance plan be provided by the developer. <i>Modifications pending</i></p>	Krehbiel, Karnes, Marlo, Martensen	
21.	<p>PARKING LOT LANDSCAPING REQUIREMENTS – Require landscaping requirements when parking lot alterations affect at least either 25% of the lot or 500 SF of the parking lot (whichever is less). Require parking lots collect at least 51% of their stormwater runoff with green stormwater infrastructure.</p>	Krehbiel, Karnes, Marlo, Martensen	Withdrawn
<p>Only allow medium and large trees to be used to meet tree requirements in and around parking lots.</p>			
22.	<p>REMOVAL OF SECTIONS OF THE TREE AND LANDSCAPING CODE – Removes a section about tree incentives (this would eliminate the evergreen tree incentive; the other two incentives mentioned in this section are mentioned elsewhere</p>	Krehbiel, Karnes, Marlo, Martensen	

in code, so removing them is more for clean up) and one that removes the exemption for "self-managed agencies".

Modifications pending

23.	LANDSCAPING CHANGES – Requires that all plant species used in landscaping must be considered "climate adapted" (defined in Urban Forestry Manual) and that 50% be native or near-native species (this near-native/native-adjacent grouping would be a new category of plants that would need to be added into the Urban Forestry Manual). Requires 100% of the plants (excluding trees) to be native/near-native species for landscaping adjacent to open space and/or within 100 feet of a fish and wildlife habitat conservation area. Requires 75% of plants (excluding trees) to be native/near-native when within 50 ft. of open space. <i>Modifications pending</i>	Krehbiel, Karnes, Marlo, Martensen
24.	AMENITY SPACE – Modify amenity space requirement from sq. ft./unit methodology to % of lot methodology (or if further discussion makes that not workable, maybe do a cap on the amenity space requirement).	Marlo, Martensen
25.	Tree mandated percentages will only apply to remaining space on lots "after" building, parking, and amenity space has been developed. Remove Tree Bonuses.	Steele

Bonuses (Affordability and Building Retention)

26.	Establish a required affordability bonus program review every 3 years.	Krehbiel
27.	Integrate visitability into Affordability Bonus proposal	Karnes
28.	Fee in Lieu for affordable housing bonus tied to median housing price	Rash

Unit Lot Subdivisions

29.	Allow ULS subdivision for previously developed sites, even if they don't meet all current/new standards	Karnes, Sadalge
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MISC.

30.	Building articulation	Marlo
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Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: Karnes, Krehbiel, Martenson, Marlo

Date: **05-14-24 Updates**

<p>Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)</p> <p>#17. Trees - Credits/Canopy Cover Minimums</p>
<p>What the current draft does on this topic</p> <p>The code language has a minimum of 200 tree credits required for all development (one small tree) Code currently disallows developers to count ROW trees towards the tree requirements for the site.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p>Change minimum tree canopy cover from 200 credits to 20% canopy cover in UR1 and UR2: Section 13.06.090.B.3.g.(4)(a), amend the language to read, “A minimum of <u>20% canopy cover in UR1 and UR2</u> must be met on site...” This replaces the minimum of 200 tree credits currently in code.</p> <p>In UR-3 zones, set the minimum canopy cover for the project at 15%. Allow for up two-thirds of the required tree credits for a project to be satisfied through tree fee-in-lieu implemented at sites in the public right of way within 1/8th mile of the site. This can be done without a variance but must be with adjoining property owner approval. This is intended to support vegetative buffering of zoning transitions in the same neighborhood, while improving site feasibility for housing near transit. This would also technically allow developers to go down to 5% canopy cover on site, but this is made up for by the 10% still planted in neighboring ROW.</p> <p>For ROW trees, amend code to increase flexibility of meeting tree credit requirements in the ROW. Clarify that developers must first meet the minimum tree requirements as specified in the street tree code and that they may only count “extra” tree credits in the right of way towards the required tree credits on site. Ideally, the process would look like this:</p> <ol style="list-style-type: none"> 1. Determine the minimum number of trees needed to be in compliance with the ROW tree code. 2. Determine your canopy cover minimum you must attain based on the UR zone and number of bonuses. 3. Determine how many tree credits are needed to meet that canopy cover percentage based only on the size of the lot/parcel (not the area of the ROW). 4. Developments that either plant more trees or plant bigger trees, developers may count these "extra" tree credits in the ROW towards the tree credits required for the parcel.

5. All remaining credits must be met with trees planted on the property (developer can meet that with any arrangement of trees they can make fit).
6. After determining trees to retain/plant to meet canopy cover minimums, make any necessary adjustments to parking down to the minimum needed to allow as many on-site trees as possible to meet canopy requirements.
7. If after all of this the developer cannot meet tree credits (because retaining or planting a tree would limit housing development) they may request a variance to access either the fee-in-lieu (if they can't plant more trees) or canopy cover removal fee (if they have to remove trees). If a variance is approved, developer must pay the appropriate fee prior to development.

Developers would have the option to base tree canopy calculations on multiple adjacent lots if they are under the same ownership/project.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **Partially. Public comment was supportive of more trees and more tree protections. A % minimum wasn't specifically asked for, but this feels like a reasonable floor to set. This is critical to ensuring other site elements do not take precedence over the minimum.**
- What policies would this support? **Urban forestry/canopy cover goals.**
- What would be the impact (any pro's and con's)? **More trees. Potentially reduces size and/or increase costs of some developments.**
- **Allowing calculations to be based on multiple adjacent lots will allow flexibility in development while also ensuring tree canopy goals are achieved for the project as a whole.**

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

#18. Trees - Retention/Canopy Cover Fee

What the current draft does on this topic

13.06.090.B.3.e.3, page 158, tree removal is regulated (although the code says that tree retention is required, the language is really about limiting/managing tree removal). Trees under 6" DBH may be removed; trees between 6" and 12" may be removed but are subject to a canopy loss fee; trees between 12" and 24" may be removed if they limit development but are subject to a canopy loss fee; trees over 24" DBH may only be removed with a variance under 13.05.010.B.

The canopy loss fee, section 13.06.090.B.3.g.(4)(b) on page 162, is calculated by: Removed tree DBH - new tree DBH = canopy loss. The fee is charged for every inch of canopy removed below the required minimum. This section of the code does not specify what that dollar amount is (that's in urban forestry code).

What the proposed change would do
DESCRIBE:

Change the requirements so that a variance is required for any tree over 18” DBH.

When removing trees above the required canopy minimum:

- **If you’re building new housing and removing trees down to what is required, no canopy loss fee will be assessed.**
- **If you’re not building new housing and removing trees down to the required minimum, a canopy loss fee will be assessed at a rate of 50%.**

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- **In response to public comments? Partially. These changes are intended to increase tree retention.**
- **What policies would this support? Urban forestry/canopy cover goals.**
- **What would be the impact (any pro’s and con’s)? More trees retained. Potentially limits development size, that is mitigated by changes to other permitting requirements per State law.**

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

#19. Trees - Variance requirements, flexibility, and exceptions

What the current draft does on this topic

There are several places in the code where the Director of Planning is able to make unilateral decisions about variances for trees. This Director is not necessarily a subject matter expert on trees. As written, there’s no guarantee in the code that a certified arborist is involved in reviewing and approving requests to deviate from the tree code.

In most jurisdictions, the code is either very specific about what exemptions are/are not allowed OR they have a commission/board to review these exemptions. Creating more code will take more time and creating a board will require a lot of staff time/resources.

The current draft does not account for the passage of SB 6015, which requires under section 1(f) that “cities within those counties with a population greater than 6,000, may not require off-street parking as a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible.” The law also disallows cities from requiring structured parking or carports to meet residential parking requirements.

What the proposed change would do
DESCRIBE:

This amendment would add in language including “a certified arborist in the City’s Urban Forestry department” in various parts of the code. Deviations from the forestry code would

first get approval from the arborist and then go to the Planning Director for review and approval. The arborist's role (as we envision it) would be to offer suggestions to modify plans in order to meet tree requirements or to sign-off of their variance request if they agree with the developer. A more thorough sweep through code is needed to insert language about requiring an arborist to also approve variance and exceptions. Some places where the change would be needed are:

13.06.090.B.3.g.(4)(a), add in language “Applicants must demonstrate to the satisfaction of both a certified arborists in the City’s Urban Forestry department and the Director of Planning via a Variance...”

13.06.090.B.4.g.8.b (page 167) says that flexibility on trees may be granted based on topography.

13.06.090.B.3.f.3 (page 160) allows for exceptions to be made with approval of staff but doesn’t say who.

13.06.090.B.3.g.4.a (page 162) discusses granting a variance for the fee in lieu program.

13.06.090.B.3.g.4.b (page 162) discusses granting a variance for the canopy loss fee.

