



AGENDA

MEETING: Regular Meeting (Hybrid)
DATE/TIME: Wednesday, February 5, 2025, 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

- July 17, 2024
- August 7, 2024

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, distributed to the Commission, and posted on the Planning Commission's meeting webpage at www.cityoftacoma.org/PlanningCommissionAgendas.
- To comment virtually, join the meeting using Zoom and raise your virtual hand. 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. One Tacoma Comprehensive Plan Update

- **Description:** Review the draft One Tacoma Plan, with a focus on how the Plan responds to focus areas identified in the scope of work, State planning requirements, community input, and Planning Commission direction.
- **Action:** Release for public review and set a public hearing date.
- **Contact:** Stephen Atkinson (SAtkinson@cityoftacoma.org)



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¿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.

2. Minor Code Amendments

- Description: Discussion of proposed minor amendments to the Tacoma Municipal Code to address inconsistencies, errors, and code clarifications.
- Action: Release for public review and set a public hearing.
- Contact: Carl Metz (CMetz@cityoftacoma.org)

G. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the February 19, 2025, meeting includes:

- Planning Commission Annual Report and Work Program – Mid-Cycle Update
- Tideflats Subarea Plan and EIS
- South Tacoma Neighborhood Plan

(2) Agenda for the March 5, 2025, meeting includes:

- South Tacoma Groundwater Protection District Code Update
- One Tacoma Comprehensive Plan Update – Public Hearing
- Minor Amendments – Public Hearing

H. Communication Items

(1) Communications from Staff

- Planning Commission/Transportation Commission joint letter to Sound Transit regarding the Tacoma Dome Link Extension Draft Environmental Impact Statement

(2) **Status Reports by Commissioners** – Picture Pac Ave and the TOD Task Force.

(3) **IPS Agenda** – The Infrastructure, Planning, and Sustainability Committee's next meeting is scheduled for Wednesday, February 12, 2025, at 4:30 p.m.; the agenda (tentatively) includes presentations on the Tacoma Urban Forest and proposed wholesale water supply contracts with the Cascade Water Alliance. (Held at 747 Market Street, Tacoma, WA 98402, Conference Room 248 or virtually at <http://www.zoom.us/j/87829056704>, passcode 614650)

I. Adjournment



MINUTES (draft)

MEETING: Regular Meeting and Joint Session with the Transportation Commission (hybrid)

DATE/TIME: Wednesday, July 17, 2024, 5:00 p.m.
(The joint session began at 5:45 p.m.)

PRESENT: Christopher Karnes (Chair), Anthony Steele (Vice-Chair), Morgan Dorner (arrived at 5:29 p.m.), Robb Krehbiel, Jordan Rash, Sandesh Sadalge, Payton Swinford

ABSENT: Brett Marlo, Matthew Martenson

TRANSPORTATION COMMISSIONERS:

PRESENT: Rubén Casas, Richard Gardner, Austin Goble, Penny Grellier, Kerri Hill, Bruce Morris, Troy Serad, Matt Stevens, Pamela Wrenn

ABSENT: James Hill, Joe Korbuszewski, Quanah Spencer

A. Call to Order

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

Susan Haigh, Deputy City Clerk, swore in newly appointed and reappointed Commissioners Krehbiel and Swinford.

Chair Karnes read the Land Acknowledgement.

B. Approval of Agenda

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

C. Approval of Minutes

Vice-Chair Steele moved to approve the November 15, 2023, meeting minutes. Commissioner Krehbiel seconded the motion. The motion passed unanimously.

Vice-Chair Steele provided comments about getting the minutes caught up.

D. Public Comments

No written comments were received for public comment.

The following individuals addressed the Planning Commission:

1. Alvin Nurse
2. Pastor Gregory Christopher
3. Bishop Michael Doss

Public comment ended at 5:13 p.m.

E. Disclosure of Contacts and Recusals

Commissioner Sadalge disclosed that this will be his last meeting, as he was recently appointed as Council Member, and that he will be abstaining from any discussions and motions.

F. Discussion Item

1. 2025-2030 Capital Facilities Program Proposed Project List

Nick Anderson, Office of Management and Budget, provided an overview of the proposed amendments to the 2025-2030 Capital Facilities Program (CFP), including what the CFP is, the Commission's role, and the 2024 process and timeline.

Discussion ensued regarding the Chinese Reconciliation Park.

Commissioner Krehbiel moved to approve the 2025-2030 Capital Facilities Program Findings of Fact and Recommendation with an amendment to emphasize funding the needed improvements to the Chinese Reconciliation Park and funding to fill service gaps of library services in Hilltop and Eastside neighborhoods. Commissioner Rash seconded the motion.

Discussion ensued regarding the prioritized Facilities Advisory Committee (FAC) list and funded projects on the new projects list.

The motion passed with the following votes:

Ayes: 6 – Dorner, Karnes, Krehbiel, Rash, Steele, Swinford

Abstain: 1 – Sadalge

Commissioner Krehbiel moved to approve the transmittal letter with the added emphasis previously discussed. Vice-Chair Steele seconded the motion. The motion passed with the following votes:

Ayes: 6 – Dorner, Karnes, Krehbiel, Rash, Steele, Swinford

Abstain: 1 – Sadalge

The Planning Commission regular meeting recessed at 5:40 p.m.

The joint session with the Transportation Commission convened at 5:45 p.m.

Commissioners introduced themselves.

G. Joint Discussion Items

1. Comp Plan Update

Stephen Atkinson, Principal Planner, and Alyssa Torrez, Senior Planner, presented the progress to date on the One Tacoma Comprehensive Plan update, including planning context, what the Comp Plan is, equity outcomes, the engagement strategy, community input, engagement activities, guiding vision of complete neighborhoods, and growth assumptions.

Discussion ensued regarding community input aligning with the guiding vision, the growth framework, the 2030 Climate Action Plan, home ownership, 15-minute neighborhoods, transit service frequency, outreach and engagement, and the Anti-Displacement Strategy.

Carrie Wilhelme, Long-Range Transportation Planner, and Tom Brennan, Nelson\Nygaard, presented the Integrated Transportation Network Framework, including the Transportation Master Plan (TMP) vision statement, the TMP modal and functional elements, the integrated network approach, critical functions of the street, zones of the street, land uses and development patterns, and sample applications.

Commissioners provided feedback regarding the presented framework for developing an integrated set of modal and functional networks and additional street functions/land use contexts that should be included in the framework, noting the existing "layered network," public realm and activation, pedestrian activity, accommodating increased density, conflicting priorities, the urban tree canopy goal, stormwater runoff, parking, rail lines, "blue therapy", public art, and conflict with transit and bikes.

The joint session concluded at 8:10 p.m.

The Planning Commission regular meeting reconvened at 8:14 p.m.

H. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the August 7, 2024, meeting includes:

- South Tacoma Groundwater Protection District – Landscaping and Tree Canopy Standards
- (2) Agenda for the August 21, 2024, meeting includes:
- To Be Determined
- (3) September 4, 2024 – Potential Cancellation

I. Communication Items

The Commission acknowledged receipt of communication items on the agenda.

Brian Boudet, Planning Division Manager, noted that the Historic District moratorium that the City Council adopted was appealed.

J. Adjournment

The meeting was adjourned at 8:19 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:*
http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/



MINUTES (draft)

MEETING: Regular Meeting (hybrid)

DATE/TIME: Wednesday, August 7, 2024, 5:00 p.m.

PRESENT: Christopher Karnes (Chair), Anthony Steele (Vice-Chair), Morgan Dorner, Robb Krehbiel, Brett Marlo, Matthew Martenson, Jordan Rash, Payton Swinford

ABSENT: N/A

A. Call to Order

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

Chair Karnes read the Land Acknowledgement.

B. Approval of Agenda

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

C. Approval of Minutes

- December 6, 2023
- December 20, 2023

Vice-Chair Steele moved to approve the December 6, and December 20, 2023, meeting minutes. Commissioner Krehbiel seconded the motion. The motion passed unanimously.

D. Public Comments

Stephen Atkinson, Principal Planner, reported that two written comments were received regarding the South Tacoma Groundwater Protection District (STGPD).

The following individuals addressed the Planning Commission:

1. Esther Day, regarding Tideflats.
2. Heidi Stephens, regarding the STGPD.
3. Cathie Urwin, regarding the STGPD.

Public comment ended at 5:10 p.m.

E. Disclosure of Contacts and Recusals

There were no disclosures of contacts or recusals.

F. Discussion Item

1. South Tacoma Groundwater Protection District (STGPD) – Landscaping and Tree Canopy Standards

Adam Nolan, Senior Planner, outlined landscaping and tree canopy standards as part of the STGPD code update workplan, including background, the scope of review, consideration of landscaping and tree canopy

standards, South Tacoma Manufacturing Industrial Center (STMIC) case study, the Tacoma Mall Regional Growth Center, recent engagement, and next steps.

Discussion ensued regarding tree canopy coverage requirements, a fee-in-lieu option, impervious surface regulations, parking lot standards, benchmarking comparisons, tree survival and irrigation requirements, landscaping buffers, stormwater infiltration, site perimeter, and clarity on intentions.

The Planning Commission recessed at 6:15 p.m. and reconvened at 6:21 p.m.

2. Tideflats Subarea Plan and Environmental Impact Statement (EIS)

Atkinson presented a progress report on the Tideflats Subarea Plan and EIS, including the study area, partners in the planning, character areas, the range of alternatives, draft EIS, EIS comment themes, next steps in the draft plan development, an overview of the subarea plan framework, Shoreline Public Access issue paper, Brownfields and Remediation framework, Environment and Health issue paper, Tribal Assets issue paper, Sea Level Rise issue paper, Economic Development issue paper, and the Planning Commission's role.

Discussion ensued regarding the recommendation process; diversity, equity, and inclusion; concerns for adjacent underserved communities; how the steering committee members were chosen; the review process; sea level rise; tribal assets; the proposed location for the Portland Avenue light rail station; the Puyallup River estuary function; and the upcoming timeline.

H. Upcoming Meetings (Tentative Agendas)

(1) August 21, 2024 – Potential Cancellation

(2) Agenda for the September 4, 2024, meeting:

- Comprehensive Plan Periodic Review - Parks and Recreation
- Health Impact Assessments

(3) Agenda for the September 18, 2024, meeting:

- Comprehensive Plan Periodic Review
 - Urban Form
 - Housing
 - Public Facilities and Services

Vice-Chair Steele moved to cancel the August 21, 2024, meeting. Commissioner Krehbiel seconded the motion. The motion passed unanimously.

Atkinson outlined the Commission's upcoming schedule.

I. Communication Items

The Commission acknowledged receipt of communication items on the agenda.

Atkinson reported the City Council adopted the proposed amendments to the City Charter and those amendments will go before Tacoma voters.

Chair Karnes reported the TOD Task Force met and discussed draft language and strategies to implement goals for the transportation element of the Comprehensive Plan.

Vice-Chair Steele asked about plans to reconstitute the Housing Task Force.

J. Adjournment

The meeting was adjourned at 7:23 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:*

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



To: Planning Commission
From: Stephen Atkinson, Planning and Development Services
Subject: **One Tacoma Comprehensive Plan Update – Public Review Draft**
Memo Date: January 30, 2025
Meeting Date: February 5, 2025

Action Requested:

Release the draft for Public Review and Comment through March 7, 2025, and set a public hearing for March 5, 2025, at 6:00 p.m.

Discussion:

At the February 5, 2025, Planning Commission meeting, staff from Planning and Development Services and Public Works will be leading the Planning Commission on a review of the Draft One Tacoma Plan, with a focus on how the Plan responds to focus areas identified in the scope of work, State planning requirements, community input, and Planning Commission direction.

Project Summary and Background:

Tacoma's Comprehensive Plan, [One Tacoma](#), is the City's official statement concerning its vision for future growth and development. It identifies goals, policies, and strategies for maintaining the health, welfare, and quality of life of Tacoma's residents. The Comprehensive Plan comprises numerous individual elements, including elements addressing such important issues as urban form, design and development, environment and watershed health, parks and recreation, housing, economic development, and transportation and infrastructure.

The City of Tacoma amends its Comprehensive Plan on an annual basis as permitted by state law. In addition to these regular amendments, the [Growth Management Act](#) (GMA) requires counties and cities to periodically conduct a thorough review of their plans and regulations to bring them in line with any relevant changes in the GMA, and to accommodate updated growth targets. [RCW 36.70A.130](#) establishes the review procedures and schedule for Comprehensive Plan amendments and periodic review. Tacoma last completed such a "periodic update" in 2015 and is mandated to undertake and complete another "periodic update".

In addition, the City of Tacoma is the designated "Metropolitan City" for Pierce County and is allocated, through [Vision 2050](#) and the [Countywide Planning Policies](#), to accommodate a significant share of the region's population and employment growth. The Puget Sound Regional Council evaluates and certifies local comprehensive plans for consistency with the multi-county planning policies (see the [Plan Review Manual](#), page 27). The Comprehensive Plan update will include a review and update to ensure consistency with the goals and



policies of Vision 2050.

Prior Actions:

- December 18, 2024: Reviewed the Pierce Transit Long Range Plan and the proposed High Frequency Transit network of the Transportation and Mobility Plan.
- December 4, 2024: Reviewed the planning requirements for the Environment Element (part 2) and the Engagement Element.
- November 20, 2024: Reviewed planning requirements for the Economic Development and Environment Elements
- November 6, 2024: Reviewed planning requirements for the Transportation Element and Design and Development Element.
- October 16, 2024: Reviewed planning requirements for the Historic Preservation Element.
- October 4, 2024: Reviewed planning requirements for the Urban Form Element.
- September 18, 2024: Reviewed planning requirements for the Public Facilities + Services Element including opportunities to better align goals and policies with level of service standards and project prioritization criteria.
- September 4, 2024: Reviewed planning requirements for the Parks + Recreation Element including opportunities to better align goals and policies with the Metro Parks Tacoma System and Strategic Plan.
- June 21, 2023: Reviewed planning requirements for the Periodic Update and recent legislative updates pertaining to housing and climate policy.
- December 20, 2023: Recommended scope of work and engagement strategy.

Staff Contacts:

- Stephen Atkinson, Principal Planner, satkinson@cityoftacoma.org
- Maryam Moeinian, Senior Planner, mmoeinian@cityoftacoma.org
- Carrie Wilhelme, Principal Transportation Planner, cwilhelme@cityoftacoma.org

Attachments:

- Attachment 1: Staff Report
- Attachment 2: Draft One Tacoma Comprehensive Plan (hyperlinks)
 - [01- Intro and Vision DRAFT](#)
 - [02- Growth Strategy DRAFT](#)
 - [03- Complete Neighborhoods DRAFT](#)
 - [04- Environment and Watershed Health DRAFT](#)
 - [05- Housing DRAFT](#)
 - [06- Transportation DRAFT](#)
 - [07- Economic Development DRAFT](#)
 - [08- Parks and Recreation DRAFT](#)
 - [09- Public Facilities DRAFT](#)
 - [10- Historic Preservation DRAFT](#)
 - [11- Engagement and Admin DRAFT](#)

c. Peter Huffman, Director



City of Tacoma Comprehensive Plan Periodic Update

Staff Report

February 5, 2025

The One Tacoma 2050 Vision is that Every Tacoma resident is a safe and short walk, roll, bus, train, or bike ride away from daily essentials and community amenities, such as groceries, schools, parks, and healthcare. The chapters of the plan are focused on contributing to this vision and the focus areas of Equity, Opportunity, Public Health, Safety, and Sustainability.

