



AGENDA

MEETING: Regular Meeting (Hybrid)
DATE/TIME: Wednesday, March 19, 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

There are no meeting minutes to approve.

D. Public Comments

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

- Written comments on Discussion Item F1 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.
- Comments are not accepted for Discussion Items F2 & F3, as they are the subject of recent public hearings.

E. Disclosure of Contacts and Recusals

F. Discussion Items

1. Tideflats Subarea Plan and EIS

- Description: Receive an overview of the Tideflats Subarea Planning process, the Steering Committee Draft Plan, and the next steps and process for Plan adoption and implementation.
- Action: Informational.



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

¿Necesitas información en español? Cần thông tin bằng tiếng Việt? 한국어로 정보가 필요하십니까? ត្រូវការព័ត៌មានជាភាសាខ្មែរ?
Нужна информация на русском? Потрібна інформація українською мовою? Contact TacomaFIRST 311 at (253) 591-5000.

- Contact: Stephen Atkinson (SAtkinson@cityoftacoma.org)

2. One Tacoma Comprehensive Plan Update – Public Hearing Debrief

- Description: Review public testimony received through the public hearing process and consider modifications to the draft Plan.
- Action: Review and Comment.
- Contact: Stephen Atkinson (SAtkinson@cityoftacoma.org)

3. Minor Amendments to the Land Use Regulatory Code – Public Hearing Debrief

- Description: Review public testimony received through the public hearing process and consider modifications to the Minor Code Amendments.
- Action: Review and Comment.
- Contact: Carl Metz (CMetz@cityoftacoma.org)

G. Upcoming Meetings (Tentative Agendas)

- (1) Agenda for the April 2, 2025, meeting includes:
 - Tideflats Subarea Plan and EIS
 - One Tacoma Comprehensive Plan Update – Direction
 - Minor Amendments – Direction

H. Communication Items

- (1) Communications from Staff
- (2) **Planning Commission Vacancies** – The City Council is currently seeking applicants to fill three positions on the Planning Commission: the District No. 4 position, the Environmental Community position, and the Architecture, Historic Preservation and/or Urban Design position. Applicants seeking a district position must reside in that district, and those seeking other positions must also reside within the boundaries of Tacoma. The application period will end on April 15, 2025. To apply, please visit <http://www.cityoftacoma.org/CBC>.
- (3) **Status Reports by Commissioners** – Picture Pac Ave and the TOD Task Force.
- (4) **IPS Agenda** – The Infrastructure, Planning, and Sustainability Committee’s next meeting is scheduled for Wednesday, March 26, 2025, at 4:30 p.m.; the agenda (tentatively) includes presentations on permit parking-only zones. (Held at 747 Market Street, Tacoma, WA 98402, Conference Room 248 or virtually at <http://www.zoom.us/j/87829056704>, passcode 614650)

I. Adjournment



City of Tacoma
Planning and Development Services

**Agenda Item
F1**

To: Planning Commission
From: Stephen Atkinson, Principal Planner, Planning and Development Services
Subject: Tideflats Subarea Plan and EIS
Memo Date: March 13, 2025
Meeting Date: March 19, 2025

Action Requested:
Informational Briefing

Discussion:

On December 5, 2024, the Tideflats Steering Committee voted unanimously to forward a Draft Subarea Plan to the City Council and Planning Commission for adoption as part of the City's Comprehensive Plan, One Tacoma. The recommendation was the culmination of 7 years of work and dedication by the partner governments, staff, the Tideflats Advisory Group, and broad community partners and involvement. The Plan represents a first-of-its-kind collaboration between the City of Tacoma, Puyallup Tribe of Indians, Port of Tacoma, Pierce County and City of Fife, based on the [Intergovernmental Work Plan](#). Following the Steering Committee recommendation, the Plan will proceed through the Planning Commission and City Council process for adoption.

On March 19, 2025, staff will provide the Planning Commission with an overview of the Tideflats Subarea Planning process, the [Steering Committee Draft Plan](#), and the next steps and process for Plan adoption and implementation.

For more information on the overall planning process, please visit www.cityoftacoma.org/tideflatsplan.

Project Summary:

The Tideflats subarea planning process is intended to create a shared long-term vision and more coordinated approach to development, environmental review, and strategic capital investments in the Tideflats. Completion of the subarea plan will support the ongoing eligibility for and prioritization of transportation funding in the regional manufacturing and industrial center.

The Tideflats is a unique environment containing shoreline, river deltas, tidal creeks, freshwater and salt marshes, naturalized creeks, and river channel corridors. With an area of over 5,000 acres of waterfront land providing vital saltwater and estuarian habitat for salmon, shellfish and other marine life, the Tideflats is an economic center that includes industrial and



manufacturing and maritime activity in a world class port and is the ancestral lands of the Puyallup Tribe of Indians.