13.06.090.B.3.f.4 (page 161) states that exceptions can be made to plant trees in pots instead of in the ground, but does not state who grants the exception.

13.06.090.B.3.g.(4)(b), add in language “Applicants must demonstrate to the satisfaction of both a certified arborists in the City’s Urban Forestry department and the Director of Planning via a Variance...”

Clarify in code that existing trees over 6” in the required setback area and with 75% of its root zone in the setback or off-sight do not qualify as limiting development capacity.

The following subsection would ensure compliance with SB 6015, without inadvertently removing trees to trigger the effect of the law’s section 1(f).

New subsection: Prioritization of Tree Retention and Tree Canopy

1) Purpose

A development is deemed infeasible for complying with tree retention and tree canopy requirements if accommodating both trees and off-street vehicle parking would compromise the maximum Floor Area Ratio (FAR) permitted within the zone. In such cases, developments are not exempt from tree requirements, rather, to prioritize tree retention and tree canopy, the development may be exempt from residential off-street vehicle parking requirements as per RCW 36.70a. This reduction in parking requirements may occur during permit review.

2) Criteria:

A development is exempt from residential off-street vehicle parking requirements, both surface and structured, if the applicant demonstrates that without such an exemption, at least one the following would be necessary:

- a) Removal of a tree exceeding 18 inches in diameter at breast height (DBH) despite exploring reasonable site layout alternatives;
- b) Removal of trees exceeding 6 inches in diameter to create space for vehicle driveways, parking, or pedestrian access;
- c) Removal of trees in the public right of way for driveway construction; or,
- d) Purchase of off-site tree canopy credits to meet tree canopy requirements.

3) Tree preservation

Variances for tree removal shall not be granted if an alternative site plan that preserves the maximum Floor Area Ratio (FAR), with fewer off-street vehicle parking spaces, would preserve trees >18" in diameter or tree groves.

Specifically:

- a) No variance shall be granted for trees exceeding 18 inches in DBH where parking reductions could enable their retention.
- b) No variance shall be granted for the removal of tree groves if reducing parking would suffice to preserve them.
- c) Tree removal in public right-of-ways for driveways will not be permitted if feasible alternatives involving reduced parking are available.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **Partially. The community expressed appreciation for urban forestry and the desire to see more staff in this department. The community also expressed some distrust with the planning department.**
- What policies would this support? **Urban forestry/canopy cover goals.**
- What would be the impact (any pro's and con's)? **Fewer variance granted and more accountability within the city. This may begin to rebuild community trust.**

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

#20. Trees - Retention and maintenance.

What the current draft does on this topic

Section 13.06.090.B.3.f (page 16) has the planting and maintenance requirements for trees. Generally, this section of code is good. A gap, though, is that there is no enforcement or bonding mechanism for if planted trees die or if trees intended to be retained are damaged and killed. New trees are often planted improperly and die within a few years. Some

development projects impact roots of existing trees that damage them significantly and lead to the slow, gradual premature death. Public comments have requested bonding language that holds developers financially liable for the replacement of trees that died or were killed during construction.

What the proposed change would do

DESCRIBE:

Add a monetary penalty for any trees that die (due to improper maintenance; allow exceptions for if it is damaged by a car) within 3 years of being planted. Add a monetary penalty for any tree that was intended to be retained that dies within 3 years of development due to damage from the development. Use similar language as is in the ROW code for trees: The maximum monetary penalty that may be assessed pursuant to a notice of civil violation for each violation of this chapter shall not exceed \$10,000 per day or portion thereof, and each continuing day or portion thereof. B. Minimum monetary penalty – removed tree. The minimum monetary penalty assessed for each tree removed in violation of this chapter and for each tree that dies within a three year period as a result of the damage to the tree in violation of this chapter, shall be a sum of three times the fee for tree removal as set forth in TMC 9.20.220 (I) (1), or \$500 dollars, whichever amount is greater. If the DBH cannot be measured, the monetary penalty may be assessed per inch based on the diameter of the remaining tree stump. If the stump has been removed, a monetary penalty in the amount of \$10,000 may be assessed, unless the violator can demonstrate through competent evidence the DBH of the illegally removed tree.

Add language that requires a Landscape Checklist and Maintenance Plan is needed for the city to issue Certificate of Occupancy. The checklist must be signed off on by the proposers' landscape architect/professional and serve as a written confirmation that the landscape was installed per the approved plans. This same checklist will be used by the City's UF team for post-construction follow-ups and if any issues arise, holding the designer responsible too (staff believes this is already in code)

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **Partially. The public supported more protections for trees.**
- What policies would this support? **Urban forestry/canopy cover goals**
- What would be the impact (any pro's and con's)? **Would help increase tree retention and longevity. Would be an added cost to developers.**

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

#22. Trees; self-managed agencies

What the current draft does on this topic

Section 13.06.090.B.3.g.5, page 162, removes requirements for “self-managed agencies.” This essentially is for Metro Parks and allows them to “opt out” of the city’s code. MPT has never taken advantage of this code.

What the proposed change would do
DESCRIBE:

Strike section 13.06.090.B.3.g.5, page 162, that exempts self-managed agencies from code.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **No.**
- What policies would this support? **Urban forestry/canopy cover goals.**
- What would be the impact (any pro’s and con’s)? **Pros would be a more consistent urban forest code.**

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

#23. Landscaping

What the current draft does on this topic

Section 13.06.090.B.3 has general landscaping requirements, which includes rules for trees and other plants.

What the proposed change would do
DESCRIBE:

Amend section 13.06.090.B.3.d.2 (page 156) on “native species” to be “species native to western WA and/or western OR”.

Amend section 13.06.090.B.3.d.2 (page 156) to change quantities required:

100 percent of all required plants for landscaping development activities in this code must be climate adapted, and 50% of all plants that are not trees must be native to western Washington or western Oregon. A minimum of 50-100 percent of plants (excluding trees) required for landscaping located within Comprehensive Plan designated Open Space Corridors, and a minimum of 25-75 percent in adjacent areas within 20-50 feet of Open Space Corridors, must be native to western Washington or western Oregon plant species. A minimum of 50-100 percent of plants (excluding trees) required for landscaping located within 50-100 feet of designated Fish and Wildlife Habitat Conservation Areas must be native to western Washington or western Oregon plant species. Reductions are permitted when necessary to follow coordinated plans to address slope stability, habitat health, streetscape or area-wide plans.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **Partially. Some comments supported the use of more native species.**
- What policies would this support? **Open space goals.**
- What would be the impact (any pro's and con's)? **Would increase use of native species.**

Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: Marlo, Martenson

Date: 4/29/2024

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Amenity Space

What the current draft does on this topic:

Establishes amenity space requirements using a per unit basis.

What the proposed change would do:

DESCRIBE:

Establish minimum amenity space requirements using site area as a basis.

- **UR-1: Amenity Space to be 10% of lot area (equivalent to 600 SF on a standard lot)**
- **UR-2: Amenity Space to be 7.5% of lot area (equivalent to 450 SF on a standard lot)**
- **UR-3: Amenity Space to be 5% of lot area (equivalent to 300 SF on a standard lot).**

Amend amenity space requirements to include/revise:

- **Minimum dimension of amenity space shall be 7 feet.**
- **All amenity space may be shared.**
- **A minimum of 50% of required amenity space shall be shared.**
- **Amenity space may overlap tree canopy area.**
- **Amenity space required is capped at 1000 square feet.**

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments?
- What policies would this support?
- What would be the impact (any pro's and con's)?

This change is made in response to public comment and TPAG recommendation letter.

- **Intended to offer projects more flexibility to incorporate amenity space.**



- **Intended to ensure projects have common amenity space available to every unit.**
- **Right-sizes the amenity space requirements, increasing the amount of amenity space required per unit for single-family homes and decreasing the amount required for denser unit types.**
- **Eliminates the incentive to build fewer units to maximize developable space.**
- **Creates a more uniform and predictable amount of amenity space in each zone.**
- **contributing to neighborhood cohesion.**

Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: **STEELE**

Date: **5/1/24**

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Tree requirements and bonuses under Home In Tacoma (HIT).

What the current draft does on this topic

Tree requirements, credits, and bonuses for UR-1, UR-2, and UR-3 consideration from 35%-15%.