One Tacoma - 2050 is a next-generation Comprehensive Plan. It articulates a possible blueprint for the future of all climate-friendly cities, moving away from a downtown-centric growth pattern to a pattern of complete neighborhoods and employment centers. In the context of global and regional changes related to climate and demography, this Plan uniquely takes a community-defined approach to direct resources toward the future Tacomans want. Based on several years' worth of community engagement findings, this Plan focuses in measurable and observable ways on local priorities of equity, opportunity, public health, safety, and sustainability.

Plan guidance is intentionally general, providing broad policy direction. The policy guidance established in the plan will be translated into action through specific implementation programs or regulatory actions developed by the City to fulfill the Plan's direction - it guides decisions on land use, transportation, housing, capital facilities, parks, and the environment. This Plan is also a living document, adaptable to evolving conditions, and offering a framework for the consideration of policy changes.

Focus Areas for the *One Tacoma* Comprehensive Plan Periodic Update

Five cross-cutting focus areas shaped this update. These focus areas capture priorities that were the result of many community conversations and reflect themes that Tacoma has already started to address in recent years.

OPPORTUNITY is best reflected in neighborhoods where residents can reach their full potential. This means that daily essentials, such as healthcare, healthy food, and schools are within easy reach. It also includes amenities – gyms, personal services, bookstores, arts experiences – that inspire wellbeing and open new opportunities.

EQUITY refers to the ability for every resident to share in community progress. As Tacoma grows, care and attention must be paid to ensure that the benefits of this growth are equitably distributed. This includes attention to potential displacement and to how processes for public investment and access to services can be improved.

PUBLIC HEALTH encompasses all the public supports that people need to maintain healthy minds and bodies. The quality of the built and natural environment can have great impact on the local population’s resilience against health hazards like heat events, water and air pollution, and behavioral health challenges.

SAFETY has been a top priority for the City of Tacoma and will continue to be in the future. This plan seeks to align policies and programs in a way that enables everyone to feel safe as they live, work, play, and move throughout Tacoma.

SUSTAINABILITY captures the intention to plan not only to 2050, but further beyond to consider the wellbeing of future generations of Tacomans and the natural environment in which Tacoma is situated. Integrating the Climate Action Plan and Adaptation Strategy in this update is a key part of planning for sustainability.

Background

Tacoma’s Comprehensive Plan, [One Tacoma](#), is the City’s official statement concerning its vision for future growth and development. It identifies goals, policies, and strategies for maintaining the health, welfare, and quality of life of Tacoma’s residents. The Comprehensive Plan is comprised of numerous individual elements, including elements addressing such important issues as urban form, design and development, environment and watershed health, parks and recreation, housing, economic development, and mobility and infrastructure.

The [Growth Management Act](#) (GMA) requires counties and cities to periodically conduct a thorough review of their plans and regulations to bring them in line with any relevant changes in the GMA, and to accommodate updated growth targets. [RCW 36.70A.130](#) establishes the review procedures and schedule for Comprehensive Plan amendments and periodic review. Tacoma last completed such a “periodic update” in 2015 and is mandated to undertake and complete another “periodic update”.

In addition, the City of Tacoma is the designated “Metropolitan City” for Pierce County and is allocated, through [Vision 2050](#) and the [Countywide Planning Policies](#), to accommodate a significant share of the region’s population and employment growth. The Puget Sound Regional Council evaluates and certifies local comprehensive plans for consistency with the multi-county planning policies (see the [Plan Review Manual](#), page 27). The *One Tacoma* Comprehensive Plan update includes a review and update to ensure consistency with the goals and policies of Vision 2050 and to maintain the certification of the City’s Plan.

- [Dept. of Commerce Checklist](#)
- [Vision 2050 Checklist](#)

The draft Comprehensive Plan has been developed consistent with the substantive and procedural requirements of the Washington State Growth Management Act as well as multicounty planning policies and countywide planning policies. The table below identifies the specific goals in the GMA that are implemented through Comprehensive Plan policy elements.

Plan Overview

The following is a brief description of the core policy elements that comprise the One Tacoma Comprehensive Plan and the Growth Management Act Goals that they implement.

Element	Description and How it Supports the Vision	GMA Goal
Growth Strategy (GS)	This chapter describes which land uses are allowed in which places across the city—and how growth in population, housing, and employment will be distributed across these places. It also addresses key transportation connections between these places, to form an overall planned network for the city.	(1) (2) (3) (4) (5) (9) (10) (14)
Complete Neighborhoods (CN)	This chapter articulates how Tacoma’s unique neighborhoods should look and feel to the people that live in and visit them. This includes policies affecting local building and site design, such as energy and resourceefficiency, safety, views, public realm, and historic and cultural resource preservation. It also addresses connectivity at the neighborhood scale.	(13) (14)
Environment + Watershed Health (EN)	Using an ecological watershed approach, this chapter addresses ways in which Tacoma will invest in trees and forests, open space lands, and quality of air, water, and habitat to support healthy people and places.	(2) (9) (10) (14) (15)
Housing (H)	This chapter includes policies that support Tacoma’s housing goals, including the ability for all Tacomans to access and maintain safe and affordable housing that meets their household needs. This includes policies to grow overall housing diversity and stock and programs for anti-displacement and to create equitable access to housing.	(4)

Economic Development (EC)	Policies in this chapter promote access to a diversity of quality economic opportunities, including growth opportunities within an easy and accessible commute. This includes green economy strategies, and a favorable business climate for a range of priority industries.	(5)
Transportation and Mobility Plan (TMP)	This chapter includes the policies that affect how people move within Tacoma and connect to the regional transportation system. It describes the investments in mobility options necessary to achieve connected, compact, and equitable neighborhoods throughout Tacoma.	(3) (5) (10) (12) (14)
Parks + Recreation (P)	This chapter describes investments and programming to achieve a complete parks system for the residents of and visitors to Tacoma. A complete system reflects the City's unique cultural communities and ecological settings and provides high-quality equitable access to recreational opportunities for people of all walks of life.	(9) (12)
Public Facilities + Services (PFS)	This chapter sets standard levels of service and a plan to achieve and/or maintain them given anticipated development. Services and facilities such as police and fire response, libraries, utilities, and schools represent significant public investment and are a core part of a quality neighborhood experience.	(12) (14)
Historic Preservation (P)	This chapter defines the City of Tacoma's preservation goals, policies, and actions for preservation and neighborhood conservation. It provides a framework for organizations engaged in community-based initiatives with interests in protecting and experiencing cultural resources.	(13)
Engagement + Administration (AD)	As this chapter describes, continued equitable engagement, transparency, and accountability are fundamental to the work of plan implementation. Policies in this chapter describe the City's effort to build and sustain partnership with community members in planning for and realizing this vision for Tacoma.	(11)

Community Profile

The Community Profile was developed to help to understand the current context of the city and recent trends as a starting point for comprehensive plan research. It is also intended to serve as a key resource for shaping the community engagement process by summarizing information about City residents. The Community Profile is a working document, and each Comprehensive Plan chapter expands on this research in the process of developing specific policies. This Community Profile is developed using publicly available sources of data, including U.S. Census products, data products from the Department of Housing and Urban Development, and Washington State Office of Financial Management. Some findings from prior analysis and action planning efforts such as the Vision Zero Action Plan and the Analysis of Systemic Disparities in Achievable Housing Options report also appear in this document.

➤ [Community Profile](#)

Baseline Conditions Analysis

One of the primary objectives of this Comprehensive Plan periodic update is to improve the City’s ability to track and measure Plan performance over time, and, where feasible, to establish goals and targets that can be quantified. The Baseline Conditions analysis provides important context for each of the Plan elements and identifies available data to establish a baseline for metric for monitoring plan goals and performance. Certain elements have been developed to satisfy state and regional planning requirements. In addition, the City is required to conduct a Best Available Science review to support the development and update of policies and regulations to protect citywide critical areas.

- [Baseline Conditions](#)
- [Best Available Science Review](#)
- [Critical Areas Gap Analysis](#)

Public Outreach and Engagement

RCW 36.70A.130 of the Growth Management Act establishes the review procedures and schedule for Comprehensive Plan amendments and periodic review and RCW 36.70A.140 of the Act requires local jurisdictions to provide for “early and continuous public participation” during the periodic review and update of the Comprehensive Plan. However, beyond the required public comment and public hearing, much is up to local jurisdiction to decide how much to invest in ensuring equitable and inclusive public participation.

The City of Tacoma is updating its Comprehensive Plan *One Tacoma* (to 2050) concurrently with a refresh of the City’s Strategic Plan (to 2035) and the development of a Community Safety Action Strategy. All three plans require community engagement to inform policies and strategies and, locally, it is a longstanding priority of the City of Tacoma to invest in engagement in service of equity and empowerment in all policies.

The Tacoma community has been extensively engaged in recent years for many intersecting initiatives. Several partner agencies are planning community engagement on a similar timeline. However, there are likely to be remaining gaps. The community engagement strategy is intended to maximize leverage of existing data and existing engagement efforts to minimize respondent burden and confusion. Additional resources or “new engagement” have been focused on thematic gaps and/or gaps by community group.

Engagement activities included in-person and virtual workshops, pop-ups at community events, attendance at meetings of existing neighborhood groups, a website that hosted the Ideas Wall open public comment forum, and a community survey that was available in several languages. The City hosted a total of nine community visioning workshops, one per neighborhood and one virtual, and received a total of 402 comments on thematic gaps identified in the gap analysis. Workshops included creative hands-on activities to get feedback on topics and were supported with robust outreach and by the city’s language ambassador team. The community survey received roughly 800 responses. In sum, the city received roughly 1,600 comments through these engagement efforts. The overall findings from public comments across engagement activities show strong support for the 15-minute neighborhood concept. Community

members also prioritize public transit, bicycle and pedestrian mobility, safety, accessibility and increasing access to amenities and essential services. Community members want more small businesses and, specifically, those that reflect the city's demographic diversity. They also would like to have more economic opportunities with a diverse range of jobs and employers, and knowledge of different career paths and skills. The findings from this phase of community engagement will inform policy development for a range of City plans, including the One Tacoma Comprehensive Plan.

- [Public Engagement Plan](#)
- [Existing Engagement Gap Analysis](#)
- [Public Engagement Summary](#)

Equity Assessment

Equity and anti-racism is a key focus for the City of Tacoma and therefore this update. There are also statewide and regional efforts to articulate equity and orient policies and programs to achieve more equitable outcomes for Washington residents. For example, House Bill 1220 introduced new requirements related to housing equity in Growth Management Planning which the Comprehensive Plan will be subject to. To advance equity in the Comprehensive Plan update, staff developed an equity assessment framework to guide an audit of the existing plan against equity goals. The equity goals included in the framework were selected after research into the policy context of Tacoma's equity work and historical context. After selecting the equity goals, staff also conducted baseline data analysis to identify priority subgroups for each outcome. This document contains a summary of our contextual research and baseline analysis as a reference document. The accompanying Assessment Framework contains a summary of conclusions and is meant to be a tool for policy writers in the Comprehensive Plan update.

- [Equity Assessment Framework](#)
- [Equity Assessment Context, History, and Baseline](#)



To: Planning Commission
From: Carl Metz, Planning Services Division
Subject: 2025 Amendment – “Minor Plan and Code Amendments”
Memo Date: January 29, 2025
Meeting Date: February 5, 2025

Action Requested:

Release for Public Review and set a Public Hearing for March 5, 2025, at 6:00 p.m.

Discussion:

At the February 5, 2025, meeting, the Planning Commission will review the “Minor Plan and Code Amendments” Application as part of the 2025 Annual Amendment to the [One Tacoma Comprehensive Plan](#) and [Land Use Regulatory Code](#).

This application compiles a number of non-policy, technical amendments to the Land Use Regulatory Code intended to keep information current, address inconsistencies, correct minor errors, increase clarity, and improve provisions that, through implementation of the Plan and administration of the Code, are found to be unclear or not fully meeting their intent. Staff has prepared a staff report containing staff analysis and preliminary recommendations. Proposed amendments that couldn't be fully incorporated into the Issues and Proposed Amendments (Exhibit A) are included as Exhibits B – E.

Upon completing the review of the above information, the Commission will be requested to release the application for public review and schedule a public hearing on March 5, 2025.

Project Summary:

In accordance with TMC 13.05.030.D, The Planning Commission may recommend to the City Council amendments to the land use regulations in order to implement the goals and policies of the Comprehensive Plan. Procedures for amendments or supplements to the land use regulations shall be the same as those specified for development regulations in subsection 13.05.030.B. These are fully addressed in the attached Staff Analysis Report and supplementary materials.

Staff Contact:

- Carl Metz, cmetz@cityoftacoma.org

Attachments:

- Attachment 1: Staff Analysis Report
 - Exhibit A: Minor Plan and Code Amendments –Issues and Proposed Amendments
 - Exhibit B: Minor Plan and Code Amendments – Residential Infill Pilot Program
 - Exhibit C: Minor Plan and Code Amendments – Code enforcement



- Exhibit D: Minor Plan and Code Amendments – Pedestrian Streets
- Exhibit E: Minor Plan and Code Amendments – Tacoma Mall RGC residential uses

c. Peter Huffman, Director



2025 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE

Application: Minor Plan and Code Amendments

Staff Analysis Report
February 5, 2025

The “Minor Plan and Code Amendments” is a set of potential amendments to Land Use Regulatory Code being considered along with the 2025 One Tacoma Comprehensive Plan periodic update. These consists of a number of proposed amendments to the Tacoma Municipal Code (TMC) Title 13 – Land Use Regulatory Code that are under the purview of the Planning Commission.

Proposed amendments do not suggest substantive or policy-level changes to the Plan or the Code; they are intended to correct minor errors, address inconsistencies, keep information current, and clarify and improve provisions that, through implementation of the Plan and the Code, are found to be unclear or not fully meeting their intent.

There are 13 issues compiled in this application, as shown in Exhibit “A”, which also documents staff analysis of the issues and the thought process for the corresponding proposed amendments.