In recognition of the regional significance of the Tideflats, the City of Tacoma, Port of Tacoma, Puyallup Tribe of Indians, City of Fife, and Pierce County have partnered to develop a Tideflats Subarea Plan for adoption by the City of Tacoma as part of the City's Comprehensive Plan.

The Plan area is based on the current Port of Tacoma Manufacturing Industrial Center (MIC) which is defined both in the Puget Sound Regional Council's VISION 2040 as well as the City of Tacoma Comprehensive Plan. However, studies and recommendations from the Plan process will likely extend beyond this Plan area, including the lands immediately adjacent to the MIC and depending on the topic under review (air and water quality, traffic impacts, freight corridors, land use transitions, economic impacts and strategies, etc.).

Prior Commission Actions:

- August 7, 2024 – Briefing on status of Steering Committee Draft Plan
- October 19, 2022 – Informational Briefing on City Council consideration of EIS Alternatives.
- August 3, 2022 – Submitted scoping comments for City Council consideration.
- May 18, 2022 – Overview of SEPA scoping process, proposed alternatives, and engagement.
- March 16, 2022 – Status update on planning progress; reviewed Work Plan.
- October 2, 2019 – Reviewed the Tideflats Subarea Planning Work Plan.
- March 4, 2020 – Provided input on the public engagement plan.

Staff Contact:

- Stephen Atkinson, Principal Planner, satkinson@cityoftacoma.org, (253) 905-4146
- Project webpage: www.cityoftacoma.org/tideflatsplan

Attachments:

- Attachment 1 – Steering Committee Letter of Recommendation
- Attachment 2 – Proposed Seaport Zoning Districts
- Attachment 3 – Proposed Future Land Use Map
- Attachment 4 – Proposed Shoreline Environment Designation
- Attachment 5 – Draft Zoning and Land Use Table Amendments
- [Attachment 6 – Draft Subarea Plan \(link\)](#)

cc. Peter Huffman, Director

TACOMA TIDEFLATS



Steering Committee

Victoria Woodards, Mayor, City of Tacoma
 Kristina Walker, Councilmember, City of Tacoma
 Bill Sterud, Chairman, Puyallup Tribe of Indians
 Annette Bryan, Councilmember, Puyallup Tribe of Indians
 Deanna Keller, Commissioner, Port of Tacoma
 Dick Marzano, Commissioner, Port of Tacoma
 Bruce Dammeier, County Executive, Pierce County
 Ryan Mello, Council Chair, Pierce County
 Kim Roscoe, Mayor, City of Fife
 Bryan Yambe, Deputy Mayor, City of Fife

City Council
 City of Tacoma
 747 Market Street, Room 345
 Tacoma, WA 98402

5 December 2024

Tacoma City Council:

It is with great excitement that we present to the City Council, and to our community, the Tideflats Subarea Plan Steering Committee recommendation for the Tideflats Subarea Plan. This Plan is the culmination of more than seven years of dedicated work by the partner governments, their elected representatives and staff, the Tideflats Advisory Group, and the many community members and organizations that have contributed their thoughtful ideas, their passion, and their expertise throughout.

The Tideflats is a unique environment, containing marine shorelines, tidal creeks, and critical saltwater, estuarine, and freshwater habitats necessary to support salmon, shellfish, and other marine life; it is home to Pierce County's Port and largest employment center, directly supporting more than 10,000 jobs, with a broad countywide and regional economic impact; it is surrounded by vibrant, urban, and residential neighborhoods, including Fife's City Center plans for a new TOD neighborhood around the Tacoma Dome Link Extension (TDLE) station, and boasts significant scenic and recreational value; and finally, the Tideflats is part of the ancestral lands of the Spuyaləpabš, or Puyallup Tribe of Indians, who have lived on the headwaters of the Puyallup River since time immemorial and continue to exercise their treaty rights to this day.

This Plan aligns closely with community interests and values by ensuring economic vitality, environmental sustainability, and efficient infrastructure development. The policies are designed to create a balanced approach to development that supports economic growth while protecting the environment and community health. Focus on preserving industrial lands supports the goals of maintaining and expanding our role as a hub for global trade and local economic activity.

This Plan integrates environmental goals that align with the community commitment to sustainability: It includes policies for habitat restoration, brownfield remediation, and the promotion of green industries. These initiatives not only enhance the environmental quality of the Tideflats but also support the community efforts to reduce its carbon footprint and transition to cleaner energy sources.

This Plan prioritizes improvements to transportation infrastructure that are vital for the Manufacturing Industrial Center’s operations. By advocating for the enhancement of freight corridors and the integration of multimodal transportation options, the plan supports efficient freight movement and reduces congestion and impacts on surrounding communities.