What the proposed change would do

DESCRIBE:

Tree mandated percentages will only apply to remaining space on lots “after” building, parking, and amenity space has been developed. Remove Tree Bonuses.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **This is in response to public comment toward development space and the ability to reasonably create the density needed to make projects pencil.**
- What policies would this support? **Home In Tacoma was designed to provide housing for people, not trees. A tree mandate concurrently or prior to the development of lots for the housing of people would negatively impact the ability to give the developer the maximum potential of creating the most units for properties.**
- What would be the impact (any pro’s and con’s)? **This change gives positive ability to create housing, that is in line with the project mission of Home In Tacoma without loss of units.**



Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: Krehbiel

Date: 4/23/24

<p>Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)</p> <p>Affordability</p>
<p>What the current draft does on this topic</p> <p>Does not have a review period.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p>Include a minimum Affordability Bonus program review cycle every 3 years.</p> <p><input type="checkbox"/> Text change <input type="checkbox"/> Map change (Zoning, Reduced Parking Area, MFTE map?)</p>
<p>Background/why?</p> <ul style="list-style-type: none"> • In response to public comments? Partially. • What policies would this support? Ensures affordability programs are being used and providing us with more affordable units. • What would be the impact (any pro's and con's)? Would increase demand on staff time to do this sort of review and to provide recommendations for updating affordability programs/bonsuses.

Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner:

Karnes

Date: 05/07/24

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention **bonuses**, Unit Lot Subdivisions, other)

Integrate Visitability into the Affordability Bonus proposal

What the current draft does on this topic

Visitability is not currently include in the package. The proposal was to integrate visitability into the Building Code, but staff have come to understand that state level action would be required for that approach.

What the proposed change would do

DESCRIBE:

Projects using the affordability bonuses are required to provide 1 Type C (Visitable) Unit (could be an affordable or market rate unit)

Exceptions--In the following situations Visitability standards are not required:

- Projects providing any number of Type A or Type B Accessible Dwelling or Sleeping units (which are a higher standard of accessibility)
- Projects where work is limited to within the footprint of existing buildings
- Projects where providing a compliant circulation path is demonstrated to the Building Official to be impractical due to unique site conditions (such as average slope of 20 percent or greater, or sites where there is more than a 3-foot rise between the street lot line and the lowest grade measured at the front setback)

Visitable units, when required, must meet the standards of the American National Standards Institute (ANSI) section A117.1 for Type C VISIBLE units

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? Yes, including TACOD's comment letter
- What policies would this support? Access to housing for people of all abilities



- What would be the impact (any pro's and con's)? There should be minimal con's since the cost is low of providing a Type C unit, though this is also just a first step toward broader implementation of Visitability requirements.

Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: Rash

Date: 05/07/2024

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

29. Affordability/building retention bonuses>fee in lieu

What the current draft does on this topic

The current HIT 2 proposal establishes a flat amount for the fee in lieu when a developer is seeking the affordable housing bonus.

What the proposed change would do

DESCRIBE:

Tie the fee in lieu to the median housing price for a single family home in Tacoma. The fee would equal a percentage of the median housing price, with the initial fee in lieu value equal to the fee identified by the City and its consultants as part of the HIT 2 due diligence package.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments?
 - **The public has expressed concern that HIT 2 does not adequately address affordable housing needs. Tying the fee in lieu to the median housing price would allow for the fee to increase with the median, protecting it from eroding its efficacy in providing financial resources to support affordable housing development and preservation in Tacoma. In addition, if the median price decreases, the fee would decrease commensurately to ensure it would not become an outsized impediment to housing development during economic downturns.**
- What policies would this support?
 - **Tacoma Affordable Housing Action Plan**



- What would be the impact (any pro's and con's)?
 - **Pro: Would increase affordable housing funding as median price increases; ensures fee does not create a barrier to new development if median price decreases**

Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner:

Karnes, Sadalge

Date: 05/08/24

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, **Unit Lot Subdivisions**, other)

30. Allow ULS subdivision for previously developed sites, even if they don't meet all current/new standards.

What the current draft does on this topic

For previously developed lots, eligibility for unit lot subdivision shall be subject to compliance with all standards applicable to the parent lot and proposed unit lots.

What the proposed change would do

DESCRIBE:

For previously developed lots, unit lot subdivision may be used to provide fee-simple ownership, provided:

- **Any buildings or structures on the lot have legal occupancy (they were permitted at the time they were constructed)**
- **The subdivision does not increase any nonconformity to any City ordinance, state or federal law**

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **Yes – TPAG comment letter**
- What policies would this support? **Housing goals**
- What would be the impact (any pro's and con's)? **We don't see any con's to this approach**



Home In Tacoma – Articulation Features, Potential Changes Submittal Form

Planning Commissioner: Brett Marlo

Date: 5-1-24

<p>Topic : Building design</p> <p>Articulation Features</p>
<p>What the current draft does on this topic</p> <p>c. Articulation Features (1) Applicability. As required in Building Design Standards for Houseplexes, Rowhouses and Multiplexes. (2) Articulation Features.</p> <p>These may combined:</p> <ul style="list-style-type: none"> • Brick used as the cladding material on a majority of the façade. Brick must be standard sized bricks, approximately 3 5/8" thick. "Thin brick", which is often less than 1" thick, does not meet this requirement. • Windows recessed at least 2.5 inches from the cladding material, or windows with decorative window trim or deep metal "flashing" surrounds. • Repeated balconies or bay windows. • Vertical building modulation with a depth of 2 feet. Must be at least 4 feet wide if repeated as in Rowhouses. • Roofline modulation. • Articulating a building's base to contrast and complement its upper levels, including: distinctive window configurations and cladding material, or a change of plane at least 2 feet deep. • Articulating a building's top to contrast and complement its lower levels, including: distinctive sloped roof, strong cornice line, expressive roof overhang, distinctive window configurations and cladding material on the upper floor, and/or upper level stepbacks (provided the top of the building is visible from the centerline of the adjacent street). • Change of cladding material. (Counts as 0.5 articulation features) • Repeated distinctive window patterns. (Counts as 0.5 articulation features) • Repeated stoops at least 36" above sidewalk grade to individual units, especially in Rowhouses
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p>These may combined:</p> <p>MODULATION</p> <ul style="list-style-type: none"> • Stepping the roofline back or forward (<i>is there a minimum?</i>) • Articulating a building's top to contrast and complement its lower levels (<i>is there a minimum?</i>) • Articulating a building's base to contrast and complement its upper levels (<i>is there a minimum?</i>)

- Articulating a building's elevation with vertical offsets of at least 2 feet deep and 4 feet wide
- Repeated stoops at least 36 inches above sidewalk grade to individual units

FACADE AND WINDOWS

- Significant changes of cladding material *(is there a minimum?)*
- Real brick used as the cladding material on a majority of the façade
- Repeated balconies or bay windows *(is there a minimum?)*
- A strong cornice line *(is there a minimum?)*
- Window pattern with recessed a minimum of 2.5 inches from the cladding material
- Window pattern with decorative window trim or deep metal "flashing" surrounds

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments?
- What policies would this support?
- What would be the impact (any pro's and con's)?

The list as currently proposed comes off as a disorganized laundry list that often repeats itself. For the sake of clarity to ease use by both staff and building designers, I would recommend organizing by topic, keeping it clean and matching in a succinct menu of options. In addition, all offered items should count as full point articulation features.

HOME IN TACOMA HEALTH IMPACT ASSESSMENT

TACOMA, WA
MAY 2024

Conducted by Sandra Whitehead, PhD
for the Tacoma-Pierce County Health Department

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Alyssa Torrez | Comprehensive Planning

Mike Carey | Urban Forestry

Ted Richardson | Affordable Housing Action Strategy

Liz Kaster | Public Works - Transportation

Executive Summary

What is a Health Impact Assessment?

The way we build our communities impacts our physical, social, and mental health. It is widely recognized that the conditions in which we live, or Social Determinants of Health (SDoH) – including exposure to pollution, stable and quality housing, education, access to nutritious foods, and safe places to walk and roll – have a far greater impact on our health than traditional medical practices and dollars spent on healthcare. Consequently, improvements in public health can only occur if SDoH are incorporated into development projects, planning policies, and other government programs in non-health related sectors.⁴

Health Impact Assessments (HIA) serve as a tool to inform decision-makers, and the public, of the potentially significant impacts – both beneficial and harmful – of a proposed project, policy, or program. Many technical definitions of HIAs exist, but Tacoma-Pierce County Health Department (Department) uses the definition from the Committee on Health Impact Assessment of the National Research Council:

*HIA is a systematic process that uses an array of data sources and analytic methods and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program, or project on the health of a population and the distribution of those effects within the population. HIA provides recommendations on monitoring and managing those effects.*⁴

Home in Tacoma Health Impact Assessment

This HIA was commissioned to provide a tool to discuss health impacts of [Home in Tacoma](#) (HIT) Phase 2, part of City of Tacoma's [Affordable Housing Action Strategy](#) (AHAS). Implementation of Phase 2 is intended to increase housing supply, affordability, and choice for current and future residents through zoning changes, design standards, affordability options, and anti-displacement strategies.