Project Summary	
Application ID:	Minor Plan and Code Amendments
Applicant:	Planning and Development Services Department
Staff Contact:	Carl Metz, Senior Planner, cmetz@cityoftacoma.org
Location and Size of Area:	Citywide
Current Land Use and Zoning:	Various
Neighborhood Council Area:	Citywide
Staff Recommendation:	That the Planning Commission accept public comment and begin to develop recommendations to the City Council.
Project Proposal:	See Exhibit A - Issues and Proposed Amendments and supplemental Exhibits B - E



1. Area of Applicability

Citywide - in various zoning districts and geographical areas.

2. Background

The “Minor Plan and Code Amendments” application facilitates an annual process for staff to improve the clarity and effectiveness of the *One Tacoma* Comprehensive Plan and the Tacoma Municipal Code (TMC) – primarily Title 13 Land Use Regulatory Code. These annual applications compile issues identified by staff, customers of the Planning and Development Services Department, the Planning Commission, the Transportation Commission, the City Council, and/or the public. Those issues are generally not substantive enough to rise to the level of a stand-alone application for consideration during the annual amendment process.

The *One Tacoma Plan* is a blueprint for the future character of our City. It guides our community's development over the long term and describes how our community's vision for the future is to be achieved. The plan takes a long-range perspective on such topics as land use, transportation, housing, capital facilities, parks and the environment that address the physical, social, and economic health of the City. It also sets standards for roads and other infrastructure, identifies how they will be paid for, and establishes the basis for zoning and development regulations.

The *One Tacoma Plan* is a compilation of Book I and Book II. Book I contains twelve chapters (or elements), with aspirational goals and policies identified for each element that provide the means for Tacoma to grow and prosper and yet maintain the unique character of the city for current and future generations. Book II includes selected implementation programs and strategies.

Book I: Goals + Policies

1. Introduction + Vision
2. Urban Form
3. Design + Development
4. Environment + Watershed Health
5. Housing
6. Economic Development
7. Transportation
8. Parks + Recreation
9. Public Facilities + Services
10. Container Port
11. Engagement, Administration + Implementation
12. Downtown

Book II: Implementation Programs + Strategies

1. Shoreline Master Program
2. Capital Facilities Program
3. Downtown Regional Growth Center Plans
4. Historic Preservation Plan

The Land Use Regulatory Code is the key regulatory mechanism that implements the Comprehensive Plan, as cited below:

Land Use Regulations

Land use regulations are laws that establish what can or can't be built in a given location. The key regulatory mechanism that implements the Comprehensive Plan is Tacoma's Land Use Regulatory Code. This code contains the development regulations that govern the manner by which land is used, developed, or redeveloped in the City. This code is found in Title 13 of the Tacoma Municipal Code and includes regulations for platting, zoning, shorelines and critical areas.

(One Tacoma Comprehensive Plan, “Engagement, Administration + Implementation” Element, p. 11-10)

3. Analysis

It is imperative that both the Comprehensive Plan and the Code are properly maintained. The overall objective of the Minor Plan and Code Amendments is to keep the Plan and the Code current, respond to the changing circumstances, and enhance customer service. Staff analysis of this application has been conducted in accordance with TMC 13.05.030.D, which requires the following four provisions be addressed, as appropriate:

- A staff analysis of the application in accordance with the elements described in 13.05.030.B.6;
- An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;
- An analysis of the amendment options identified in the assessment report; and
- An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

a. A staff analysis of the application in accordance with the elements described in 13.05.030.B.6;

TMC 13.05.030.B.6, subsection 6.e.(4)(a), requires that the following objectives shall be met by applications for the annual amendment:

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;

There are some issues included in the Minor Plan and Code Amendments, as shown in Exhibit “A”, intended to address inconsistencies and errors. There are also a number of issues intended to provide clarity or clarifications to existing language. For example:

- #1 Definition: Development site – This is a term that is used throughout the Code and adding a definition provides clarity.
- #2 Repeal of Residential Infill Pilot Program – This would repeal the remaining Residential Infill Pilot Program (RIPP) items that were not included with the recent Home in Tacoma Code amendments.
- #3 Conditional Use Permit: Conditional uses and height – This corrects a Code reference error.
- #4 Land use permit code enforcement – This would replace existing Title 13 enforcement provisions with the city’s Uniform Enforcement Code for greater consistency citywide.
- #5 Pedestrian Streets – These amendments would update Pedestrian Street tables to reflect changes made with Home in Tacoma phase I related to the locations of Mid-Scale Residential land use designations along with corrections and clarifications.
- #6 Split zoning – This would clarify the applicability of split zoning provisions for development sites consisting of more than one parcel of land.

- #7 Tacoma Mall residential use prohibition – This amendment clarifies the applicability of the existing prohibition of residential uses along I-5 within the Tacoma Mall RGC by correcting inconsistent terminology and adding specific Code citations.
- #8 Mixed-Use Center districts residential use maximum building setback – This corrects an inconsistency between the maximum setback requirements and the districts’ minimum setbacks.
- #9 Retail marijuana limits – This amendment expands the maximum number of retail marijuana stores for consistency with State law.
- #11 Shoreline sign regulation – This amendment clarifies that signs located in areas subject to Shoreline regulations are subject to both general sign regulations as well as Shoreline District standards.
- #13 Commercial districts maximum setbacks exception – This amendment adds an exception to maximum building setbacks where they conflict with public easements consistent with similar exceptions found elsewhere in the Code.
- Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City’s capacity to provide adequate services;

The overall objective of the Minor Plan and Code Amendments is to keep the Plan and the Code current. This includes responding to the changing circumstances, including those necessitated by growth and development patterns, and enhancing the City’s capacity to provide adequate and consistent services to residents and customers.

- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or
 - #10 Electric fence perimeter fence – This amendment would reduce where perimeter fences are required while maintaining requirements that are publicly visible and accessible.
 - #12 Mass reduction building design standards: MUC and Downtown districts - This amendment adds clarity to when mass reduction requirements apply consistent with the intent of these requirements.
- Enhance the quality of the neighborhood.

b. An analysis of the consistency of the proposed amendment with State, regional and local planning mandates and guidelines;

- #2 Repeal of Residential Infill Pilot Program – The desire to repeal the Residential Infill Pilot Program was indicated with the City Council’s adoption of Home in Tacoma Code amendments in November 2024. However, those Code amendments did not include all relevant RIPP Code provisions. This amendment would complete the program’s elimination consistent with the City Council’s previous action.

- #5 Pedestrian Streets – These would update Pedestrian Street tables to reflect amendments made to the locations of Mid-Scale Residential land use designations along designated Pedestrian Streets/Corridors as part of the Home in Tacoma phase I project.
- #9 Retail marijuana limits – This amendment expands the maximum number of retail marijuana stores per the State’s Cannabis Social Equity Program.

c. An analysis of the amendment options identified in the assessment report;

An Assessment for this application was presented below. Minor Code amendments proposals are usually clear and straightforward, generally not requiring alternative analysis.

TMC 13.05.030.B.7 requires that staff provides an assessment of the application against the following criteria for the Planning Commission’s consideration:

- (a) Whether the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review.
- Staff Assessment:** Proposed minor amendments to the Tacoma Municipal Code, primarily Title 13 – Land Use Regulatory Code, are legislative and properly subject to the Commission’s review.
- (b) Whether there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into.
- Staff Assessment:** Most issues included in the Issues and Proposed Amendments document (Exhibit “A”) have not been extensively studied, which is reflective of their limited scope, and there may be additional issues added later. As technical analysis proceeds, some of the issues may be removed from the list, incorporated into other projects, and/or elevated to policy-level discussion.
- (c) A preliminary staff review of the application submittal.
- Staff Assessment:** Some initial staff review had already been conducted on all issues included in the Issues and Proposed Amendments document in order to suggest what potential amendments should be considered.
- (d) Identification of other amendment options the Planning Commission could consider in addition to the amendment as proposed by the applicant.
- Staff Assessment:** Through the public review process, various amendment options may be identified.
- (e) Whether the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.
- Staff Assessment:** The amount of analysis presented in the Issues and Proposed Amendments document is manageable.

d. An assessment of the anticipated impacts of the proposal, including, but not limited to: economic impacts, noise, odor, shading, light and glare impacts, aesthetic impacts, historic impacts, visual impacts, and impacts to environmental health, equity and quality.

Since all proposed amendments are intended to address inconsistencies, correct errors, maintain compliance with State and local laws, respond to changing circumstances, and maintain or enhance compatibility with existing/planned land uses and the surrounding development pattern, their impacts are expected to be positive.

5. Recommendation

Staff recommends that the Planning Commission release this staff report and Exhibits A - E for public review and comment and schedule a public hearing on March 5, 2025.

Following the public hearing, staff will facilitate the Commission's review of public comments, decision making, and formulation of recommendations to the City Council, pursuant to TMC 13.05.030.B.10, as cited below:

10. Planning Commission findings and recommendations.

a. Upon completion of the public comment period and review of the public testimony, the Planning Commission will make a determination as to whether the proposed amendments are consistent with the following criteria:

- Whether the proposed amendment will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare; and
- Whether the proposed amendment conforms to applicable provisions of State statutes, case law, regional policies, and the Comprehensive Plan.

b. The Commission will prepare a recommendation and supportive findings to forward to the City Council for consideration.

6. Exhibit

- Exhibit A: Minor Plan and Code Amendments – Issues and Proposed Amendments (February 5, 2025)
- Exhibit B: Minor Plan and Code Amendments – Residential Infill Pilot Program
- Exhibit C: Minor Plan and Code Amendments – Code enforcement
- Exhibit D: Minor Plan and Code Amendments – Pedestrian Streets
- Exhibit E: Minor Plan and Code Amendments – Tacoma Mall RGC residential uses



**2025 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

Minor Plan and Code Amendments – Issues and Proposed Amendments

February 5, 2025

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
1.	<p><u>Definition: Development Site</u> TMC 13.01.060.D</p>	<p>The term Development Site is used throughout Title 13. Adding a definition provides greater clarity.</p>	<p>13.01.060 Zoning Definitions. 13.01.060.D “Development site.” A parcel or parcels of land on which proposed development will occur.</p>
2.	<p><u>Repeal of Residential Infill Pilot Program items</u> TMC 13.05.010.A.7 TMC 13.05.010.A.25</p>	<p>The main Residential Infill Pilot Program (RIPP) code section TMC 13.05.060 was repealed with the Home in Tacoma Code amendments on November 19, 2024. However, a couple of Code sections related to RIPP remain and should be removed.</p>	<p>13.05.010 Land Use Permits. A. Conditional Use Permits. 7. Infill Pilot Program. 25. Affordable housing bonus. The intent of this section is to provide an optional incentive to religious organizations and/or nonprofits seeking to develop and manage multifamily projects integrating significant affordable housing, while ensuring reasonable compatibility with neighborhood scale and character and limiting negative impacts to the neighborhood. Applications for conditional use permits for Bonus Density for Affordable Housing on land owned by religious organizations or by nonprofit affordable housing providers shall be processed in accordance with the standard procedures for conditional use permits, with the following additional requirements. a. The application criteria and review process shall be the same as the Infill Pilot Program per TMC 13.05.060. See Exhibit B</p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
3.	<p><u>Conditional Use Permit</u> <u>“Conditional uses and height”</u></p> <p>TMC 13.05.010.A.3.a</p>	<p>The current Code includes an incorrect reference. This error was initially made in a December 2015 Code amendment and retained in the 2020 Code reorganization. This amendment would correct this error.</p>	<p>13.05.010 Land Use Permits.</p> <p>A. Conditional Use Permits.</p> <p>2. General Criteria.</p> <p>3. Conditional uses and height.</p> <p>a. Since certain conditional uses have intrinsic characteristics related to the function or operation of such uses, which may necessitate buildings or other structures associated with such uses to exceed the height limits of the zoning districts in which the conditional uses may be located, the Director or Hearing Examiner may authorize the height of buildings or other structures associated with the following conditional uses to exceed the height limit set forth in the zoning district in which such uses are located; provided, such height is consistent with the criteria contained in subsection <u>4.2</u> of this section:</p> <ol style="list-style-type: none"> (1) Airports; (2) Religious assembly; (3) Schools, public or private; (4) Public service facilities; (5) Hospitals; (6) Wireless communication towers or wireless facilities; (7) Utilities; (8) Park and recreation; (9) Surface Mining. <p>b. In order to ensure that the location and character of these uses will be compatible with the Comprehensive Plan, a review and decision by the Director or Hearing Examiner are required prior to the issuance of any conditional use permit.</p> <p>4. Conditional Use Permits and Historic Properties.</p>