This Plan reflects a collaborative approach, involving multiple stakeholders, including the five governments. This inclusive process ensures that the regional perspectives and needs are considered in the planning and implementation phases. The emphasis on ongoing dialogue and coordinated problem-solving among stakeholders fosters a supportive environment for the Plan’s long-term success.

We appreciate your consideration of this years-long work as you drive toward adoption of this plan and integration into the City’s Comprehensive Plan.

Thank you,

Tideflats Subarea Plan Steering Committee

Signed by:
Victoria Woodards, Mayor
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Victoria Woodards, Mayor
City of Tacoma

Signed by:
Kristina L. Walker, Council Member
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Kristina Walker, Councilmember
City of Tacoma

Signed by:
Bill Sterud, Puyallup Tribe
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Bill Sterud, Chairman
Puyallup Tribe of Indians

Signed by:
Annette Bryan, Puyallup Tribe
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Annette Bryan, Councilmember
Puyallup Tribe of Indians

Signed by:
Deanna Keller, Port of Tacoma Commissioner
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Deanna Keller, Commissioner
Port of Tacoma

Signed by:
Dick Marzano, Port of Tacoma Commissioner
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Dick Marzano, Commissioner
Port of Tacoma

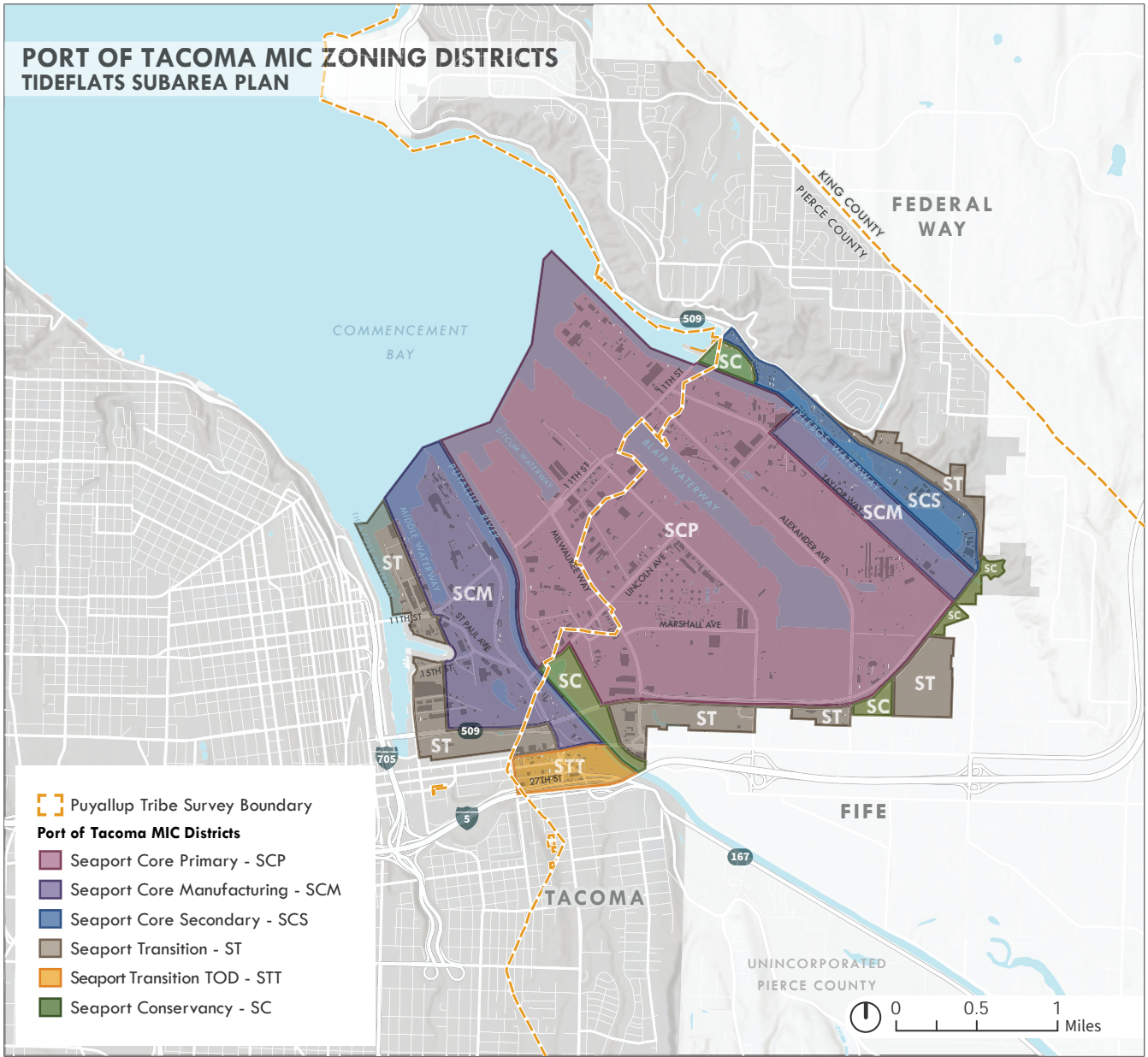
Signed by:
Bruce Dammeier, Pierce County Executive
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Bruce Dammeier, County Executive
Pierce County