The City determined that HIT would likely cause significant, adverse environmental impacts, so they were required to assess these impacts through an Environmental Impact Statement. The [draft Environmental Impact Statement](#) (DEIS) assessed three alternatives defined primarily by the number of new housing units likely to be developed under the new zoning rules, as well as associated development standards establishing new density, building size, parking, landscaping, and other requirements.

This HIA examined the DEIS and associated changes to the [Municipal Code](#) to understand the health impacts associated with increased density, changes in the transportation network, and changes in tree canopy. Within each change category, the HIA team looked at health impacts associated with two to three topic areas. The topic areas for each change category are illustrated in Figure 1. Because HIT is complex and nuanced, this HIA could have focused on any number of topic areas. The scope of this HIA was narrowed to fit a rapid HIA format, time available, and goals of the HIA Team.

Changes in density	Changes in the transportation network	Changes in tree canopy cover
<ul style="list-style-type: none"> • Impacts associated with increased physical activity • Impacts on housing stability and habitability 	<ul style="list-style-type: none"> • Impacts associated with changes in air quality • Impacts associated with increased connection to opportunities 	<ul style="list-style-type: none"> • Impacts associated with the urban heat island effect • Impacts associated with respiratory disease • Impacts on mental health

Figure 1. Change Categories and Topic Areas

Key Assessment Findings

In a rapid HIA, assessment consists of refining the literature review and discussing how conclusions can be applied to the decision under consideration. This includes an analysis of potential positive and negative health impacts of the three alternatives identified in the DEIS. This HIA does not evaluate each alternative separately but rather, outlines the relative severity and scale of impacts for residents across the three alternatives.

Changes in Density

Density, the number of developed units in a specific area of land, is a significant component of neighborhood design. The design of our neighborhoods—including the types and quantity of housing available and how far it is from amenities—determines much of our quality of life.⁶

Higher density zoning will result in the development of middle housing options across a large area of the city. Middle housing options like du-tri-quadplexes, detached accessory dwelling units, and multi-family apartment buildings are significantly more affordable than single-family homes. An influx of middle housing options will increase affordable home ownership and rental opportunities citywide, while decreasing displacement risk in the long-term. Near-term displacement risk may increase as property owners remodel existing housing to accommodate more units.

Habitability standards for new, repurposed, or remodeled housing will also be key to improved health by eliminating environmental and safety hazards, reducing the spread of communicable diseases, and ensuring housing is built for our changing climate. Examples of these standards include mold prevention and remediation strategies, and filtration and ventilation systems to reduce disease spread and exposure to airborne particulates.

Zoning that allows for more dense neighborhoods will encourage the development of health-promoting destinations such as grocery stores, childcare centers, and medical facilities, closer to housing. With more desirable destinations nearby, the likelihood of residents walking, rolling, and biking increases. This type of physical activity is known to prevent heart disease, hypertension, stroke, diabetes, osteoporosis, some types of cancer and depression. However, these outcomes depend on the City's sidewalk and trail network having capacity to support these new users.

Changes in the Transportation Network

Under HIT, new density will be located near arterial roadways with ready access to transit, making active transportation modes like walking, rolling, cycling, and public transit for everyday transportation needs more accessible. When more people use these transit modes, respiratory health outcomes improve as

local air quality gets better. Providing transportation options also increases connectivity to jobs, healthy and culturally relevant foods, and social connections for residents who do not own a car, creating new opportunities for health and well-being. The City's public transportation system must be invested in and maintained for residents to enjoy ready access to public transit and other modes of active transportation and to achieve the subsequent improvements in respiratory health and connection to opportunities.

Changes in Tree Canopy Cover

Trees serve as essential components of public health infrastructure, offering multiple health benefits including reduced respiratory and cardiovascular disease, reduced urban heat and heat-related illnesses, and improved mental health. As housing development pressure increases and urban tree canopy is reduced, these positive health outcomes will be diminished. Enhanced urban tree canopy protections, adopted along with HIT, can help lessen or mitigate the negative public health impacts that may arise from the removal of trees as more housing is built.

Highlighted Recommendations

After an assessment of the health impacts of each topic area was completed, recommendations were drafted to maximize positive health impacts and minimize negative impacts. Detailed recommendations for each topic area can be found in the full report, and align under the following public health themes:

Housing Stability

- Maximize density. An influx of middle housing options will increase affordable home ownership and rental opportunities citywide, while decreasing displacement risk in the long-term.
- Prioritize and accelerate funding and implementation of key [Anti-Displacement Strategy](#) (ADS) objectives to mitigate the negative health impacts associated with near-term displacement from the remodeling and repurposing of existing housing stock, and the potential short-term increase in housing costs.

Healthy Housing

- Study the feasibility of adopting a residential habitability standard into the Building and Development code. Partner with the Health Department to identify appropriate elements of the standard, such as air conditioning in all newly licensed units and ventilation/filtration to help prevent the spread of communicable disease and reduce exposure to other airborne contaminants. This will have the added benefit of improving residents' climate related health outcomes from extreme heat and wildfire smoke events.

Physical Activity

- Bolster and prioritize investments in the City's sidewalk and active transportation networks to ensure residents who live in or move to densifying neighborhoods enjoy the benefits of a complete neighborhood and the health, social, and economic opportunities that come with it.

Respiratory and Cardiovascular Health

- Increase funding for public transportation services and infrastructure to increase ridership and improve air quality.
- Enhance and clarify tree planting and retention protections, including increased funding for Urban Forestry staffing and programs.

Social Connection

- Ensure density results in complete neighborhoods, with sidewalks, active transportation, and access to goods and services so residents can fully benefit from the improved social determinants of health.

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Background

According to the Affordable Housing Action Strategy, the City of Tacoma is in a housing affordability crisis.¹ The American Community Survey shows that 46% of renters and approximately 37% of homeowners were cost burdened in Tacoma. This means they paid 30% or more of their household income toward rent in 2021 (US Census Bureau, 2021)².

To address affordable housing statewide, the state legislature adopted E2SHB 1110 in 2023. E2SHB 1110 directs certain cities to allow for more middle housing. Middle housing refers to a range of multiunit or clustered housing types, such as duplexes, fourplexes, courtyard housing and multiplexes, which are compatible in scale with single-family homes.

The Home in Tacoma (HIT) Project is part of the city's action plan to address the provision of affordable housing over the next 30 years and complies with the new state law. Home in Tacoma unifies the city's growth strategy, zoning and land use regulations, and affordable housing development incentives into a concerted effort to:

- Increase housing supply.
- Create more affordable housing options.
- Expand the choice of housing types throughout Tacoma's neighborhoods.

Home in Tacoma consists of two phases to date. Phase One was completed in December 2021 and included:

- Amendments to the [One Tacoma Comprehensive Plan \(One Tacoma Plan\)](#).
- Changes to the housing growth strategy, policies, and programs.
- Near-term code and programmatic actions.

A key component of Phase One was to adopt a new Future Land Use Map. This replaced all Single-Family and Multifamily Low Density land use designations with Low-Scale and Mid-Scale Residential. View additional information about Phase One in [City of Tacoma Ordinance No. 28793](#).

In Phase Two, the City proposes to implement Ordinance 28793, in part by adopting new zoning designations, development standards, and other actions to increase housing supply, affordability, and choice for current and future residents. Phase Two will implement Tacoma's adopted policies regarding housing growth and development to:

- Enable middle housing in Tacoma's neighborhoods.
- Ensure Tacoma gets housing growth right.
- Take actions to make housing more affordable.³

By creating more types of housing in existing neighborhoods, it is assumed that more units will be available for rent and purchase, with some new affordable units and more existing units available at different price points. With more units, the price pressure will alleviate and make housing more plentiful and reasonably priced.

Phase Two’s overall objectives serve to improve the social determinants of health because they support economic stability, equitable access, and a health promoting built environment. By increasing housing supply, affordability, and choice for current and future residents, HIT will affect the most impactful social determinant of health: having a safe, affordable place to live, dream, and grow.

Home in Tacoma is expected to promote housing equity and address displacement in the long term. HIT seeks to direct new housing units to areas in the city already served by transit or on major roadways, which will connect residents to economic opportunities, healthcare services, and healthy food options.

The HIT draft Environmental Impact Statement (DEIS) studied three alternatives defined primarily by the number of new housing units likely to be developed under new zoning designations, as well as associated development standards. These standards will establish new density, building size, parking, landscaping, and other requirements. Figure 2 below shows the total number of new housing units projected for each alternative.³

Alternative	Number of Units
Baseline	3,840
Low Zoning Alternative (LZA)	25,660
High Zoning Alternative (HZA)	53,620

Figure 2. Number of Units per Alternative predicted to be built over a 30-year time horizon.
Adapted from the Draft Environmental Impact Statement, (City of Tacoma, 2024)

In collaboration with City of Tacoma, Tacoma-Pierce County Health Department (Health Department) commissioned a Health Impact Assessment (HIA) to understand the health impacts associated with these proposed changes. An HIA is a structured process that uses scientific data, professional expertise, and input from the affected community to identify and evaluate public health consequences of proposals and suggests actions to minimize adverse health impacts and optimize beneficial effects.⁴

This HIA was conducted by the HIA team, which included the consultant Sandra Whitehead, the Healthy Community Planner from the Health Department, and two Senior Planners from the City of Tacoma. Health Department staff were the main point of contact for the HIA consultant. City of Tacoma Planning staff provided data, reviewed documents, and provided feedback on the feasibility of draft recommendations.