<p>4.</p>	<p><u>Land use permit code enforcement</u> TMC 13.05.150</p>	<p>Title 13 currently has an enforcement process outlined that is different than other city enforcement processes. This change would update the Title 13 enforcement process to be consistent with the city’s Uniform Enforcement Code.</p>	<p>13.05.150 Enforcement. A. Purpose. To ensure that the Land Use Regulatory Code, as well as conditions imposed on land use permits granted by the City, are administered, enforced, and upheld to protect the health, safety and welfare of the general public. B. Applicability. A person who undertakes a development or use without first obtaining all required land use permits or other required official authorizations or conducts a use or development in a manner that is inconsistent with the provisions of this title, or who fails to conform to the terms of an approved land use permit or other official land use determination or authorization of the Director, Hearing Examiner, City Council or other authorized official, or who fails to comply with a stop work order issued under these regulations shall be considered in violation of this title and be subject to enforcement actions by the City of Tacoma, as outlined herein. 1. The Director, and/or their authorized representative, shall have the authority to enforce the land use regulations of the City of Tacoma. 2. The Land Use Regulatory Code shall be enforced for the benefit of the health, safety and welfare of the general public, and not for the benefit of any particular person or class of persons. 3. It is the intent of this Land Use Regulatory Code to place the obligation of complying with its requirements upon the owner, occupier, or other person responsible for the condition of the land and buildings within the scope of this title. 4. No provision of, or term used in, this code is intended to impose upon the City, or any of its officers or employees, any duty which would subject them to damages in a civil action. 5. Any violation of this title is a detriment to the health, safety, and welfare of the public, and is therefore declared to be a public nuisance. 6. The enforcement provisions outlined in this chapter shall apply to all sections of Title 13 of the Tacoma Municipal Code. However, if a specific chapter or section contains its own set of enforcement provisions, then such provisions shall be used for enforcement of that chapter and are exempt from the enforcement provisions outlined herein.</p>
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No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
			<p>C. Enforcement Process.</p> <p><u>Any person or entity violating any of the provisions hereof shall be subject to all penalties and enforcement processes defined in the Uniform Enforcement Code, set forth at Chapter 1.82 of the Tacoma Municipal Code.</u></p> <p>See Exhibit C</p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
5.	<p><u>Pedestrian Streets: Home in Tacoma Mid-Scale Residential updates</u></p> <p>TMC 13.06.010.D.1</p>	<p>Home in Tacoma Phase I included amendments to the Future Land Use Map (FLUM) assigning Low-Scale and Mid-Scale Residential land use designations. One of ways the Mid-Scale Residential areas were determined was along designated Pedestrian Streets (aka Corridors) outside of designated Mixed-Use Centers. In the process of designating the Mid-Scale Residential areas, certain street segments were deliberately used instead of segments of designated Pedestrian Street. This amendment would update the Pedestrian Street table to reflect these changes.</p> <p>Other proposed amendments include corrections or clarifications.</p>	<p>The proposed changes are summarized below:</p> <ul style="list-style-type: none"> • Pedestrian streets designated (TMC 13.06.010.D.1) <ul style="list-style-type: none"> ○ S 12th St: Eliminate designation west of Jackson Ave. ○ N 21st St: Eliminate redundancy within Westgate MUC, reflect Home in Tacoma phase I change near Proctor MUC, and correct missing designation description east of Proctor St. ○ N 26th St: Eliminate designation per Home in Tacoma phase I change. ○ N Proctor St: Eliminate redundancy within Proctor MUC and reflect Home in Tacoma phase I change. ○ S Thompson Ave/S Yakima Ave: Add missing designation description and reflect Home in Tacoma phase I change. ○ N Union Ave: Reflect Home in Tacoma phase I change. • Figure 7: Replace map at time of One Tacoma Comprehensive Plan update adoption. • Downtown RGC (TMC 13.06.010.D.2) <ul style="list-style-type: none"> ○ Pacific Ave: Extend designation two blocks to meet with designation outside of Downtown RGC. • Tacoma Mall RGC (TMC 13.06.010.D.3) <ul style="list-style-type: none"> ○ Add missing introductory statement and header row in the table. • Mixed-Use Centers (TMC 13.06.010.D.4) <ul style="list-style-type: none"> ○ Lincoln Neighborhood Center: Change designation from S Yakima Ave to S Thompson Ave to reflect Home in Tacoma phase I change. <p>See Exhibit D</p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
6.	<p><u>Split zoning</u></p> <p>TMC 13.06.010.J</p>	<p>Suggest necessary clarification on home address signage, with current ADU rules, Infill Pilot Program approvals, a minor adjustment to current code should be considered further clarifying residential address signage.</p>	<p>13.06.010 General Provisions</p> <p>J. Split zoning.</p> <p><u>1. Whenever a zone boundary line passes through a single unified parcel of land as indicated by record of the Pierce County Auditor as of May 18, 1953, and such parcel is of an area equal to the minimum requirements of either zone, the entire parcel may be used in accordance with the provisions of the least restrictive of the two zones; provided, more than 50 percent of the parcel is located within the least restrictive of the two zones.</u></p> <p><u>2. Whenever a zone boundary line passes through a development site, irrespective of the number of parcels, and such site is of an area equal to the minimum requirements of either zone, the entire site may be used in accordance with the provisions of the least restrictive of the two zones; provided more than 50 percent of the site is located within the least restrictive of the two zones.</u></p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
7.	<p><u>Tacoma Mall residential use prohibition</u></p> <p>TMC 13.06.040.E.3</p>	<p>Residential uses are prohibited within an area adjacent to Interstate 5 within the Tacoma Mall RGC as indicated in Figure 4 in Section 13.06.040.J.6. This prohibition is referenced in the use table referring to it as a “commercial only area” and does not provide more information about where this area is located.</p> <p>The map indicating the area subject to these limitations (Figure 4) is described as “No Residential Uses.” This amendment would provide consistency in the use of terminology and add a footnote reference to Figure 4.</p>	<p>13.06.040 Mixed-Use Center Districts.</p> <p>E. District use restrictions.</p> <p>3. District use table – Mixed-Use Center Districts (13.06.040). Additional Regulations (see footnotes 3, 4, and 5 at bottom of table) Prohibited in Commercial only area of the UCX District within the area indicated in Figure 4 in Section 13.06.040.J.6.</p> <p>Footnotes: 6. See Figure 4: Tacoma Mall Neighborhood RGC – No Residential Uses in Section 13.06.040.J.6.</p> <p>See Exhibit E</p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments								
8.	<p><u>Mixed-Use Center Districts residential building maximum setbacks</u></p> <p>TMC 13.06.040.H</p>	<p>The current Code requires a minimum amount of a residential building be located between 5 to 20 feet of a Pedestrian Streets even though these zoning districts do not have a minimum setback. This amendment would revise this requirement to reflect these zoning districts lack of minimum setbacks.</p>	<p>13.06.040 Mixed-Use Center Districts.</p> <p>H. Maximum setback standards.</p> <table border="1" data-bbox="1077 397 1677 963"> <thead> <tr> <th data-bbox="1077 397 1272 516"></th> <th data-bbox="1272 397 1677 516">Residential or mixed use buildings that contain a majority of residential uses</th> </tr> </thead> <tbody> <tr> <td data-bbox="1077 516 1272 634">1. NCX and RCX Districts</td> <td data-bbox="1272 516 1677 634">Occupied <u>At least 50% of an occupied structure's building face must be located between</u></td> </tr> <tr> <td data-bbox="1077 634 1272 721">2. CCX Districts</td> <td data-bbox="1272 634 1677 721">5 feet and 20 feet from the front lot line abutting a Pedestrian Street <u>must be located within 20 feet of the property line bordering the Pedestrian Street</u> right-of-</td> </tr> <tr> <td data-bbox="1077 721 1272 963">3. UCX, HMX and CIX Districts</td> <td data-bbox="1272 721 1677 963">way for a minimum of 50% of the Pedestrian Street frontage.</td> </tr> </tbody> </table>		Residential or mixed use buildings that contain a majority of residential uses	1. NCX and RCX Districts	Occupied <u>At least 50% of an occupied structure's building face must be located between</u>	2. CCX Districts	5 feet and 20 feet from the front lot line abutting a Pedestrian Street <u>must be located within 20 feet of the property line bordering the Pedestrian Street</u> right-of-	3. UCX, HMX and CIX Districts	way for a minimum of 50% of the Pedestrian Street frontage.
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9.	<p><u>Retail marijuana limits</u></p> <p>TMC 13.06.080.J.4.j</p>	<p>The current Code limits the number of retail marijuana stores to sixteen (16). However, this number can now be exceeded per the State's Cannabis Social Equity Program. This amendment addresses this discrepancy.</p>	<p>13.06.080 Special Use Standards</p> <p>J. Marijuana Uses.</p> <p>4. Location requirements.</p> <p>j. A maximum of sixteen (16) retail marijuana stores are allowed to operate in the City of Tacoma, <u>except that this number may be exceeded when necessary to comply with the State's Cannabis Social Equity Program (see RCW 69.50.335).</u></p>								

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
10.	<p><u>Electric fence perimeter fence requirements</u></p> <p>TMC 13.06.090.k.6.b(5)</p>	<p>The current Code requires electric fences within Commercial, MUCs, and Downtown to be surrounded by a decorative perimeter fence. This amendment would limit this requirement to street frontages and adjacency to schools, parks, and trails.</p>	<p>13.06.090 Site Development Standards.</p> <p>K. Fences and Retaining Walls.</p> <p>6. Commercial, MUCs, and Downtown Districts.</p> <p>b. Electrified Fence Standards.</p> <p>(5) Perimeter Fence.</p> <p>(i) <u>All portions of an electric fence that front a public street or adjacent to a school, public park, or trail shall be screened by a decorative, non-electric, perimeter fence located between the electric fence and street.</u> An electric fence shall be surrounded by a decorative, non-electric, perimeter fence. <u>Any gaps within the perimeter fence with shall have</u> a smaller aperture designed to limit the passthrough of hands. This perimeter fence shall be a minimum of 6 feet in height and a maximum of 7 feet in height. This fence may be located on the property line.</p> <p>(ii) The required perimeter fence shall be setback a minimum of 1 foot from the electric fence.</p> <p>(iii) The perimeter fence shall not be chain link.</p> <p>(iv) When the perimeter fence is between a public street and the property, <u>The fence must be designed to allow pedestrians and drivers to see onto the property.</u></p> <p>(v) Electric fences adjacent to designated Core Pedestrian Streets or designated Pedestrian Streets shall be required to have a planting strip at least 5 feet wide between the public right-of-way and the perimeter fence, with landscaping pursuant to the requirements of TMC 13.06.090.B, in order to soften the view of the fence and contribute to the pedestrian environment.</p>

No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
11.	<p><u>Shoreline sign regulations</u></p> <p>TMC 13.06.090.I.1.d</p>	<p>Signs located in areas subject to Shoreline regulations are subject to both general sign regulations as well as Shoreline District standards in Title 19. This amendment clarifies this applicability.</p>	<p>13.06.090 Site Development Standards.</p> <p>I. Sign Standards.</p> <p>1. Applicability.</p> <p>a. The provisions and requirements of this section shall apply to signs in all zones as set forth in this chapter. Applicable sign regulations shall be determined by reference to the regulations for the zone in which the sign is to be erected.</p> <p>b. The regulations of this section shall regulate and control the type, size, location, and number of signs. No sign shall hereafter be erected or used for any purpose or in any manner, except as permitted by the regulations of this section.</p> <p>c. The provisions of this code are specifically not for the purpose of regulating the following: traffic and directional signs installed by a governmental entity; signs not readable from a public right-of-way or adjacent property; merchandise displays; point of purchase advertising displays, such as product dispensers; national flags, flags of a political subdivision, and symbolic flags of an institution or business; legal notices required by law; historic site plaques; gravestones; structures intended for a separate use, such as Goodwill containers and phone booths; scoreboards located on athletic fields; lettering painted on or magnetically flush-mounted onto a motor vehicle operating in the normal course of business; and barber poles.</p> <p>d. <u>Additional R</u>egulations pertaining to signs in Shoreline Districts are found in Title 19.</p>

<p>12.</p>	<p><u>Mass reduction building design standards: MUC and Downtown districts</u></p> <p>TMC 13.06.100.B.4.b</p> <p>TMC 13.06.100.D.4.b</p>	<p>Buildings located within Mixed-Use Center (X) and Downtown zoning districts with more than 60 feet of frontage along a street, open space, or parking area are required to meet mass reduction standards. This amendment adds greater clarity to when these requirements apply consistent with the intent of these requirements.</p> <p>This amendment also clarifies that buildings that do not exceed the height at which stepbacks would be applied to satisfy horizontal modulation are considered to meet these modulation requirements for the purposes of satisfying mass reduction standards.</p>	<p>13.06.100 Building design standards.</p> <p>B. Mixed-Use District Minimum Design Standards.</p> <p>4. Building Form and Expression</p> <p>b. Mass reduction.</p> <p>Applicability: Buildings that have more than 60 feet of frontage along a public or private street, public open space, or on-site parking area (45 feet or greater average width) must conform to these standards.</p> <p>(1) Building modulation choices: Buildings fronting a designated Pedestrian Street must employ two of the following modulation approaches. Building fronting a street not designated as Pedestrian Street must employ one.</p> <p>(a) Horizontal modulation: Upper floor streetfront stepback (choose one as applicable)</p> <p>Pedestrian Street Facades:</p> <ul style="list-style-type: none"> • 8’ minimum stepback along the streetfront façade for 4th floor and above in RCX Districts. • 8’ minimum horizontal stepback along for 5th floor and above in X Districts other than RCX, where the ROW width is less than 100’. • 8’ minimum horizon stepback for 6th floor and above in X zones other than RCX, where the ROW width is 100’ or greater. • Proportional Stepback option for any district other than RCX: A 8’ stepback from the building face above the level which corresponds to a 1:2 proportional relationship to the street <p>⚠ Other street facades:</p> <ul style="list-style-type: none"> • 5’ minimum stepback along the streetfront façade for 4th floor and above in RCX Districts. • 5’ minimum horizontal stepback along for 5th floor and above in X Districts other than RCX, where the ROW width is less than 100’. • 5’ minimum horizon stepback for 6th floor and above in X zones other than RCX, where the ROW width is 100’ or greater.
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No.	Title of Issue and Code Section	Description of Issue	Proposed Amendments
			<ul style="list-style-type: none"> • Proportional Stepback option for any district other than RCX: A 5' stepback from the building face above the level which corresponds to a 1:2 proportional relationship to the street <p><u>Notes</u></p> <ul style="list-style-type: none"> • <u>Encroachments: One distinct design element of no more than 25 feet in width is allowed to encroach vertically into these stepbacks for each façade.</u> • <u>Buildings that do not exceed the floor at which a stepback would apply are considered to satisfy horizontal modulation for purposes of meeting mass reduction requirements.</u> <p>D. Downtown District Minimum Design Standards. 4. Building Form and Expression b. Mass reduction.</p> <p>[Same as above]</p>
13.	<p><u>Commercial districts maximum setbacks exception</u> TMC 13.06.030.F.8.d</p>	<p>This amendment adds an exception for meeting maximum building setbacks for Commercial zoning districts where easements preclude compliance. This exception is consistent with an existing exception for Mixed-Use Center zoning districts.</p> <p>This amendment also fixes a formatting error replacing the use of an alphanumerical list with bullet points.</p>	<p>13.06.030 Commercial Districts. F. District development standards. 8. Maximum setback standards on designated streets. d. Exceptions</p> <ul style="list-style-type: none"> • <u>When a public easement precludes compliance with this standard, the setback requirement shall be measured from the back edge of the easement.</u>

###

Exhibit B: Residential Infill Pilot Program

13.05.010 Land Use Permits.

A. Conditional Use Permits.

~~7. Infill Pilot Program.~~

~~a. Two-family development may be allowed by conditional use permit in R-2 Districts. In addition to the General Criteria, a conditional use permit for a two-family dwelling or two townhouse dwelling units in R-2 Districts shall only be approved upon a finding that such use is consistent with all of the following criteria:~~

- ~~(1) The proposed development site has a minimum lot size of 6,000 square feet in size.~~
- ~~(2) The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.060.~~
- ~~(3) The proposed two-family or townhouse development is consistent with the following:~~
 - ~~(a) Development must respond to the context and neighborhood and single-family structures through massing, bulk, materials, landscaping, and building placement.~~
 - ~~(b) Each unit must have a primary entrance directly accessed from adjacent street.~~
 - ~~(4) In the case of conversion of an existing single-family dwelling to a two-family dwelling, the existing architectural features shall be maintained to the maximum extent practicable.~~
 - ~~(5) Applications for two-family and townhouse dwelling units in R-2 Districts shall be processed in accordance with the provisions of TMC 13.05.060 and TMC 13.05.010.A. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.~~

~~b. Multi-family development up to a maximum of six dwelling units may be allowed by conditional use permit in the R-3 District and in the R-2 District if the development is a renovation of an existing structure that does not increase building footprint. A conditional use permit for a multi-family dwelling unit in R-2 or R-3 Districts shall only be approved upon a finding that such use is consistent with all of the following criteria:~~