Signed by:
Ryan Mello, Pierce County Council
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Ryan Mello, Council Chair
Pierce County

Signed by:
Kim Roscoe
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Kim Roscoe, Mayor
City of Fife

Signed by:
Bryan Yambe, Deputy Mayor, City of Fife
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Bryan Yambe, Deputy Mayor
City of Fife

CC: Chair Chris Karnes, and members of the Planning Commission



SCP: SEAPORT CORE PRIMARY DISTRICT

The SCP district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCP implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping. Use priorities include cargo shipping terminals, seaport-related container and industrial activity, seaport-related offices, cargo and equipment storage yards, warehousing, transportation facilities, vessel fueling operations and support facilities, and rail yards. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

SCM: SEAPORT CORE MANUFACTURING DISTRICT

The SCM district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCM implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping and distribution. Use priorities in SCM include cargo shipping terminals, seaport-related container and industrial activity, seaport-related office, cargo and equipment storage yards, warehousing, transportation facilities, vessel fueling operations and support facilities, and intermodal yards. SCM is distinguished from SCP by allowing compatible basic manufacturing of raw materials and uses which rely on the deep water berthing to transport raw materials for processing or manufacture and distribution, as well as uses involved with final assembly, processing, fabrication, and packaging. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

SCS: SEAPORT CORE SECONDARY DISTRICT

The SCS district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCS implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping and distribution. Use priorities in SCS include cargo shipping terminals, seaport-related container and industrial activity, seaport-related offices, cargo and equipment storage yards, warehousing, transportation facilities, and intermodal yards. SCS is distinguished from SCP by allowing compatible final manufacturing, research and development, limited cultural establishments related to and which may rely on or be related to the seaport. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

ST: SEAPORT TRANSITION DISTRICT

The ST district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The ST district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The ST district provides areas for light manufacturing, warehousing, and a limited mix of commercial or civic uses that are complementary and not detrimental to either existing or proposed seaport uses or neighboring commercial or residential districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Housing is allowed only for caretakers of allowed uses.

STT: SEAPORT TRANSITION TOD DISTRICT

The STT district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The STT district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The STT district provides areas for light manufacturing, warehousing, and a limited mix of commercial or civic uses that are complementary to either existing or proposed seaport uses, neighboring commercial, or residential districts and is distinguished from the ST district by allowing uses compatible with high-capacity transit located in the district such as multi-family housing. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads, but it is also understood that there will be a higher level of pedestrian and bicycle activity in the STT district.

SC: SEAPORT CONSERVANCY DISTRICT

The SC district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The SC district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Use priorities in SC are habitat preservation intending to protect the long-term function and viability of key wetland, fish and wildlife habitat, and drainage districts.



City of Tacoma

Planning and Development Services

Tideflats Subarea Plan

Amendments to the One Tacoma Comprehensive Plan

March 19, 2025

Note: These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is blue underlined and text that has been deleted is shown as ~~red strikethrough~~.

Summary of Amendments

1. Establishes three new land use designations
 - a. Seaport Core
 - b. Seaport Transition
 - c. Tideflats Manufacturing and Industrial Center
2. Replaces the current Future Land Use Map with the new designations applied within the Tideflats planning area.
3. Deletes the PMI zone from Table 3
4. Identifies the applicable zoning districts for each proposed land use designation.