This report follows the phases of HIA as defined in the Minimum Elements and Practice Standards for Health Impact Assessment.⁵ While the sections follow a linear path through the phases, the process itself was much more iterative than is reflected here.

Screening

The screening phase results in a decision about whether to conduct an HIA and, if moving forward, a rationale for why an HIA is an appropriate approach for the context. The HIA team also chooses the type and scale of HIA to perform. During Screening, the Health Department decided that a rapid HIA was the appropriate tool to examine the health impacts of HiT in the Spring of 2023. This decision was based on the timeline of policy adoption and resources available.

Scoping

The scoping phase is defined by its tasks shown in Figure 2.

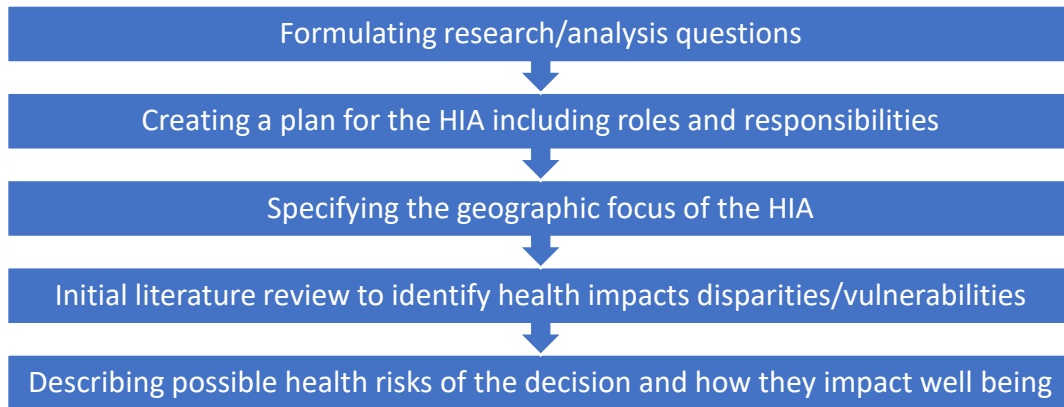


Figure 3. Scoping Tasks

The HIA Team selected these research and analysis questions for the scale and scope of this HIA:

1. What are the most severe or immediate health impacts associated with HiT?
2. Which of these can be addressed through adjusting the policy parameters?
3. Which alternative(s) produces fewer negative impacts/more beneficial health impacts?

Using these questions as a guide, the team formulated the HIA to include:

- Research literature to provide background and evidence for HiT policies and actions.
- Identify opportunities to maximize potential health benefits of HiT.
- Elevate public health considerations related to housing policy and land use changes.
- Recommendations to mitigate risks and unintended consequences.

Because this is a rapid HIA, the HIA Team accessed information online or through data available from the Health Department and City. The HIT Team met regularly to discuss the progress of the HIA's assessment and development of recommendations. Additionally, the Health Department's Climate Justice Coordinator and Housing Policy Coordinator provided comments and input on the HIA document.

While community engagement was not conducted specifically for the HIA process, City of Tacoma staff have completed three phases of engagement to inform the development of the HIT policy. The Health Department will use the HIA findings in discussions with the public and City staff about HIT during policy formulation and to monitor the adoption of the HIA recommendations.

Range of Impacts Considered

The HIA team used the DEIS report and the associated draft changes to the Tacoma Municipal Code to analyze how changes in density, transportation network, and tree canopy coverage will impact residents' health. Within each of these change areas, the team looked at health impacts associated with two to three topic areas.

Figure 3 below shows the topic areas for each change category. Because HIT is complex and nuanced, this HIA could have focused on any number of topic areas, but it had to be narrowed to fit both the format of a rapid HIA, time available, and goals of the HIA Team.

Changes in density	Changes in the transportation network	Changes in tree canopy cover
<ul style="list-style-type: none"> • Impacts associated with increased physical activity • Impacts on housing stability and habitability 	<ul style="list-style-type: none"> • Impacts associated with changes in air quality • Impacts associated with increased connection to opportunities 	<ul style="list-style-type: none"> • Impacts associated with the urban heat island effect • Impacts associated with respiratory disease • Impacts on mental health

Figure 4. Change Categories and Topic Areas

This HIA does not evaluate each alternative separately but rather, outlines the relative severity and scale of impacts for residents across the three alternatives.

Assessment

In a rapid HIA, assessment consists of refining the literature review and discussing how conclusions can be applied to the decision under consideration. This includes an analysis of potential positive and negative health impacts. The assessment section consists of an introduction on each topic area, and a discussion of potential health impacts associated with each topic area, across the three alternatives.

To identify health impacts associated with each topic area, a literature review was conducted using the following databases: PubMed, Google Scholar and JSTOR. Key words included public health, health outcomes, health impacts, and the name of each change category (increased density, transportation, urban tree canopy). Systematic reviews and epidemiologic studies were prioritized to provide the broadest range of results.

Changes in Density

Density, the number of developed units in a specific area of land, is a significant component of neighborhood design. The design of our neighborhoods—including the types and quantity of housing available and how far it is from amenities—determines much of our quality of life.⁶ Density around centers and corridors can increase access to healthcare services, employment, and grocery stores. Density brings more destinations and a mix of activities like restaurants, retail, and recreation closer to residential areas which can encourage more physical activity because more routine destinations are within walking or rolling distance.^{6,7}

This mix of uses also adds more places to gather and opportunities to interact with friends and neighbors which can boost mental health. However, increasing density can also affect mental health when current residents worry about and experience displacement, the effects of gentrification, and loss of community.

Increased density can also impact resident health through increased noise, light, and air pollution, if not properly mitigated. Communicable diseases may spread more readily in dense neighborhoods. However, when more residents are housed rather than in congregate shelters or unsanctioned encampments increased density may reduce the spread of communicable disease in a community.

The following sections discuss the health impacts of increasing density associated with physical activity and housing stability and habitability in relation to the HIT alternatives.

Impacts Associated with Physical Activity

Home in Tacoma proposes to primarily cluster new units under the LZA and HZA, along arterial corridors where multimodal transportation options are more likely to be available.³ HIT explicitly calls out walkability as a goal and calls for supporting policies like mixed use designations that would support the creation of businesses, restaurants and entertainment, grocery stores, and childcare centers near housing. Public health literature strongly supports links between increased density, walking, rolling, and health.⁸ Because increased density creates opportunities for more walking, providing supportive infrastructure, such as sidewalks and curb cuts is important to encourage physical activity.⁹

Investing in supportive infrastructure will save lives by encouraging health promoting behaviors. Transportation investments that make walking, biking, and transit more convenient than driving increase those activities.⁹ According to the Community Health Assessment for Pierce County, only 22.1% of adults get the recommended 30 minutes of exercise per day.¹⁰

When a person gets at least 30 minutes of physical activity more than twice a week, it can help prevent heart disease, hypertension, stroke, diabetes, osteoporosis, some types of cancer and depression.⁶ Building out the active transportation network can encourage physical activity and reduce the risk and prevalence of these diseases.

Choosing transportation options that involve physical activity, like walking, rolling, or cycling, can also have positive effects on mental health by reducing stress, anxiety, and depression. Physical activity stimulates the release of endorphins and neurotransmitters that promote feelings of well-being and happiness.¹¹

Walking and cycling in green spaces, or along scenic routes, can further enhance mental well-being by providing opportunities for relaxation and connection with nature. Walking is associated with healthier populations since it contributes to lower blood pressure, and lower incidences of diabetes and cardiovascular disease.¹²⁻¹⁶ Neighborhood walkability is also associated with lower respiratory diseases rates like asthma in children.¹⁷

Based on the DEIS, it is anticipated that both the LZA and HZA will spur more physical activity, which will vary based on the amount of increased density and the number of people impacted. Since the HZA will impact more current and future residents' physical activity levels by increasing density even more than the LZA, the HZA will promote health most by enabling more physical activity.

The HZA and its associated zoning changes will encourage development of more destinations relative to each other and to housing, increasing the likelihood of residents using active transportation. However, these outcomes depend on the active transportation network having safe and accessible connections to support these new users.