- ~~(1) The proposed lot is a minimum of 7,000 square feet in size.~~
- ~~(2) The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.060.~~
- ~~(3) The proposed structure is designed to minimize the overall impression of density and bulk and to fit with established neighborhood patterns. Access to dwellings shall be through a shared primary entrance. Parking shall be located to the rear of the site in a manner that obscures it from view from the street frontage.~~
- ~~(4) Applications for multi-family dwellings in R-2 or R-3 Districts shall be processed in accordance with the provisions of the Residential Infill Pilot Program provisions of TMC 13.05.060. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.~~

~~c. Between four and 24 Cottage Housing units may be allowed by conditional use permit in any residential district except HMR-SRD. A conditional use permit for a Cottage Housing unit shall only be approved upon a finding that such a use is consistent with all of the following criteria:~~

- ~~(1) The proposed lot is a minimum of 7,000 square feet in size.~~
- ~~(2) The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.060.~~
- ~~(3) The proposed development is designed to provide variety in unit sizes, building and site features, and site design elements. Landscaping shall be designed in an attractive way and according to a coherent design. Residential units are laid out to be oriented to the public right-of-way and shared open space.~~

~~Building massing is designed to have limited impact on neighboring properties and parking is to be off the alley, where possible, and minimized through screening and landscaping.~~

~~(4) Applications for Cottage Housing units in all residential districts except HMR-SRD shall be processed in accordance with the provisions of the Residential Infill Pilot Program provisions of TMC 13.05.060, TMC 13.06.080.C, and TMC 13.05.010.A. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.~~

~~d. Planned Infill Housing developments may be allowed by conditional use permit in any residential district except HMR-SRD. A Conditional Use Permit for Planned Infill Housing shall only be approved upon a finding that such use is consistent with all of the following criteria:~~

~~(1) The proposed lot is a minimum of 3,500 square feet in size in the R-3 Zone and 7,000 square feet in size in all other zones.~~

~~(2) The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.060.~~

~~(3) Development must respond to context and neighboring structures through massing, bulk, materials, landscaping, and building placement.~~

~~(4) Buildings must orient entrances toward the public right-of-way and parking shall be located to the rear of the site in a manner that obscures it from view from the street frontage.~~

~~(5) Applications for Planned Infill Housing units in all residential districts shall be processed in accordance with the provisions of the Residential Infill Pilot Program provisions of TMC 13.05.060 and TMC 13.05.010.A. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.~~

25. Affordable housing bonus.

The intent of this section is to provide an optional incentive to religious organizations and/or nonprofits seeking to develop and manage multifamily projects integrating significant affordable housing, while ensuring reasonable compatibility with neighborhood scale and character and limiting negative impacts to the neighborhood. Applications for conditional use permits for Bonus Density for Affordable Housing on land owned by religious organizations or by nonprofit affordable housing providers shall be processed in accordance with the standard procedures for conditional use permits, with the following additional requirements.

~~a. The application criteria and review process shall be the same as the Infill Pilot Program per TMC 13.05.060.~~

ba. Religious organizations as defined by RCW 26.04.007, as amended, as well as nonprofit affordable housing providers, meeting the requirements of these provisions may utilize the land use and development standards applicable to the R4-L Residential District.

eb. To qualify, applicants must provide a minimum of 20% of the total units affordable for a minimum of 15 years at the following affordability rates:

(1) Rental units must be affordable at the 80% of Area Median Income.

(2) Ownership units must be affordable at 115% of Area Median Income.

(3) The general provisions of TMC 1.39 Affordable Housing Incentives and Bonuses Administrative Code shall apply. The fee in lieu option is not available for this purpose.

ed. Pre-application site inspection for conversion of an existing building.

Prior to submitting an application for a conditional use permit, for conversion of an existing building for use as affordable housing, to the City, the applicant shall allow for an inspection by the appropriate Building Inspector and appropriate Fire Marshall to determine if the facility meets the Building and Fire Code standards for the proposed use. The purpose of this inspection is not to ensure that a facility meets the applicable Code requirements or to force an applicant to bring a proposed facility up to applicable standards prior to application for a conditional use permit, but instead, is intended to ensure that the applicant, the City, and the public are aware, prior to making application, of the building modifications, if any, that would be necessary to establish the use.

ed. If the proposed development will include any special needs housing or on-site social service uses the conditional use permit will also follow and comply with the special needs housing conditional use permit process, criteria and conditions 13.05.010.A.5.

Exhibit C: Code Enforcement

13.05.150 Enforcement.

A. Purpose.

To ensure that the Land Use Regulatory Code, as well as conditions imposed on land use permits granted by the City, are administered, enforced, and upheld to protect the health, safety and welfare of the general public.

B. Applicability.

A person who undertakes a development or use without first obtaining all required land use permits or other required official authorizations or conducts a use or development in a manner that is inconsistent with the provisions of this title, or who fails to conform to the terms of an approved land use permit or other official land use determination or authorization of the Director, Hearing Examiner, City Council or other authorized official, or who fails to comply with a stop work order issued under these regulations shall be considered in violation of this title and be subject to enforcement actions by the City of Tacoma, as outlined herein.

1. The Director, and/or their authorized representative, shall have the authority to enforce the land use regulations of the City of Tacoma.
2. The Land Use Regulatory Code shall be enforced for the benefit of the health, safety and welfare of the general public, and not for the benefit of any particular person or class of persons.
3. It is the intent of this Land Use Regulatory Code to place the obligation of complying with its requirements upon the owner, occupier, or other person responsible for the condition of the land and buildings within the scope of this title.
4. No provision of, or term used in, this code is intended to impose upon the City, or any of its officers or employees, any duty which would subject them to damages in a civil action.
5. Any violation of this title is a detriment to the health, safety, and welfare of the public, and is therefore declared to be a public nuisance.

~~6. The enforcement provisions outlined in this chapter shall apply to all sections of Title 13 of the Tacoma Municipal Code. However, if a specific chapter or section contains its own set of enforcement provisions, then such provisions shall be used for enforcement of that chapter and are exempt from the enforcement provisions outlined herein.~~

C. Enforcement Process.

Any person or entity violating any of the provisions hereof shall be subject to all penalties and enforcement processes defined in the Uniform Enforcement Code, set forth at Chapter 1.82 of the Tacoma Municipal Code.

~~1. Violation Review Criteria:~~

~~Each violation requires a review of all relevant facts in order to determine the appropriate enforcement response. When enforcing the provisions of this Chapter, the Director and/or their authorized representative should, as practical, seek to resolve violations without resorting to formal enforcement measures. When formal enforcement measures are necessary, the Director and/or their authorized representative should seek to resolve violations administratively prior to imposing civil penalties or seeking other remedies. The Director and/or their authorized representative should generally seek to gain compliance via civil penalties prior to pursuing abatement or criminal penalties. The Director may consider a variety of factors when determining the appropriate enforcement response, including but not limited to:~~

- a. Severity, duration, and impact of the violation(s), including whether the violation has a probability of placing a person or persons in danger of death or bodily harm, causing significant environmental harm, or causing significant physical damage to the property of another;
- b. Compliance history, including any identical or similar violations or notice of violation at the same site or on a different site but caused by the same party;
- c. Economic benefit gained by the violation(s);
- d. Intent or negligence demonstrated by the person(s) responsible for the violation(s);
- e. Responsiveness in correcting the violation(s); and,
- f. Other circumstances, including any mitigating factors.

2. Stop Work Order.

- a. The Building Official and/or their authorized representative shall have the authority to issue a Stop Work Order whenever any use, activity, work or development is being done without a permit, review or authorization required by this title or is being done contrary to any permit, required review, or authorization which may result in violation of this title. The Stop Work Order shall be posted on the site of the violation and contain the following information:
 - (1) The street address or a description of the building, structure, premises, or land where the violation has occurred, in terms reasonably sufficient to identify its location;
 - (2) A description of the potential violation and a reference to the provisions of the Tacoma Municipal Code which may have been violated;
 - (3) A description of the action required to remedy the potential violation, which may include corrections, repairs, demolition, removal, restoration, or any other appropriate action as determined by the Director and/or their authorized representative;
 - (4) The appropriate department and/or division investigating the case and the contact person.
- b. With the exception of emergency work determined by the Director and/or their authorized representative to be necessary to prevent immediate threats to the public health, safety and welfare or stabilize a site or prevent further property or environmental damage, it is unlawful for any work to be done after the posting or service of a Stop-Work Order until authorization to proceed is provided by the Director and/or their authorized representative.

3. Voluntary Compliance.

The Director and/or their authorized representative may pursue a reasonable attempt to secure voluntary compliance by contacting the owner or other person responsible for any violation of this title, explaining the violation and requesting compliance. This contact may be in person or in writing or both.

4. Investigation and Notice of Violation

- a. The Director and/or their authorized representative, if they have a reasonable belief that a violation of this title exists and the voluntary compliance measures outlined above have already been sought and have been unsuccessful, or are determined to not be appropriate, may issue a Notice of Violation to the owner of the property where the violation has occurred, the person in control of the property, if different, or the person committing the violation, if different, containing the following:
 - (1) The street address or a description of the building, structure, premises, or land where the violation has occurred, in terms reasonably sufficient to identify its location;
 - (2) A description of the violation and a reference to the provisions of the Tacoma Municipal Code which have been violated;
 - (3) A description of the action required to remedy the violation, which may include corrections, repairs, demolition, removal, restoration, submittal of a work plan or any other appropriate action as determined by the Director and/or their authorized representative;
 - (4) A statement that the required action must be taken or work plan submitted within 18 days of receipt of the Notice of Violation, after which the City may impose monetary civil penalties and/or abate the violation in accordance with the provisions of this chapter;
 - (5) The appropriate department and/or division investigating the case and the contact person.
 - (6) A statement that the person to whom a Notice of Violation is directed may appeal the Notice of Violation to the Hearing Examiner, or designee, including the deadline for filing such an appeal.
 - (7) A statement that if the person to whom the Notice of Violation is issued fails to submit a Notice of Appeal within 10 calendar days of issuance or fails to voluntarily abate the violation within 18 calendar days of issuance, the City may assess monetary penalties, as outlined in the Civil Penalties section below, against the owner of the property, and/or the person in control of the property, if different, and/or the person committing the violation, if different and readily identifiable.

b. The Notice of Violation shall be served by any one or any combination of the following methods:

- (1) By first class mail to the last known address of the owner of the property and to the person in control of the property, if different, and/or to the person committing the violation, if different and readily identifiable; or
- (2) By posting the Notice of Violation in a prominent location on the premises in a conspicuous manner which is reasonably likely to be discovered; or
- (3) By personal service upon the owner of the property and/or the person in control of the property, if different, and/or the person committing the violation, if different and readily identifiable.

c. The Director and/or their authorized representative may, with the consent of the owner or occupier of a building or premises, or pursuant to a lawfully issued inspection warrant, enter at reasonable times any building or premises subject to the consent or warrant to perform the duties imposed by the Land Use Regulatory Code.

d. At the end of the specified timeframe, the site will be re-inspected to see if the condition has been corrected. If the condition has been corrected, the case will be closed. If the condition has not been corrected, Civil Penalties, Abatement, or Criminal Penalties may be imposed against the person and/or persons named in the Notice of Violation, to the discretion of the Director or designee, in accordance with TMC 13.05.150.C.5 through 13.05.150.C.10, below.

5. Civil Penalty.

a. Any person who fails to remedy a violation or take the corrective action described by the Director and/or their authorized representative in a Notice of Violation within the time period specified in the Notice of Violation may be subject to monetary civil penalties. The Civil Penalty will be either:

- (1) Prepared and sent by first class mail to the owner of the property and/or the person in control of the property, if different, and/or the person committing the violation, if different and readily identifiable; or
- (2) Personally served upon the owner of the property, and/or the person in control of the property, if different, and/or the person committing the violation, if different and readily identifiable; or
- (3) Posted on the property or premises in a prominent location and in a conspicuous manner which is reasonably likely to be discovered.

b. The Civil Penalty shall contain the following:

- (1) A statement indicating that the action outlined by the City in the Notice of Violation must be taken, or further civil penalties may be imposed to the discretion of the Director or designee;
- (2) The address of the site and specific details of the violation which is to be corrected;
- (3) The appropriate department and/or division investigating the case and the contact person;
- (4) A statement that the person to whom the Civil Penalty is directed may appeal the Civil Penalty to the Hearing Examiner, or designee, including the deadline for filing such an appeal. Such Notice of Appeal must be in writing and must be received by the City Clerk's Office, no later than ten days after the Civil Penalty has been issued.
- (5) A statement that if the person to whom the Civil Penalty is issued fails to submit a Notice of Appeal within ten calendar days of issuance or fails to voluntarily abate the violation indicated in the Notice of Violation, the City may remedy the violation through abatement, as outlined below, and bill such costs against the person in control of the property, if different, and/or the person committing the violation, if different and readily identifiable.

c. The site will be re-inspected to see if the condition has been corrected. If the condition has been corrected, the case will be closed. If the condition has not been corrected, a second Civil Penalty may be sent or delivered in accordance with subsection 13.05.150.C.5 above. The monetary civil penalties for violations of this chapter shall be as follows:

- (1) First, second, and subsequent civil penalties, \$250;
- (2) Each day that a property or person is not in compliance with the provisions of this title may constitute a separate violation of this title and be subject to a separate civil penalty.

d. Civil penalties will continue to accumulate until the violation is corrected.

e. At such time that the assessed civil penalties associated with a violation exceeds \$1,000, a Certificate of Complaint may be filed with the Pierce County Auditor to be attached to the title of the property. A copy of the Certificate of Complaint shall be sent to the property owner and any other identified parties of interest, if different from the property owner.

f. Any person to whom a civil penalty is issued may appeal the civil penalty, as outlined in Section 13.05.150.C.7

~~6. Abatement:~~

a. In the event that compliance is not achieved through the measures outlined in 13.05.150.C.1 through 13.05.150.C.5, above, or that said measures are not an appropriate means to remedy a violation, in the discretion of the Director or designee, the City may, in addition to collecting monetary civil penalties, remove or correct the violation through abatement.

b. Using any lawful means, the City may enter unsecured property and may remove or correct a violation which is subject to abatement. If the person in control of the premises does not consent to entry, the City may seek such judicial process in Pierce County Superior Court as it deems necessary to effect the removal or correction of such condition.

c. Abatement undertaken on properties regulated under Chapter 13.07 shall be reviewed and approved by the Tacoma Landmarks Preservation Commission, in accordance with the provisions contained in TMC 13.07, prior to abatement.