Figure 2: Comprehensive Plan Future Land Use Map

Current Map: To be replaced

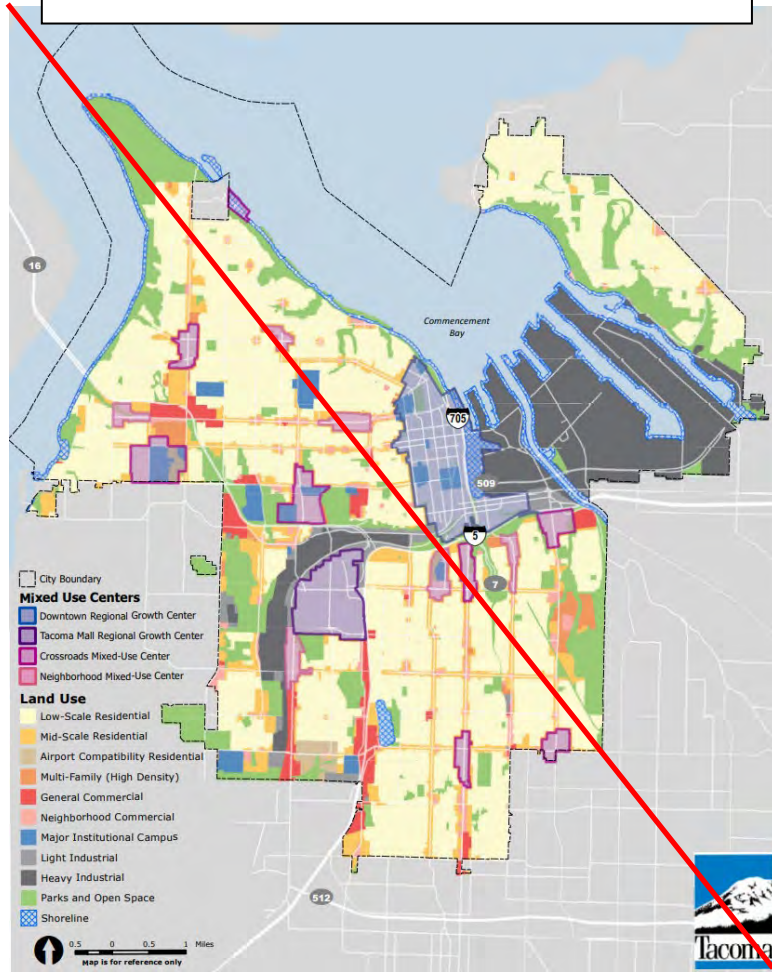
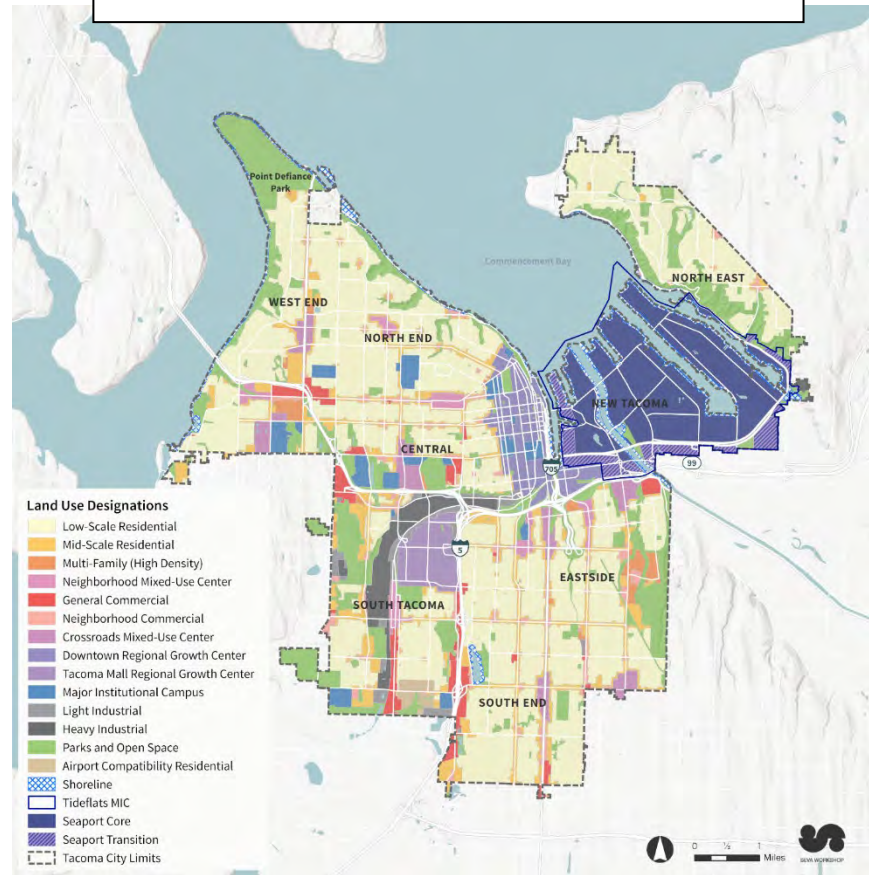


Figure 2: Comprehensive Plan Future Land Use Map

Proposed Map





City of Tacoma

Planning and Development Services

Table 3: Comprehensive Plan Future Land Use Designations and Corresponding Zoning