According to a 2022 active transportation inventory, the city does not have a complete sidewalk network which would make it safe, easy, or convenient to walk. The city has approximately 969 miles of existing sidewalk and an estimated 408 linear miles of missing sidewalk, but only builds, on average, less than one mile of new sidewalk per year. The same inventory found that Tacoma has completed approximately 25% of needed curb ramps, and approximately 29% of its planned bikeway network.³

Using this rate of building and funding, it will take 136 years to complete Tacoma's active transportation network.¹⁸ The areas of Tacoma with the most linear miles of missing sidewalk were Eastside, South End, South Tacoma, and West End Neighborhood Council Districts. Further, the City's active transportation network—walking trails and bike lanes—is only at 70.4% coverage.¹⁸

The lack of complete active transportation and sidewalk network, residents may be less likely to get the recommended 30 minutes of physical activity more than twice a week. Less exercise can result in a greater risk of diseases associated with a sedentary lifestyle like cardiovascular disease, high blood pressure, and certain types of cancer.¹⁹ Because of this significant gap in bike and pedestrian infrastructure, estimating the amount of increased physical activity will depend on the city's ability to catch up to current needs and to create the capacity for new residents.

Impacts on Housing Stability and Habitability

Home in Tacoma will allow higher density housing across the city, not just in lower opportunity neighborhoods, which had been a common practice in neighborhood rezoning in the past. The DEIS assumes that housing costs will be tempered by development of a large area of the city with middle housing options, which are significantly more affordable than single-family homes. This can result in a significant increase in affordable ownership and rental opportunities citywide, and a decrease in displacement risk.

However, some areas in Tacoma could experience an increased displacement risk, and racially based disparities in housing—especially as experienced by Tacoma's Black and Hispanic residents—are likely to persist under all alternatives. Low-income people and renters are also at a higher risk for displacement.³

Displacement is occurring now due to current development pressure – and results in increases in rent and property taxes, and a lack of affordable homes for residents to move into within their communities. Seniors may be unable to remain in Tacoma, and young adults may be unable to start their independent lives in the community they grew up in. Displacement can also occur when a housing unit is unfit for habitability, or when a landlord remodels a property, and tenants cannot stay in the unit during the remodel. After remodels, landlords may choose to not participate in formal affordability agreements and may increase rent to cover the cost of construction. This displaces the occupant who will need to find less expensive housing, which may not be within their established community.

According to Mapping Race in Tacoma, the neighborhoods at highest risk of displacement are those that have been most subjected to historic housing discrimination. In 2020, Hilltop and parts of East Tacoma—neighborhoods with the highest percentages of residents of color—had the highest risk of displacement.²⁰ The Puget Sound Regional Council also identified South End and Downtown residents as being at high risk of displacement.²¹

The consequences of displacement are severe. By forcing long-term residents and communities out of their neighborhoods, it can alter the foundations of their lives, from jobs and housing to social connections.²² Displacement can trigger the loss of community anchors like neighbors, churches, and small businesses, which create the fabric of a neighborhood. These losses can result in the erasure of community history, culture, and opportunities.²³ Children’s lives are also disrupted as they are forced to change schools by moving.²⁴ Displacement also increases homelessness, especially in circumstances when alternative housing is unavailable or the cost of moving to less expensive areas is prohibitive.²⁵ Displacement affects mental health, including increased depression, anxiety, and post-traumatic stress disorder, leaving an impactful toll on those who are forced to experience it.²⁶ Displaced residents face exacerbated food insecurity. Those most vulnerable to displacement are more likely to have diabetes, cardiovascular disease, and higher cancer rates.²⁷

While no displacement is ideal, when families are able to move within their existing community, displacement has much better health outcomes. This is because of the mental health benefits associated with maintaining a sense of community and belonging.²⁸

People with stronger social relationships had a reduced risk of dying than those with weaker social relationships.²⁹ Residents with stronger community ties and feelings of belonging and trust have lower hypertension and diabetes rates.³⁰ These findings indicate that when more housing is available nearby during displacement scenarios, the negative impacts of displacement on social and community connections can be mitigated.

The risk of near-term displacement will be greatest under the HZA because there will be more opportunities to remodel existing housing to accommodate more units – meaning residents will need to move while the unit they were residing in is remodeled. However, the net increase in new housing, particularly in new more affordable housing should moderate displacement in time. Under the HZA, more housing units should become available in the same neighborhoods where residents may be displaced, mitigating the negative impacts associated with displacement outside of one’s community.³¹

While residents of color may experience less displacement under the LZA and the HZA than they would under the baseline alternative, HIT can still be considered a race-neutral policy because it does not specifically seek to undo racially based housing disparities.³² Because displacement will occur across all alternatives, the HZA is most likely to reduce long-term displacement for residents of color because it will create more housing that is more affordable than the other alternatives.

Increased density can also impact the habitability of housing by bringing increased noise, light, and air pollution, and increased pest and rodent populations. Additionally, dense multi-unit housing must be built with sufficient ventilation and filtration to reduce the potential for mold and moisture concerns and

the spread of communicable disease. The National Healthy Housing Standard provides health-based measures to fill gaps where no property maintenance policy exists and serves as a complement to the International Property Maintenance Code and other housing policies already in use in the City. The National Healthy Housing Standard includes sample code and policy language to improve the habitability of housing. This includes sections on moisture and mold, ventilation, integrated pest management, lighting, thermal comfort and more. As housing density increases, it becomes even more important to ensure that housing is healthy and safe.⁶⁷

Recommendations: Changes in Density

- Maximize density. An influx of middle housing options will increase affordable home ownership and rental opportunities citywide, while decreasing displacement risk in the long-term.
- Study the feasibility of adopting a residential habitability standard into the Building and Development code. Partner with the Health Department to identify appropriate elements of the standard, such as air conditioning in all newly licensed units and ventilation/filtration to help prevent the spread of communicable disease and reduce exposure to other airborne contaminants. This will have the added benefit of improving residents' climate related health outcomes from extreme heat and wildfire smoke events. Review and adoption of select National Healthy Housing Standards will be critical.
- Prioritize and accelerate funding and implementation of the following [Anti-Displacement Strategy](#) (ADS) objectives to mitigate the negative health impacts associated with near-term displacement caused by the remodeling and repurposing of existing housing stock, and possible short-term housing cost increases:³³
 - Community Prioritization (ADS 4.1)
 - This can prevent the trauma and mental health impacts for families who have been through multiple displacements, suffer from loss of community, and the resulting physical impacts of displacement.
 - Preservation Ordinance (ADS 2.1)
 - This objective will help reduce the likelihood and impacts of displacement that will occur when landlords/property owners remodel their property to take advantage of the new density allowances.
 - Right of First Refusal Policy (ADS 2.2)
 - This objective will help ensure both naturally occurring and formal affordable housing remains affordable if the property changes ownership.
 - Down payment homebuyer assistance (ADS 1.3)
 - Expand education and funding for the program targeting current residents of color and tailoring it to their needs.
 - Land Banking (ADS 1.6)
 - To catalyze affordable housing production and rehabilitation of existing units, the city should identify city owned land appropriate for affordable housing and opportunities to purchase vacant lots or homes. Work with non-profit developers to leverage funding and ensure units go to those most at risk for displacement.
 - Housing Preservation Fund (ADS 2.4)

- Set up this fund as soon as possible to keep rents stable, make property improvements, and extend or attach affordability periods to units in densifying neighborhoods.
 - Improve the livability of existing owner-occupied homes (ADS 2.5)
 - Continue and expand support for the City’s contracts with community partners to provide home repair and weatherization services to low-income homeowners.
 - Tenant Relocation Fund (ADS 3.2)
 - This program should receive expanded funding, as its current provisions are not adequate to assist tenants with current rental prices. The fund currently provides \$2,000 in relocation assistance to eligible tenant households. This money assists with moving costs when they are displaced due to demolition, substantial rehabilitation, or a change in use of their rented residence. However, the average monthly rent for a two-bedroom apartment is \$1,790. A family will need a minimum of \$3,580 just for first and last month’s rent, not including utility deposit, pet deposits, and moving expenses.³⁵
- Complete sidewalk and active transportation networks to ensure that HIT meets physical activity goals and residents who live in or move to densifying neighborhoods enjoy the benefits of a complete neighborhood and the social and economic opportunities that come with it.
 - Investments made to support the sidewalk and active transportation networks should be prioritized in Eastside, South End, South Tacoma, where residents face disproportionately worse health outcomes compared to the rest of Tacoma.
- Bolster and prioritize investments in the sidewalk and active transportation networks through [developer impact fees](#) in areas identified for more density.