~~d. Recovery of Costs~~

~~(1) An invoice for abatement costs shall be mailed to the owner of the property over which a Notice of Violation has been directed and/or the party identified in the Notice of Violation, and shall become due and payable to the City of Tacoma within 30 calendar days from the date of said invoice. Provisions for appealing an invoice for abatement costs shall be included on said invoice, as specified in Section 13.05.150.C.8.~~

~~(2) Any debt shall be collectible in the same manner as any other civil debt owed to the City, and the City may pursue collection of the costs of any abatement proceedings under this Chapter by any other lawful means, including, but not limited to, referral to a collection agency.~~

~~7. Appeals of a Notice of Violation or Civil Penalty:~~

a. A person to whom a Notice of Violation or Civil Penalty is issued may appeal the City's notice or order by filing a request with the City Clerk no later than 10 calendar days after said Notice of Violation or Civil Penalty is issued. Each request for appeal shall contain the address and telephone number of the person requesting the hearing and the name and address of any person who may represent him or her. Each request for appeal shall set out the basis for the appeal.

b. If an appeal is submitted, the Hearing Examiner, or designee, will conduct a hearing, as required by this Chapter, no more than 18 calendar days after the Hearing Examiner or designee issues a Notice of Hearing.

c. If an appeal is submitted, the Hearing Examiner or designee shall mail a Hearing Notice giving the time, location, and date of the hearing, by first class mail to person or persons to whom the Notice of Violation or Civil Penalty was directed and any other parties identified in the appeal request.

d. The Hearing Examiner, or designee, shall conduct a hearing on the violation. The Director and/or their authorized representative, as well as the person to whom the Notice of Violation or Civil Penalty was directed, may participate as parties in the hearing and each party may call witnesses. The City shall have the burden of proof to establish, by a preponderance of the evidence, that a violation has occurred and that the required corrective action is reasonable, or that the Civil Penalty was appropriately assessed for noncompliance with this Title.

e. The Hearing Examiner shall determine whether the City has established, by a preponderance of the evidence, that a violation has occurred and that the required corrective action is reasonable, or that the Civil Penalty was appropriate and reasonable, and, based on that determination, shall issue a Final Order that affirms, modifies, or vacates the Director's decisions regarding the alleged violation, the required corrective action, and/or Civil Penalty. The Hearing Examiner's Final Order shall contain the following information:

~~(1) The decision regarding the alleged violation including findings of facts and conclusion based thereon;~~

~~(2) The required corrective action, if any;~~

~~(3) The date and time by which the correction must be completed;~~

~~(4) Any additional conditions imposed by the Hearing Examiner regarding the violation and any corrective action;~~

~~(5) The date and time after which the City may proceed with abatement, as outlined in TMC 13.05.150.C.6, if the required corrective action is not completed;~~

~~(6) A statement that any associated civil penalties are affirmed, modified, or waived;~~

~~(7) A statement of any appeal remedies;~~

~~(8) A notice that if the City proceeds with abatement, the costs of said abatement may be assessed against the property owner, person in control of the property, or person committing the violation, if the costs of abatement are not paid in accordance with the provisions of this Chapter.~~

~~f. If the person to whom the Notice of Violation or Civil Penalty was directed fails to appear at the scheduled hearing, the Hearing Examiner will enter a Final Order finding that the violation has occurred, or the Civil Penalty Order was appropriate and reasonable, and that abatement may proceed.~~

~~g. The Final Order shall be served on the person by one of the methods stated in Section 13.05.150.C.4 of this Chapter.~~

~~h. A Final Order of the Hearing Examiner shall be considered the final administrative decision and may be appealed to a court of competent jurisdiction within 21 calendar days of its issuance.~~

~~8. Appeals of Abatement Invoice.~~

~~a. Any person sent an invoice regarding the costs due for the abatement of a violation may appeal the invoice and request a hearing to determine if the costs should be assessed, reduced, or waived.~~

~~b. A request for appeal shall be made in writing and filed with the City Clerk no later than ten calendar days from the date of the invoice specifying the costs due for the abatement.~~

~~c. Each request for hearing shall contain the address and telephone number of the person requesting the hearing and the name and/ address of any person who will be present to represent him or her.~~

~~d. Each request for hearing shall set out the basis for the appeal.~~

~~e. Failure to appeal an abatement invoice within ten days from the date of the invoice shall be a waiver of the right to contest the validity of the costs incurred in abatement of the violation. The costs will be deemed to be valid and the City may pursue collection of the costs by any lawful means, including, but not limited to, referral to a collection agency.~~

~~f. The hearing:~~

~~(1) Shall be scheduled no more than 18 calendar days after the Hearing Examiner or designee issues the Notice of Hearing. The Hearing Examiner or designee shall mail a notice giving the time, location, and date of the hearing by first class mail to person or persons to whom the notice of the costs due for the abatement was directed.~~

~~(2) Shall be held before the Hearing Examiner informally. The department and the person requesting the hearing may be represented by counsel, examine witnesses, and present evidence.~~

~~(3) The Hearing Examiner may uphold the amount billed for the cost of abatement, reduce the amount billed, or waive the costs. Costs shall be collected by any lawful means, including, but not limited to, referral to a collection agency.~~

~~g. The determination of the Hearing Examiner is the final administrative decision and may be appealed to a court of competent jurisdiction within 21 calendar days of its issuance.~~

~~9. Emergency Abatement.~~

~~In certain instances, such as an unanticipated and imminent threat to the health, safety, or general welfare of the public or the environment which requires immediate action within a time too short to allow full compliance with the standard procedures outlined in this chapter, the City may seek emergency abatement in order to gain compliance with this title, in the discretion of the Director or designee. Using any lawful means, the City may enter unsecured property and may remove or correct a violation which is subject to abatement. If the person in control of the premises does not consent to entry, the City may seek such judicial process in Pierce County Superior Court as it deems necessary to effect the removal or correction of such condition.~~

~~10. Criminal Penalty.~~

~~In certain instances, where the aforementioned enforcement and penalty provisions outlined in this Chapter do not result in compliance or are not an appropriate means for achieving compliance, the Director and/or their authorized representative may refer the matter to the City Attorney for criminal prosecution. Upon conviction, the owner of the property upon which the violation has occurred, and/or the person in control of the property where the violation has occurred, if different, and/or the person committing the violation, if different, may be subject to a fine of up to \$1,000, or imprisonment for not more than 90 days in jail, or by both such fine and imprisonment. Upon conviction and pursuant to a prosecution motion, the court shall also order immediate action by the property owner or person in control of the property to correct the condition constituting the violation and to maintain the corrected condition in compliance with this Title. The mandatory minimum fines shall include statutory costs and assessments.~~

~~11. Additional Relief.~~

~~Nothing in this chapter shall preclude the City from seeking any other relief, as authorized in other provisions of the Tacoma Municipal Code. Enforcement of this Chapter is supplemental to all other laws adopted by the City.~~

~~12. Revocation of Permits.~~

~~Any person, firm, corporation, or other legal entity found to have violated the terms and conditions of a discretionary land use permit within the purview of the Director, Hearing Examiner, City Council, or other authorized official, pursuant to this Title, shall be subject to revocation of that permit upon failure to correct the violation. Permits found to have been authorized based on a misrepresentation of the facts that the permit authorization was based upon shall also be subject to revocation. Should a discretionary land use permit be revoked, the use rights attached to the site and/or structure in question shall revert to uses permitted outright in the underlying zoning district, subject to all development standards contained therein. Revocation of a permit does not preclude the assessment of penalties outlined in Section 13.05.150.C, above. Appeals of the revocation order shall be in accordance with Section 13.05.100.~~

Exhibit D: Pedestrian Streets

13.06.010 General Provisions

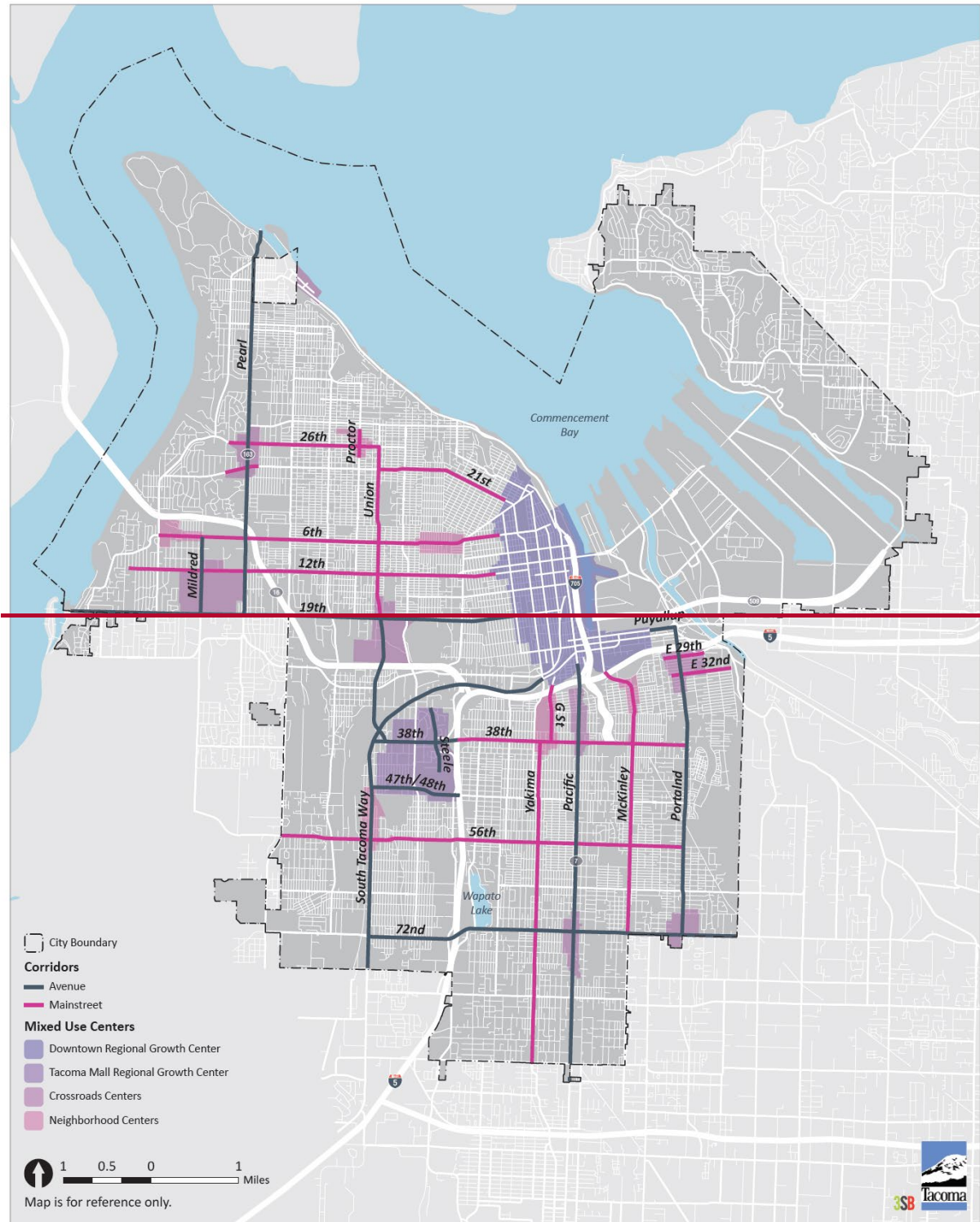
D. Pedestrian streets designated.

1. Pedestrian streets designated.

Figure 7 of the Comprehensive Plan Urban Form Chapter designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as “Pedestrian Streets.” The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

Pedestrian Streets		
Street	From	To
6 th Avenue	North Jackson	South L Street
South 12th Street	South Loeust Lane Jackson Avenue	South Cushman Ave
19 th Street	91 st Avenue West	Downtown Regional Growth Center
North 21 st Street	North Vassault Proctor Street	North Highland Steele Street
North 26th Street	North Vassault Street	North Union Avenue
East 29 th	Crossroads Mixed Use Center	East T Street
East 32 nd	East N Street	East Grandview Avenue
South 38 th Street	South Tacoma Way	East Portland Avenue
South 47 th /48 th Street	South Tacoma Way	Interstate 5
South 56 th Street	South Orchard Street	East Portland Avenue
East 72 nd Avenue	South Tacoma Way	City Limits
South G Street/Delin Street	Downtown Regional Growth Center	South 38 th Street
North I Street	North Steele Street	North 3 rd Street
McKinley Avenue	Wiley Avenue	East 72 nd Street
North Mildred Street	North 9 th Street	South 19 th Street
Pacific Avenue	South 27 th Street	99 th Street South
North Pearl Street	North Terminus of Pearl Street	South 19 th Street
North Proctor Street	North 28th-24th Street	North 24th-21st Street
East Portland Avenue	Puyallup Avenue	East 72 nd Street
Puyallup Avenue	East L Street	East Portland Avenue
South Tacoma Way	Thompson Avenue	City Limits
South Thompson/Yakima Avenue Corridor (S Thompson Avenue from S 39th St to S 46th St, Thompson-Yakima transition from S 46th St to S 48th St, S Yakima Ave from S 48th St to city limits)	South 39th Street	City Limits
North Union Avenue	North 26th-21st Street	South 38 th Street

Comprehensive Plan Figure 7



[\[Updated Figure to be added at time of One Tacoma Comprehensive Plan update adoption\]](#)

2. Downtown primary streets designated.

Within the Downtown, the “primary pedestrian streets” are considered key streets in the intended development and utilization of the area due to pedestrian use, traffic volumes, transit connections, and/or visibility. The streetscape and adjacent development on these streets should be designed to support pedestrian activity throughout the day. They are designated for use with certain provisions in the Downtown zoning regulations, including setbacks and design requirements. Within the Downtown, the primary pedestrian streets are:

- a. Pacific Avenue between S. 7th and S. ~~25th~~27th Streets.
- b. Broadway between S. 7th and S. 15th Streets.
- c. Commerce Street between S. 7th and S. 15th Streets.
- d. “A” Street between S. 7th and S. 12th Streets.
- e. Tacoma Avenue between S. 7th and S. 15th Streets.
- f. South Jefferson between South 21st Street and South 25th Street.
- g. South 25th Street between I-705 and South Fawcett Avenue.
- h. South ‘C’ Street.
- i. Puyallup Avenue.
- j. East 25th Street.
- k. East 26th Street.
- l. East ‘D’ Street.

3. Tacoma Mall Regional Growth Center.

The following pedestrian streets are considered key streets in the development and utilization of Tacoma’s mixed-use centers, due to pedestrian use, traffic volumes, transit connections, and/or visibility. They are designated for use with certain provisions in the mixed-use zoning regulations, including use restrictions and design requirements, such as increased transparency, weather protection and street furniture standards. In some centers, these “pedestrian streets” and/or portions thereof are further designated as “core pedestrian streets” for use with certain additional provisions. The “core pedestrian streets” are a subset of the “pedestrian streets,” and thus, those provisions that apply to designated “pedestrian streets” also apply to designated “core pedestrian streets.”

In centers where multiple streets are designated, one street is designated the Primary Pedestrian Street. This is used when applying certain provisions, such as the maximum setback requirements for projects that abut more than one pedestrian street. Primary Pedestrian Streets are denoted with an asterisk*.