<p>Light Industrial</p> <p>This designation allow for a variety of industrial uses that are moderate in scale and impact, with lower noise, odors and traffic generation than heavy industrial uses. This designation may include various types of light manufacturing and warehousing and newer, clean and high-tech industries, along with commercial and some limited residential uses. These areas are often utilized as a buffer or transition between heavy industrial areas and less intensive commercial and/or residential areas.</p>	<p>M-1 Light Industrial District</p>
<p>Heavy Industrial</p> <p>This designation is characterized by higher levels of noise and odors, large-scale production, large buildings and sites, extended operating hours, and heavy truck traffic. This designation requires access to major transportation corridors, often including heavy- haul truck routes and rail facilities. Commercial and institutional uses are limited and residential uses are generally prohibited.</p>	<p>M-2 Heavy Industrial District PMI Port Maritime and Industrial District</p>
<p>Seaport Core</p> <p><u>This designation is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). The designation implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. This designation is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping. Use priorities include cargo shipping terminals, seaport-related container and industrial activity, seaport-related offices, cargo and equipment storage yards, warehousing, transportation facilities, vessel fueling operations and support facilities, and rail yards. The designation includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea’s employees. Housing is allowed only for caretakers of allowed uses</u></p>	<p><u>SCP Seaport Core Primary District</u> <u>SCM Seaport Core Manufacturing</u> <u>SCS Seaport Core Secondary</u> <u>SC Seaport Conservation</u></p>

<p><u>Seaport Transition</u> <u>This designation is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The designation is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center.</u></p>	<p><u>ST Seaport Transition</u> <u>STT Seaport Transition-TOD</u> <u>SC Seaport Conservancy</u></p>
<p><u>Tideflats Manufacturing and Industrial Center</u> <u>The manufacturing and industrial center designation is intended to preserve lands for family-wage jobs in basic industries and trade and provide areas where that employment may grow in the future. Manufacturing/industrial centers form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages.</u></p> <p><u>This designation is associated with areas that are highly active industrial areas with significant existing jobs, core industrial activity, evidence of long-term demand, and regional role. They have a legacy of industrial employment and represent important long-term industrial areas, such as a deep-water port and major manufacturing. The intent of this designation is to, at a minimum, preserve existing industrial jobs and land use and to continue to grow industrial employment.</u></p> <p><u>The designation is applied to the Tideflats Subarea, which has existing employment exceeding 10,000 jobs, capacity to accommodate up to 20,000 jobs, the presence of irreplaceable industrial infrastructure, a regionally designated role for accommodating regional industrial and manufacturing growth, where more than 50% of the existing employment is industrial, and at least 75% of the area is zoned for core industrial uses.</u></p>	<p><u>Seaport Districts</u></p>



City of Tacoma

Planning and Development Services

Tideflats Subarea Plan

Amendment to Title 19 Shoreline Master Program

March 19, 2025

Note: These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is blue underlined and text that has been deleted is shown as ~~red strikethrough~~.

Summary of Amendments

1. Establishes one new Shoreline Environment – Seaport
2. Modifies the existing Urban Conservancy designation to represent distinction between marine and freshwater conservancy areas.
3. Modifies the map for the Urban Conservancy – Freshwater to reflect the Puyallup Tribe of Indians jurisdiction over the waters of the Puyallup River.