Changes in the Transportation Network

The DEIS assumes new density will be located near arterial roadways with ready access to transit and that more residents will use active transportation modes like walking, cycling, and public transit for everyday transportation needs. If this assumption is true, per capita single occupancy vehicle miles traveled (VMT) will decrease, resulting in reduced air pollution. However, the DEIS also shows that overall VMT will increase across all three alternatives, as the population increases.³

Providing transportation options also increases connectivity to jobs, healthy and culturally relevant foods, and social connections for residents who do not own a car, creating new opportunities for health and well-being. This section examines the health risks and benefits of changes in the transportation network associated with changes in air quality and connection to opportunities.

Impacts Associated with Changes in Air Quality

Air quality significantly impacts human health. Poor air quality can lead to respiratory issues like asthma, chronic obstructive pulmonary disease (COPD), and bronchitis.³⁶ Poor air quality can also increase the risk of cardiovascular diseases like heart attacks, strokes, and hypertension.^{37, 38} Emerging evidence also links air pollution to adverse effects on mental health, including depression, anxiety, and cognitive decline.³⁹

Encouraging the use of public transit, walking, and cycling can reduce the reliance on personal vehicles, thereby decreasing air pollution from vehicle emissions. Lowering per capita VMT and number of vehicle trips is associated with lower levels of several air pollutants that have adverse respiratory health impacts, including fine particulates, carbon monoxide, nitrogen oxides, and volatile organic compounds.^{37, 40} Conversely, when air quality changes for the worse, due to increased traffic and fewer trees, fewer residents tend to choose active modes of transportation.⁴¹

Each of the HIT alternatives will generate more vehicle trips. Figure 4 shows the increase in vehicle trips under each of the alternatives.

Alternative	Vehicle Trips PM Increase at afternoon rush hour	Vehicle Trips Increased Citywide
Baseline	2,500	29,000
LZA	8,500	120,200
HZA	17,000	171,600

Figure 5. Vehicle Trips Generated by Alternative³

According to the DEIS, VMT will increase under all three of the scenarios, causing increases in air pollution. Under the LZA vehicle trips would increase and could result in greater VMT on an average compared to the baseline alternative, although per capita VMT would be lower, due to reduced reliance on personal vehicles associated with increased density. Under the HZA, vehicle trips would increase and could result in greater VMT on an average compared to the baseline and LZA, although per capita VMT would be the lowest.³

The assumption that VMT will decrease due to residents becoming less reliant on personal vehicles because they will use public transit more is flawed because our public transit system is not currently set up to support this increase in ridership, nor reliably meet the needs of potential riders. Public transit driver shortages and service reductions have been issues in Pierce County and Tacoma for years.⁴² If public transit investments and services do not pace with the expected scale of population increase, there could be an increase in per capita VMT, and an increase in traffic-related air pollutants.

This increase in traffic-related air pollutants may be localized to the areas where the zoning is proposed as Urban Residential 3, i.e., the most density. Conversely, an increase in population density and associated economic opportunities, and thereby an increase public transit ridership, could advance more investment in public transportation services, creating an environment where the assumption that per capita VMT decreases is true.^{43, 44}

Impacts Associated with Connection to Opportunity

A well-connected transportation network can improve access to more destinations for people who may not have access to a personal vehicle. Reliable and affordable transportation options enable people to reach jobs, social services, and more types of retail. This includes healthy and culturally relevant food options. Providing these types of transportation choices promotes social equity by ensuring that all members of society, regardless of income or mobility status, have access to opportunities.⁴⁵

Improved access to transportation also facilitates participation in social activities, community events, and employment opportunities, fostering social inclusion and reducing disparities in health outcomes. People with stronger social relationships had a reduced risk of dying than those with weaker social relationships.²⁹ Residents with stronger community ties and feelings of belonging and trust have lower hypertension and diabetes rates.³⁰

Because grocery stores tend to be located on arterial roads and at transit nodes, expanding transit connections in more dense areas can also help people access grocery stores and healthy food retailers within walking or biking distance of their homes. People in more walkable neighborhoods are more likely to walk to work or a grocery store than those in less walkable neighborhoods.^{46, 47} As population density increases, more businesses and services like nutrition classes, farmer’s markets, community gardens, and mobile markets also become more available.

An increase in population density and associated economic opportunities, and thereby an increase in public transit ridership, could advance more investment in public transportation services, connecting residents to more opportunities.⁹ Following this assumption, the LZA will have more benefits than the baseline alternative, and the HZA will have the most benefits for residents in terms of connections to opportunities.

Recommendations: Changes to the Transportation Network

- Increase funding to build out the City’s public transportation system:
 - City of Tacoma should accelerate the adoption of the [Transportation Impact Fee program](#). This includes any required municipal action, like the adoption of an ordinance or resolution.
 - Pierce Transit and Sound Transit should perform a gap analysis to understand the level of infrastructure and service investments needed to keep up with anticipated density.
 - Pierce Transit should consider advocating for a ballot measure to maximize the sales and use tax.
- The City will need to mitigate for worsened air quality during the interim period when population density may increase without a corresponding increase in public transportation service. This is especially needed in the localized areas that will experience the most density and related traffic emissions:
 - Strongly support the DEIS Mitigation Measure; “Expand tree preservation regulations on private property and in the right-of-way.” The City’s Urban Forestry Department should have a much more active role in the control and responsibility for tree planting and maintenance in the rights-of-way. Street trees will mitigate some of the air quality impacts from the near-term increase in localized vehicle traffic.
 - Clarify and expand urban tree infrastructure protections in the draft Landscaping Code to ensure existing tree canopy disparities do not worsen, especially for significantly lower tree canopy in neighborhoods with the lowest opportunities and highest environmental health disparities.
- Encourage use of public transportation through reduced parking minimums, which will also improve local air quality.

Impacts Associated with Changes to Tree Canopy

Trees serve as essential components of public health infrastructure, offering multiple public health benefits.⁴⁸ The city's goal for tree canopy cover, established in the 2010 comprehensive plan, is to have 30% across the city by 2030. However, tree canopy is not distributed evenly in the city, ranging from 3% in some census block groups to more than 60% in others.

Tree canopy coverage is also not distributed equitably across Tacoma. Based on the Equity Index map, the average canopy cover in areas classified as very low opportunity was approximately 15%, while the average canopy cover in areas classified as very high opportunity was more than 26%.⁴⁹ This indicates the health impacts and protections associated with tree canopy are also not equally or equitably distributed.

The DEIS assumes that both the LZA and HZA will reduce development pressures - and related tree canopy loss - outside of the city, creating a regional-scale protection of plants and animals. However, within the City, the amount of land available to support tree canopy will reduce, with the HZA having the most impact on tree canopy.

The DEIS also assumes that these negative impacts will be prevented or minimized because of the proposed mitigation measures and associated draft landscaping code. These include requirements for tree retention and planting, variance allowances, and an affordability bonus that would allow for less stringent requirements in certain situations.³

This section discusses the health impacts associated with the changes of tree canopy across the three alternatives in terms of the urban heat island effect, respiratory disease, and mental health.

Impacts Associated with the Urban Heat Island Effect

Fewer green spaces and more impervious surfaces like roads, parking lots, and buildings, etc. absorb and retain heat from the sun to create a heat island. Because of the way we have built infrastructure, many urban areas experience higher temperatures compared to their rural surroundings. This difference in temperature is what defines an urban heat island. Urban areas experience higher temperatures due to the urban heat island effect (UHI), which can exacerbate heat-related illnesses and heat stress.^{50, 51}

Planting trees and vegetation helps reduce UHI effects. Trees provide natural shade and evaporative cooling, helping to lower ambient temperatures and create more comfortable microclimates. By lowering temperatures, trees and vegetation help mitigate the health impacts of extreme heat, and mature trees provide these benefits on the largest scale.⁵²⁻⁵⁴

Tree-driven cooling alone significantly reduces summertime deaths. Recent modeling studies in urban areas across the country have shown cities that meet their 2030 urban tree canopy goals with more urban tree canopy coverage can avert hundreds of heat-related deaths.^{55, 56}

In Tacoma, UHI causes and effects are not distributed evenly, nor equitably. Lower opportunity neighborhoods have 19% more impervious surface than higher opportunity neighborhoods.⁴⁹ Some areas in North Tacoma saw temperatures that were up to 14 degrees cooler than Central, South, and Eastside Tacoma. Tacoma's historically redlined areas have about 15% less tree cover than areas that were not

subject to redlining. Further, in Tacoma, a strong correlation between household income and severe urban heat islands exists.^{57, 58}

Impacts Associated with Respiratory and Cardiovascular Disease

Many studies show a direct association between decreasing tree canopy and increasing respiratory disease, excess morbidity, and mortality.⁵⁹ The presence of a healthy urban forest reduces the risk of respiratory illnesses and cardiovascular diseases because trees mitigate air pollution by absorbing harmful pollutants known to cause these health conditions, including carbon dioxide, nitrogen oxides, sulfur dioxide, and particulate matter.^{51, 60}

The DEIS shows that land available for planting and retaining trees will be reduced as the density increases—with the least amount available under the HZA.³ While the DEIS assumes that net tree canopy loss will be prevented or minimized under the LZA and HZA due to the proposed mitigation measures, there is still a significant risk that during the construction of new units resulting in tree loss, residents may experience a rise in doctor's and emergency room visits. This would be especially true for children, elders, and those with underlying conditions like asthma and COPD.