<u>Mixed-Use Center</u>	<u>Designated Pedestrian Streets</u> <u>(All portions of the streets within Mixed-Use Centers, unless otherwise noted.)</u>	<u>Designated Core Pedestrian Streets</u> <u>(All portions of the streets within Mixed-Use Centers, unless otherwise noted)</u>

Tacoma Mall Neighborhood Regional Growth Center	South 35th Street between Pine Street and Sprague Avenue; South 36th/South California Streets between Lawrence and Steele Streets; South 38th Street between South Tacoma Way and South Lawrence Street; South 45th Street/future Loop Road between South Lawrence and South Steele Streets; South 47th/48th Street; South Lawrence Street between South 36th and South 45th Streets; South Pine Street between South Tacoma Way and South 47th/48th Streets	South 38th Street between South Lawrence and South Steele Streets*; South Steele Street*
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4. Mixed-Use Centers.

The following pedestrian streets are considered key streets in the development and utilization of Tacoma’s mixed-use centers, due to pedestrian use, traffic volumes, transit connections, and/or visibility. They are designated for use with certain provisions in the mixed-use zoning regulations, including use restrictions and design requirements, such as increased transparency, weather protection and street furniture standards. In some centers, these “pedestrian streets” and/or portions thereof are further designated as “core pedestrian streets” for use with certain additional provisions. The “core pedestrian streets” are a subset of the “pedestrian streets,” and thus, those provisions that apply to designated “pedestrian streets” also apply to designated “core pedestrian streets.”

In centers where multiple streets are designated, one street is designated the Primary Pedestrian Street. This is used when applying certain provisions, such as the maximum setback requirements for projects that abut more than one pedestrian street. Primary Pedestrian Streets are denoted with an asterisk*.

Mixed-Use Center	Designated Pedestrian Streets (All portions of the streets within Mixed-Use Centers, unless otherwise noted.)	Designated Core Pedestrian Streets (All portions of the streets within Mixed-Use Centers, unless otherwise noted)
6 th Avenue Neighborhood Center	6 th Avenue	6 th Avenue
Narrows Neighborhood Center	6 th Avenue	6 th Avenue
McKinley Neighborhood Center	McKinley Avenue from Wright Avenue to East 39 th Street*	McKinley Avenue from Wright Avenue to East 36 th Street

Lower Portland Crossroads Center	Portland Avenue*, East 32 nd Street, East 29 th Street	Portland Avenue
Proctor Neighborhood Center	North 26 th Street; North Proctor Street*	North 26 th Street; North Proctor Street
Stadium District – Downtown Regional Growth Center (DRGC)	Division Avenue from North 2 nd Street to Tacoma Avenue; Tacoma Avenue*; North 1 st Street; North I Street	Division Avenue from North 2 nd Street to Tacoma Avenue; Tacoma Avenue; North 1 st Street
Hilltop Neighborhood – Downtown Regional Growth Center (DRGC)	Martin Luther King Jr. Way*; South 11 th Street; Earnest S. Brazill Street; 6 th Avenue, South 19 th Street	Martin Luther King Jr. Way from South 9 th to South 15 th , South 11 th Street; Earnest S. Brazill Street
Lincoln Neighborhood Center	South 38 th Street*; Yakima South Thompson Avenue from South 37 th Street to South 39 th Street; and South G Street south of 36 th Street	South 38 th Street
Lower Pacific Crossroads Center	Pacific Avenue	Pacific Avenue
South Tacoma Way	South Tacoma Way*; South 56 th Street	South Tacoma Way
Upper Portland Crossroads Center	East 72 nd Street*; Portland Avenue	East 72 nd Street, Portland Avenue
Upper Pacific Crossroads Center	South 72 nd Street; Pacific Avenue*	Pacific Avenue
Tacoma Central Crossroads Center	Union Avenue*; South 19 th Street between South Lawrence Street and South Union Avenue	Union Avenue south of South 18 th Street; South 19 th Street between South Lawrence Street and South Union Avenue
James Center Crossroads Center	Mildred Street*; South 19 th Street	Mildred Street south of South 12 th Street; South 19 th Street
Westgate Crossroads Center	Pearl Street*; North 26 th Street	Pearl Street

Exhibit E: Tacoma Mall RGC Residential Uses

13.06.040 Mixed-Use Center Districts.

E. District use restrictions.

1. Use requirements.

The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section are prohibited, unless permitted via Section 13.05.080.

2. Use table abbreviations.

P	=	Permitted use in this district.
CU	=	Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.05.010.A.
TU	=	Temporary use consistent with Section 13.06.080.P.
N	=	Prohibited use in this district.

3. District use table – Mixed-Use Center Districts (13.06.040).

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations (see footnotes 3, 4, and 5 , and 6 at bottom of table)
Agriculture and Natural Resources									
Agricultural uses	N	N	N	N	N	N	N	N	
Mining and quarrying	N	N	N	N	N	N	N	N	
Urban horticulture	N	N	N	N	P	N	N	N	
Residential Uses									
Dwelling Types									
Dwelling, accessory (ADU)	P	P	P	P	P	P	P	P	Prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). See Section 13.06.080.A for specific Accessory Dwelling Unit (ADU) Standards. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial-only area of the UCX District.
Dwelling, single-family detached	P	P	P	P	P	P	P	P	Prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial-only area of the UCX District. Subject to additional requirements pertaining to accessory building standards as contained in Section 13.06.020.G.
Dwelling, two-family	P	P	P	P	P	P	P	CU	Prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial-only area of the UCX District. Subject to additional requirements pertaining to accessory building standards as contained in Section 13.06.020.G.
Dwelling, three-family	P	P	P	P	P	P	P	CU	Prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial-only area of the UCX District. Subject to additional requirements pertaining to accessory building standards as contained in Section 13.06.020.G.

Uses		NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations (see footnotes 3, 4, and 5, and 6 at bottom of table)
	Dwelling, multiple-family	P	P	P	P	P	P	P	N	In NCX, CCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). In the NRX District, multiple-family dwellings lawfully in existence on August 31, 2009, the time of reclassification to this district, shall be considered permitted uses; said multiple-family dwellings may continue and may be changed, repaired, replaced or otherwise modified, provided, however that the use may not be expanded beyond property boundaries owned, leased, or operated as a multiple-family dwelling at the time of reclassification to this district. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
	Dwelling, townhouse	P	P	P	P	P	P	P	CU	In NCX, CCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
Other Residential										
	Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.080.N. See definition for bed limit. Prohibited at street level along designated pedestrian streets in NCX.2 Not subject to minimum densities. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
	Day care, family	P	P	P	P	N	P	P	P	
	Emergency and transitional housing	CU	P	P	CU	N	CU	CU	CU	See Section 13.06.080.N. In NCX, CCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
	Foster home	P	P	P	P	P	P	P	P	In NCX, CCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
	Group housing	P	P	P	P	P	P	P	P	In NCX, CCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations (see footnotes 3, 4, and 5, and 6 at bottom of table)
Home occupation	P	P	P	P	P	P	P	P	Home occupations shall be allowed in all X-Districts pursuant to the standards found in Section 13.06.080.G.
Live/Work	P	P	P	P	P	P	P	P	Projects incorporating live/work in new construction shall contain no more than 20 live/work units. Subject to additional requirements contained in Section 13.06.080.I. Prohibited where Residential uses are not permitted within the Tacoma Mall Neighborhood RGC . in Commercial only area of the UCX District.
Mobile home/ trailer court	N	N	N	N	N	N	N	N	
Short-term rental (1-2 guest rooms)	P	P	P	P	P	P	P	P	Prohibited at street level along frontage of designated core pedestrian streets in NCX, CCX, UCX, CIX, and HMX Districts (see table footnote 2). Subject to additional requirements contained in Section 13.06.80.M and 13.06.080.A. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
Short-term rental (3-9 guest rooms)	P	P	P	CU	P	P	P	CU	Prohibited at street level along frontage of designated core pedestrian streets in NCX, CCX, UCX, CIX and HMX Districts (see table footnote 2). Subject to additional requirements contained in Section 13.06.13.06.080.M and 13.06.080.A. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
Short-term rental (entire dwelling)	P	P	P	P	P	P	P	P	Prohibited at street level along frontage of designated core pedestrian streets in NCX, CCX, UCX, CIX, and HMX Districts (see table footnote 2). Subject to additional requirements contained in Section 13.06.13.06.080.M and 13.06.080.A. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
Staffed residential home	P	P	P	P	P	P	P	P	See Section 13.06.080.N. See definition for bed limit. Prohibited at street level along designated core pedestrian streets in NCX, CCX, UCX, CIX, and HMX Districts (see table footnote 2). Not subject to minimum densities. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.

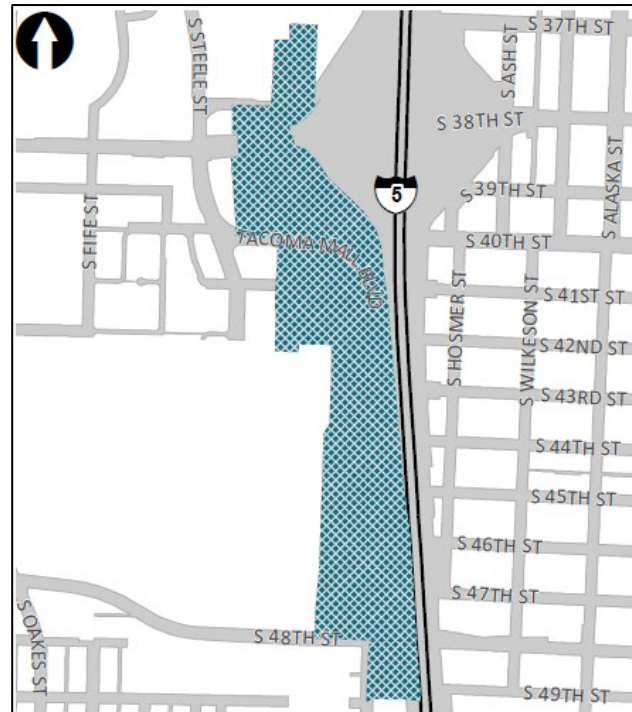
Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations (see footnotes 3, 4, and 5, and 6 at bottom of table)
Student housing	P	P	P	P	P	P	P	N	Prohibited at street level along frontage of designated core pedestrian streets in NCX, CCX, UCX, CIX, and HMX Districts (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
Retirement home	P	P	P	P	P	P	P	P	See Section 13.06.080.N. In NCX,CCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
Medical and Health Services									
Continuing care retirement community	P	P	P	P	P	P	P	P	See Section 13.06.080.N. Prohibited at street level along frontage of designated core pedestrian streets in UCX, CIX, CCX, HMX, and NCX (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
Detoxification center	N	N	N	N	CU	CU	N	N	
Extended care facility	P	P	P	P	P	P	P	P	See Section 13.06.080.N. Prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
Hospital	N	CU	CU	N	P	P	N	N	
Intermediate care facility	P	P	P	P	P	P	P	P	See Section 13.06.080.N. In NCX, CCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.
Residential care facility for youth	P	P	P	P	P	P	P	P	See Section 13.06.080.N. See definition for bed limit. In NCX,CCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Not subject to minimum densities. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial only area of the UCX District.

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations (see footnotes 3, 4, and 5 , and 6 at bottom of table)
Residential chemical dependency treatment facility	P	P	P	P	P	P	P	P	See Section 13.06.080.N. In CCX, NCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial-only area of the UCX District.
Community and Civic Facilities									
Assembly facility	P	P	P	CU	P	N	N	N	Prohibited at street level along designated pedestrian streets in NCX (see table footnote 2).
Cemetery/Internment services	N	N	N	N	N	N	N	N	New facilities are not permitted. Enlargement of facilities in existence prior to the effective date of this provision (May 27, 1975) may be approved in any zoning district subject to a conditional use permit.
Confidential shelter	P	P	P	P	P	P	P	P	See Section 13.06.080.N. Prohibited at street level along frontage of designated core pedestrian streets in UCX, CIX, CCX, HMX, and NCX. ² Not subject to minimum densities. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial-only area of the UCX District.
Correctional facility	N	N	N	N	N	N	N	N	
Cultural institution	P	P	P	N	P	N	N	N	
Detention facility	N	N	N	N	N	N	N	N	
Juvenile community facility	P	P	P	P/CU	P	N	P/CU	CU	In NCX, CCX, UCX, CIX, and HMX Districts, prohibited at street level along frontage of designated core pedestrian streets (see table footnote 2). See Section 13.06.080.H for additional information about size limitations and permitting requirements. Prohibited within the area indicated in Figure 4 in Section 13.06.040.J.6. in Commercial-only area of the UCX District.
Parks, recreation and open space	P	P	P	P	P	P	P	P	Not subject to RCX residential requirement (see table footnote 1). Subject to the requirements of Section 13.06.080.L.
Public service facilities	P	P	P	P	P	P	P	CU	In the NRX District, unless the specific use is otherwise allowed outright, public service facilities are permitted only upon issuance of a conditional use permit. Not subject to RCX residential requirement (see table footnote 1).
Religious assembly	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement (see table footnote 1).
School, public or private	P	P	P	P	P	P	P	CU	Not subject to RCX residential requirement (see table footnote 2).
Work release center	N	N	CU	N	CU	N	N	N	Permitted with no more than 15 residents in the UCX and no more than 25 residents in the CIX, subject to a Conditional Use Permit and the development regulations found in Section 13.06.080.R.

Uses	NCX	CCX	UCX	RCX ¹	CIX	HMX	URX	NRX	Additional Regulations (see footnotes 3, 4, and 5 , and 6 at bottom of table)
Footnotes:									
<p>1. 1. The floor area of any development in RCX must be at least 75 percent residential, unless otherwise noted.</p> <p>2. For uses that are restricted from locating at street-level along designated pedestrian or core pedestrian streets, the following limited exception is provided. Entrances, lobbies, management offices, and similar common facilities that provide access to and service a restricted use that is located above and/or behind street-level uses shall be allowed, as long as they occupy no more than 50-percent or 75 feet, whichever is less, of the site's street-level frontage on the designated pedestrian or core pedestrian street. See Section 13.06.010.D. for the list of designated pedestrian and core pedestrian streets.</p> <p>3. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit.</p> <p>4. Commercial shipping containers shall not be an allowed type of accessory building in any mixed-use zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.080.P.</p> <p>5. Additional restrictions on the location of parking in mixed-use zoning districts are contained in the parking regulations – see Section 13.06.090.C.</p> <p>6. See Figure 4: Tacoma Mall Neighborhood RGC – No Residential Uses in Section 13.06.040.J.6.</p>									

6. Residential uses prohibited.

Figure 4: Tacoma Mall Neighborhood RGC – No Residential Uses





City of Tacoma
Planning and Development Services

January 27, 2025

Elma Borbe, Senior Environmental Planner
Sound Transit
401 S Jackson Street
Seattle, WA 98104

Dear Ms. Borbe:

The City of Tacoma Planning and Transportation Commissions appreciate the opportunity to provide feedback on the Tacoma Dome Link Extension (TDLE) Draft Environmental Impact Statement (DEIS) during the public comment period. Our joint comments, informed by a review session with City and Sound Transit staff on January 15, 2025, aim to identify key considerations, areas of support and concern, and essential mitigations for development of the Final Environmental Impact Statement (FEIS).