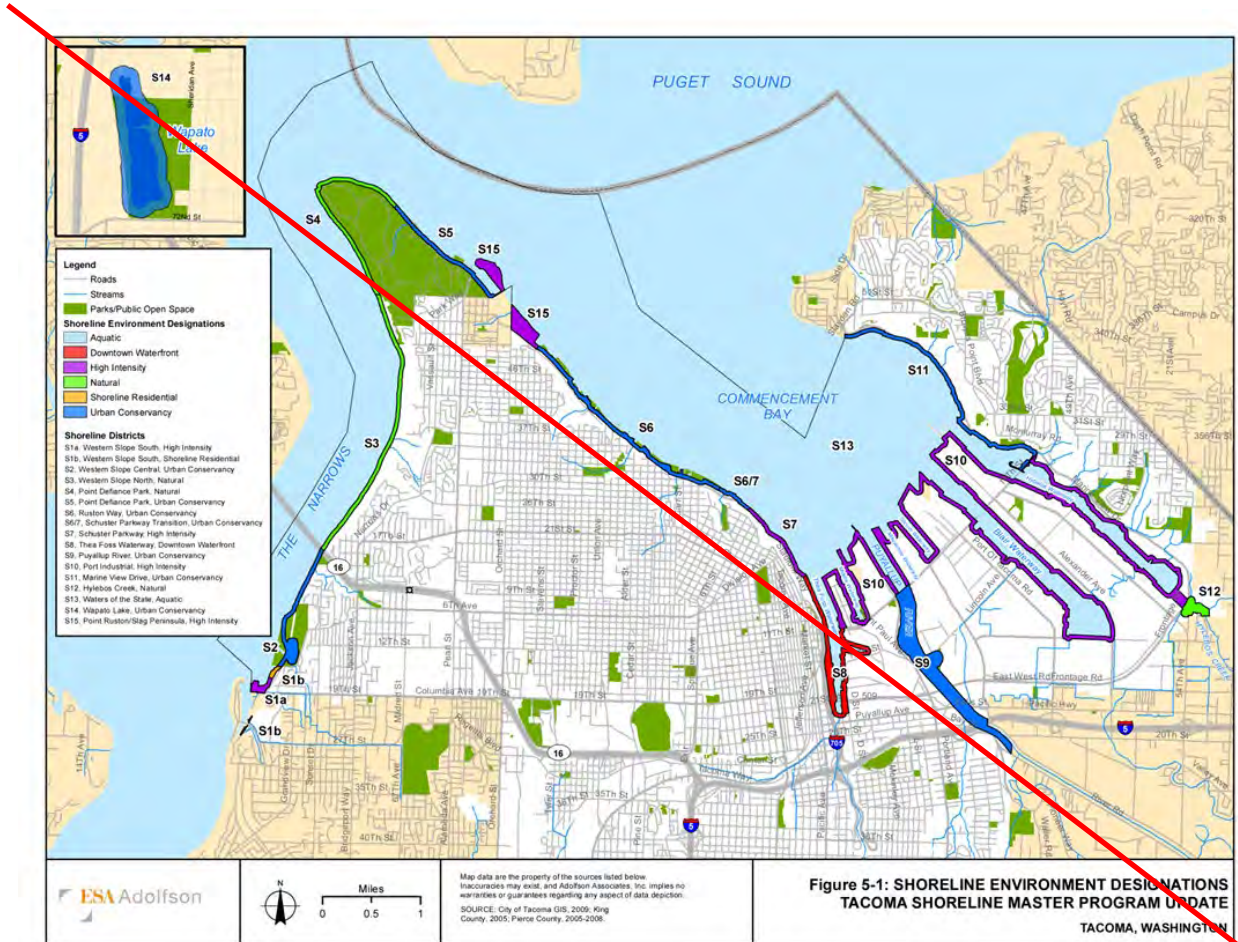


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Figure 5-1 Shoreline Environment Designations, Title 19 Shoreline Master Program

Current map proposed to be replaced.