The length and severity of these respiratory illnesses will vary based on the number and age of trees removed and the span of time over which buildout occurs under the LZA and HZA. Air quality will worsen during construction of new units due to increased land clearing, lot scraping, and loss of tree canopy.

Other impacts associated with construction that will negatively affect air quality include increased truck traffic emissions, increased particulate matter from construction materials, and dust. After construction, restoration of local air quality will be determined by the number and type of mature trees retained on-site, the number and type of new trees planted, and how fast they mature.

Across all the alternatives, development or redevelopment projects that increase housing density will not happen immediately or at the same time. Additionally, not every redeveloped parcel will be developed to the full extent of its allowable density because of other factors (like lot size or shape, or owner preference).

Impacts on Mental Health

Access to green spaces and natural environments are linked to improved mental health outcomes, including reduced stress, anxiety, and depression.⁶¹⁻⁶⁴ Trees and urban greenery provide opportunities for relaxation, recreation, and social interaction, enhancing overall psychological well-being and quality of life.⁶⁵

Urban trees also create aesthetically pleasing environments that promote positive mood and cognitive function, fostering a sense of connection to nature and community. The presence of trees and other greenery reduces stress and crime and increases perceptions of safety.⁶⁶

People will experience the mental health effects of changes in the urban tree canopy on a continuum. Urban tree canopy loss within City limits will be the lowest in the baseline alternative, however, trees outside of the city would continue to be removed due to more geographically widespread development.³

The negative mental health impacts of urban tree canopy loss will magnify, and the positive mental health impacts of a healthy urban tree canopy will diminish, as development pressure increases. These impacts can be lessened or mitigated if we adopt enhanced tree protections along with Home in Tacoma.

Recommendations: Changes in Urban Tree Canopy

- Expand funding and staff for existing programs that support tree planting and maintenance and coordinate these investments with implementation of policies in the City’s Urban Forest Management Plan (2019) and Climate Action Plan (2021).
 - Focus investments in areas of the City identified as UHIs.
 - Where possible, acquire or lease property identified as an UHI to replenish the Urban Tree Canopy.
- Clarify and expand urban tree infrastructure protections in the draft Landscaping Code to ensure existing tree canopy disparities do not worsen, especially in neighborhoods with significantly lower tree canopy that also have the lowest opportunities and highest environmental health disparities.
 - Clarify the fee-in-lieu language under TMC 13.05.10.B.1.(1) to ensure the City meets its Urban Tree Canopy goals equitably:
 - This section needs more precise language on what conditions must be met to demonstrate infeasibility of meeting the tree retention and/or planting and how one obtains a variance.
 - Expand funding to the City’s Urban Forestry Program to bring on additional staff to assist in the reviewing, conditioning, and granting of variances under the Landscaping code, and conduct periodic equity review of implementation.
 - Develop a protocol to ensure that tree planting/retention variances and the affordability bonus structure do not further exacerbate urban tree canopy disparities in Tacoma.

Reporting

The reporting phase is when the HIA team documents the findings and recommendations and shares these publicly. This report will serve as the primary reporting mechanism. Findings can also be shared via webinars and technical publications with the consent of the Health Department. The Health Department may also share these findings through their regular communication channels, prioritizing resident access to information.

Evaluation and Monitoring

Evaluation and Monitoring is the phase that considers sustainability beyond an initial project period. Evaluation includes evaluation of the HIA in terms of process to identify improvements in practice for the HIA team, and for the larger field of practice. Monitoring includes the development and implementation of a strategy to sustain the relevance of HIA recommendations and relationships over time and track the predicted potential impacts on health determinants and outcomes over time. This section contains the process evaluation and monitoring framework.

Process Evaluation

Because this is a rapid HIA, the evaluation phase is limited to an abbreviated process evaluation involving a review of the Minimum Elements and Practice Standards to determine if this HIA conforms to the definition and standards of HIA practice. Figure 6 on the following page summarizes this information.

Monitoring

The Health Department will monitor and evaluate the implementation of these recommendations through:

- Regular attendance at and participation in City of Tacoma Planning Commission and City Council meetings.
- Thorough evaluation of the final Environmental Impact Statement and adopted changes to the Municipal Code and One Tacoma Plan.

The Health Department will also monitor the implementation of key recommendations for Pierce Transit and Sound Transit review and evaluation of newly adopted policies, strategies, and budgets.

The Health Department will continue to monitor the prevalence of respiratory and cardiovascular disease, mental health, physical activity, extreme heat events, and their associated health outcomes. While many other health-promoting policies are occurring throughout Tacoma in conjunction with HiT, it can be assumed that if the recommendations made in this HIA are implemented, the health outcomes outlined above will improve over time.

Changes in some of the health outcomes and status that were evaluated in this assessment will be not readily observable in the near term, due in part to the nature of some chronic illnesses and the frequency at which they are measured. For example, if air quality in Tacoma improves over the next decade, we may only then begin to see reductions in the instances of respiratory and cardiovascular disease.

Housing stability, and its impacts on health, may be more readily observed in the near-term as more housing becomes available. The Health Department will continue to track local and regional analyses of housing availability and cost, cost-burden of residents, rates of homeownership, and displacement – all with an equity lens.

It can be assumed that if the recommendations made in this HIA are implemented, less displacement—especially among residents of color and residents with low-incomes—will occur. With less displacement, we should expect to see stronger community connections and improved mental health, less people experiencing homelessness, improved cardiovascular health, and higher rates of homeownership.

Criteria from the Minimum Elements and Practice Standards (2022)	How this HIA Meets the Minimum Elements and Practice Standards
HIA assesses the potential health and equity consequences of a proposed policy, plan, program, or project under consideration by decision-makers, and is conducted proactively, with sufficient time to inform the proposal in question. In some cases, HIAs are conducted concurrently with the decision-making process but are completed before the decision is made.	While most elements of the HiT project had been determined before the HIA was begun, the team worked with staff to identify elements of the project that would benefit from making connections to health impacts. The group prioritized three topic areas that that could still be influenced by the recommendations made in the HIA.
HIA involves and engages stakeholders affected by the proposal, particularly populations facing inequities and significant barriers to health and wellbeing who may be disproportionately affected by the proposal.	Because this is a rapid HIA, engagement with impacted communities was not conducted. This HIA an evaluation of how existing proposals could affect health.
HIA systematically considers a range of potential impacts of the proposal on multiple health determinants, indicators of health status, and dimensions of health equity.	This HIA considers a total of 5 impacts across 3 topic areas.
HIA provides a baseline summary of existing conditions relevant to the proposal, including the policy environment; relevant historical context; and relevant social, economic, environmental, and structural factors. HIA also catalogs baseline health outcomes for populations affected by the proposal, particularly populations that may be disproportionately impacted.	The Background section describes the policy context, baseline health conditions as outlined by the Health Department and economic inequities.
HIA characterizes the proposal’s potential impacts on health, health determinants, and health equity and documents the process followed.	The Assessment section describes the potential health impacts as well as the impact tables and describes the process used to generate them.
HIA provides feasible, evidence-based recommendations to promote potential positive health impacts and mitigate potential negative health impacts of the proposal, identifies responsible parties for implementing recommendations and, where appropriate, suggests alternatives or modifications to the proposal. Recommendations should be responsive to the results of the assessment.	Each recommendation can be traced back to findings in the assessment section. Each recommendation was reviewed for relevance and feasibility by HiT staff.
HIA produces a report (or comparable communication product) that includes, at a minimum, documentation of the HIA’s purpose, findings, and recommendations, and provides reasonable access to documentation of the processes, methods, and stakeholders involved.	This report serves this function.
The HIA report (or comparable communication product) should be publicly available and shared with decision-makers and other stakeholders including populations affected by the proposal.	The HIA report will be shared according to Health Department policies and regulations.
HIA proposes indicators, actions, and responsible parties to monitor and evaluate the implementation of recommendations.	The Monitoring section describes how Health Department staff will monitor and evaluate the implementation of recommendations.
HIA proposes indicators, actions, and responsible parties to evaluate the outcomes of the proposal, including changes to health determinants and health status.	The Monitoring section describes how Health Department staff will evaluate the outcomes of the proposal, including changes to health determinants and health status.

Figure 6. Process Evaluation Summary

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