As established by the Tacoma Municipal Code, our Commissions are responsible for ensuring early and continuous public participation in the development and implementation of the Comprehensive Plan. Additionally, we are guided by the Revised Code of Washington 36.70A (The Growth Management Act), which directs us to protect the health, welfare, safety, and quality of life of city residents. We commend Sound Transit's commitment to expanding light rail service and recognize its importance for sustainable transportation, economic vitality, and equitable access.

Notably, Tacoma has historically received a lower level of transit service compared to other PSRC Metropolitan Cities within the Sound Transit District. The TDLE project presents an opportunity to address this disparity and promote transit equity by providing high-quality, reliable, and accessible transportation options to our community. By prioritizing transit equity, we can help ensure that all residents, regardless of income or zip code, have access to the same opportunities and resources.

We are mindful of the project's delayed delivery schedule and the need to coordinate with other nearby projects that may have conflicting construction windows. Our review focuses on ensuring the project aligns with Tacoma's Comprehensive Plan, supports future permitting activities, prioritizes user safety, and maximizes community benefits. We will highlight issues that require mitigation, particularly around the two Tacoma station locations, and emphasize workable design trade-offs that can benefit both the City and Sound Transit.

By addressing our concerns and incorporating our recommendations into the Final EIS, we believe that Sound Transit can bolster public support for the project, build trust with the community, and ultimately ensure its timely completion. This is critical, as delays and controversy can erode public confidence and undermine the project's long-term success. We are committed to working collaboratively with Sound Transit to identify solutions that balance the needs of all stakeholders and advance this vital transportation project. To that end, we believe project flexibility is essential to meet the needs of the Tacoma community and is not out of scale with project requests from other jurisdictions in the Sound Transit District.

Prior Recommendations

The comments presented in this letter supersede any previous feedback provided by the Tacoma Planning and Transportation Commissions during project scoping, as they reflect our current evaluation and consideration of the most up-to-date information from the DEIS.

We reiterate and reaffirm our prior recommendations that remain relevant, including:

- Respect for the Puyallup Tribe's Treaty rights and prior agreements
- Grade separation of a station over Portland Avenue to ensure pedestrian safety
- Minimizing visual impacts of stations and track alignment in the Dome District
- Supporting transit-oriented development
- Accommodating future extension to South Downtown and Tacoma Mall
- Mitigating potential development impacts in the Dome District
- Enhancing pedestrian access south of I-5 and increasing connectivity to Tacoma's East Side, including pedestrian bridges
- Addressing concerns related to increased local traffic and constrained parking capacity at stations within Tacoma

Conversely, we withdraw our previous recommendations regarding preferred alternatives, full grade separation of the alignment, cut-and-cover tunneling, and station placement in the right of way, as these are no longer applicable or relevant based on our current understanding of the project.

Joint Commission TDLE DEIS Findings

TDLE-DEIS-1 Support for an Integrated Transit Hub

The Commissioners strongly support the development of an integrated transit hub at Tacoma Dome, where T-Line, 1-Line, Sounder, and Amtrak services can be co-located with boarding platforms along the same elevation. This design prioritizes seamless transfers between modes of transportation, enhancing the overall passenger experience and improving accessibility. To maximize the benefits of this hub, we recommend nearby access to ST Express and local buses, preferably through on-street connections that preserve land area for affordable housing and transit-oriented development. While we do not endorse a specific station alternative at this time, any future developments should prioritize these outcomes.

TDLE-DEIS-2 Concern about Historic Significance/Prior Public Investments

The potential demolition of Freighthouse Square (FHS) under the Close to Sounder DEIS alternative raises significant concerns due to its historical importance as part of the historic Milwaukee Road. Despite not being formally designated as a protected historic building, FHS holds cultural and historical significance for the community, and its loss would be detrimental to the city's heritage. Furthermore, the recently constructed Amtrak Station and Sounder Station are also at risk of disruption or demolition, which could result in prolonged service interruptions and undermine prior public investments.

To address these concerns, we recommend that Sound Transit prioritize preservation of FHS, the Amtrak Station, and Sounder Station, while minimizing disruptions to Amtrak and Sounder services. We request that Sound Transit collaborate with the Tacoma Landmarks Preservation Commission and Tacoma Public Library to gather additional documentation of the historical resources of Freighthouse Square structures in the EIS, ensuring that the cultural and historical significance of these assets are properly considered in the decision-making process.

TDLE-DEIS-3 Concern about Business Impacts

The proposed station alternatives in the DEIS may affect businesses in the Dome District, particularly if Freighthouse Square (FHS) is demolished. The Close to Sounder alternative would impact 43 businesses, and construction of elevated stations on E 25th/26th St could result in street closures, potentially lasting up to three years. However, Tacoma's Comprehensive Plan (One Tacoma Plan, p. 86) supports the concept of exclusive transit corridors at-grade with a 10%+ travel time advantage, which could be achieved through a transit-only operation at street level along E 25th St. This approach could potentially create a vibrant and pedestrian-friendly transit promenade. We recommend that Sound Transit evaluate the benefits and drawbacks of an integrated transit hub that preserves FHS, including its potential effects on project costs, and consider at-grade station configurations with options for tail tracks.

TDLE-DEIS-4 Concern about Urban Design and Complete Streets

The DEIS presentation highlights the significant visual impacts and "tunnel effect" associated with elevated guideway and station options on E 25th/26th St, which would compromise the Dome District's urban center character and cohesion. This conflicts with the City's Complete Streets standards, South Downtown Subarea Plan vision, and community expectations for a safe and vibrant pedestrian environment. The resulting negative impact on pedestrian experience would hinder efforts to market the area for transit-oriented development, undermining the City's ability to attract investment and meet housing and job growth goals outlined in the South Downtown Subarea Plan.

To address these concerns, we recommend that Sound Transit incorporate the South Downtown Subarea Plan's vision and policies, as well as Tacoma's Complete Streets Guidelines, into the EIS evaluation criteria for pedestrian safety and experience. The agency should study station variations without elevated guideways in the Dome District and consider at-grade options for project delivery at E 25th Street West and E 25th Street East. This approach would support an integrated transit hub with reduced visual impacts and offer an opportunity to create an architectural gateway for Tacoma, marking the southern terminus of light rail. By referencing agency records of prior excavation work along E 25th Street, Sound Transit can better inform the potential likelihood of encountering cultural impacts near station locations and develop strategies to mitigate them.

TDLE-DEIS-5 Support for Coordinated Rail Infrastructure Development

The Commissions consider the integration of TCC Link and reliability improvements to be essential components of the Tacoma Dome Link Extension (TDLE) project, critical to ensuring seamless connectivity and maximizing the benefits of the regional transit system in a regional growth center. A coordinated approach that synchronizes the development of TDLE with complementary projects is not only desirable, but necessary to guarantee reliable, efficient, and uninterrupted access to TDLE from the Central Business District, and to minimize the risks of service disruptions, redundant construction efforts, and diminished passenger experience. However, the DEIS has opportunities for improvement in its data collection and analysis that need to be addressed. Specifically, Appendix G: Present and Reasonably Foreseeable Actions does not account for all nearby programmed ST3 projects, including the TCC Link project. Furthermore, Appendix J1 of the DEIS (p. 681) assumes that Tacoma Link (T-Line) will carry the greatest share of travelers to and from TDLE by transit mode, but also assumes track improvements that remove frequency constraints, which are not currently supportable with existing single-track limitations (see Tacoma Link Extension to Tacoma Community College, https://www.soundtransit.org/sites/default/files/LRT_TacomaLinkExtensiontoTCC.pdf).

The Commission is concerned that the lack of coordination between TDLE and T-Line projects may result in significant and avoidable impacts to TDLE access, compounding other construction impacts on passengers, residents, and business owners. Additionally, as both projects are expected to apply for Federal Transit Administration (FTA) grant funding, there is a risk that FTA may not provide funding to support redundant construction efforts.

The DEIS outlines station access planning within a one-half mile radius, covering modes like bicycles, pedestrians, and buses, but omits voter-approved, funded, and programmed T-Line enhancements. Due to unforeseen project delays, the development and construction schedules of T-Line and TDLE may be at risk of overlapping, potentially impacting light rail service in the Tacoma CBD for up to three years. To mitigate these impacts, Sound Transit should coordinate work to minimize disruptions and ensure uninterrupted access to both lines from 2035 onwards.

To achieve this, we recommend that Sound Transit assess potential grant funding constraints and construction conflicts associated with building ST3 light rail projects (TDLE and TCC Link) in close proximity and succession. By integrating select T-Line track improvements into the TDLE project (e.g. double tracking, couplet or crossover tracks), Sound Transit can prioritize enhanced TDLE station access, connecting Tacoma to the regional transit system, and improve the passenger experience for the most riders. If temporary closures are necessary, the downtime should be leveraged to improve T-Line capacity and frequency between the Tacoma Dome and Tacoma CBD to approach or match the anticipated service frequencies of TDLE.

TDLE-DEIS-6 Concern about reliance on surface parking, uncommitted resources for TDLE Access

The DEIS assumes that 55% of the 2,450 parking stalls at Tacoma Dome Station will be used by TDLE riders, leaving a significant deficit (Appendix J1, p. 678). This concern is exacerbated by PSRC growth allocations, which imply increased demand for this limited mode of access. The Planning Commission previously raised this issue during scoping in 2019, noting that it could lead to limited access and ridership, increased circling and cruising for parking spots, and decreased quality of life for nearby residents. Furthermore, relying on private surface parking for overflow high-capacity transit access is not a forward-thinking or sustainable strategy, contradicting the City's vision for the Dome District.

The DEIS's assumption that Pierce Transit will increase levels of service and routing is uncertain, given the agency's inability to secure new funding streams from voters in over two decades. Despite aspirational planning documents, no revenue measure has been proposed to voters, and service remains below 2008 levels. While the Commissions are hopeful that resources may become available, it is essential that Sound Transit's EIS process for TDLE relies on relevant facts and statutory obligations.

The provision of a large off-street bus layover facility in some design options could interfere with TCC Link Extension operations and encumber areas zoned for affordable housing and dense transit-oriented development. This could result in fewer benefits for underserved residents and a degraded environment, contradicting PSRC's guidance on transit-oriented communities, VISION 2050, city policy on equity and antiracism, and state statutory requirements to minimize greenhouse gas emissions from transportation.

To address these deficiencies, Sound Transit must ensure that station access strategies in urban areas like Tacoma Dome are scalable, emphasize climate action, and meet demand on opening day without relying on uncommitted partner transit resources or private satellite parking lots. The current DEIS falls short of this standard, failing to demonstrate adequate station access provision consistent with Tacoma's Comprehensive Plan, Climate Action Plan, and Pierce Transit's fiscal constraints.

To correct these deficiencies, Sound Transit should:

1. **Develop a high-level conceptual plan** for restructuring ST Express bus service to support access and mobility in Pierce County, particularly connecting Regional Growth Centers like Tacoma Mall and the Tacoma CBD, which has distinct geography from Tacoma Dome.

- 2. **Remove projected increases in Pierce Transit service** from DEIS station access assumptions, as these are unfunded and unreliable, and identify supplemental ST3-funded HCT investments to offset diminished transit passenger capacity for station access while minimizing greenhouse gas emissions.
- 3. Eliminate assumptions about private satellite surface parking lots for station access for high-capacity transit.
- 4. **Continue studying alternative bus infrastructure** compatible with operations for at-grade light rail stations on E 25th Street.
- 5. **Conduct a thorough analysis in the TDLE FEIS** on how to maximize utilization of T-Line and ST3-funded resources to support robust passenger access to TDLE by 2035.

Conclusion

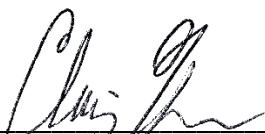
Since analysis was initially conducted in parts of the DEIS in 2019/2020, several new developments have occurred that may have bearing on the project, such as SR-167 and spuyaləpabš trail alignment identified by WSDOT. These considerations should be factored into the project design, particularly in terms of future TDLE station access.

As we have outlined in this letter, there are several key concerns that must be addressed to ensure the Tacoma Dome Link Extension delivers lasting benefits for Tacoma and the entire region while avoiding and mitigating potential negative impacts. These include the reliance on surface parking, uncommitted resources for TDLE access, and the need for scalable and climate-action-oriented station access strategies.


By addressing these recommendations in the Final Environmental Impact Statement, Sound Transit can ensure that the TDLE project enhances regional connectivity, reduces congestion, and supports economic growth while prioritizing community needs and environmental sustainability. We urge the Sound Transit Board of Directors to prioritize these concerns and work closely with City of Tacoma staff to develop a mutually beneficial project design that incorporates the issues raised in this letter.

We encourage City of Tacoma staff and decision-makers to collaborate with Sound Transit to address the concerns outlined in this letter, ensuring that the final project design reflects the needs and priorities of local residents, businesses, and stakeholders. Ongoing community engagement and outreach will be crucial throughout the project's development to ensure that the TDLE project is a success for everyone involved.

Respectfully,



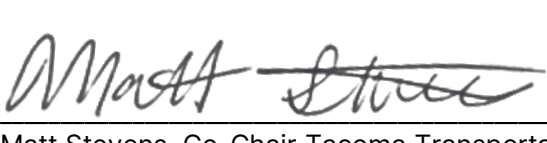
 Chris Karnes, Chair Tacoma Planning Commission



 Anthony Steele, Vice-Chair Tacoma Planning Commission



 Bruce Morris, Co-Chair Tacoma Transportation Commission



 Matt Stevens, Co-Chair Tacoma Transportation Commission

cc. Pierce County Executive Ryan Mello
Tacoma City Councilmember Kristina Walker
Fife Mayor Kim Roscoe
Puyallup Mayor Jim Kastama
Sound Transit Board of Directors
Sound Transit CEO Goran Sparrman
Tacoma Mayor Victoria Woodards
Tacoma Deputy Mayor Kiara Daniels
Tacoma City Manager Elizabeth Pauli
Tacoma Deputy City Manager Kurtis Kingsolver
Tacoma City Attorney Chris Bacha
Tacoma Director of Planning and Development Services Peter Huffman
Tacoma Director of Public Works Ramiro Chavez
Tacoma Planning Manager Brian Boudet
Sound Transit Executive Director Government & Community Relations Andrew Austin