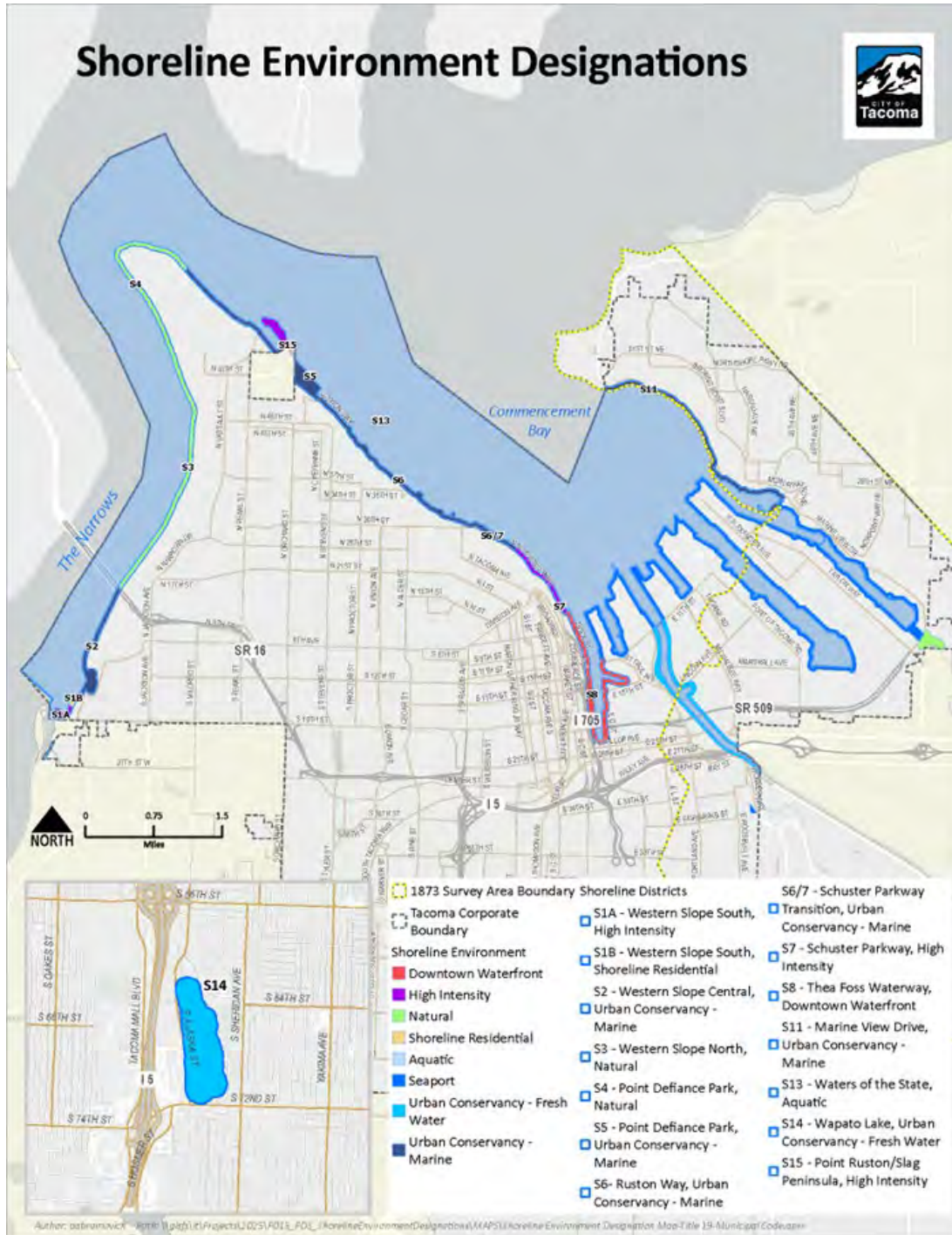




City of Tacoma

Planning and Development Services

Proposed Shoreline Environment Designations Map





City of Tacoma

Planning and Development Services

Tacoma Municipal Code

Title 13 Land Use Regulatory Code

March 19, 2025

Note: These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is blue underlined and text that has been deleted is shown as ~~red strikethrough~~.

Summary of Amendments

1. Integrates new Seaport Industrial Zoning Districts
2. Deletes the existing PMI Zoning District
3. Updates use classifications and uses that are allowed, conditional, and prohibited based on the Tideflats Subarea Plan
4. Modifies standards as denoted in the Subarea Plan to address off-site impacts
5. Modifies residential standards for the Seaport Transition – TOD District
6. Streamlines the use table by consolidating prohibited uses
7. Identifies performance standards for industrial development



13.06.060 Industrial Districts.¹

A. Applicability.

The following tables compose the land use regulations for all districts of Section 13.06.060. All portions of Section 13.06.060 apply to all new development of any land use variety, including additions and remodels. Explicit exceptions or modifications are noted. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

B. Purpose.

The specific purposes of the Industrial districts are to:

1. Implement goals and policies of the City's Comprehensive Plan.
2. Implement Growth Management Act goals, county-wide planning policies, and multi-county planning policies.
3. Create a variety of industrial settings matching scale and intensity of use to location.
4. Provide for predictability in the expectations for development projects.

C. Districts established.

M-1	Light Industrial District
M-2	Heavy Industrial District
PMI	Port Maritime & Industrial District
<u>SCP</u>	<u>Seaport Core Primary District</u>
<u>SCM</u>	<u>Seaport Core Manufacturing District</u>
<u>SCS</u>	<u>Seaport Core Secondary District</u>
<u>ST</u>	<u>Seaport Transition District</u>
<u>STT</u>	<u>Seaport Transition - Transit Oriented Development District</u>
<u>SC</u>	<u>Seaport Conservancy District</u>

1. M-1 Light Industrial District.

This district is intended to provide areas for light manufacturing, warehousing, and a limited mix of commercial or civic uses that are complementary and not detrimental to either existing or proposed industrial uses, or neighboring commercial or residential districts. M-1 districts may be established in new areas of the City, and M-1 district is an appropriate zone to apply as a transition between the industrial operations therein and the existing activities and character of the community in which the district is located. This classification is only appropriate inside Comprehensive Plan areas designated Light Industrial.

2. M-2 Heavy Industrial District.

This district is intended to allow heavy industrial and manufacturing uses that can reasonably be accommodated without adverse impacts on the public's health, welfare, or safety. The impacts of these industrial uses include extended operating hours, heavy truck traffic, and higher levels of noise and odors. This classification is only appropriate inside Comprehensive Plan areas designated Heavy Industrial.

~~3. PMI Port Maritime & Industrial District.~~

~~This district is intended to implement the use priorities of the Container Port Element of the Comprehensive Plan, specifically pertaining to the Core Maritime Industrial Area, and to protect the long term function and viability of the area. These use priorities include: Cargo port terminal, port related container and industrial activity, compatible manufacturing, industrial related office, cargo yard, warehousing, transportation facilities and other similar uses.~~

¹ Code Reviser's note: Previously codified as 13.06.400 (Industrial Districts); relocated to 13.06.060 per Ord. 28613 Ex. G; passed Sept. 24, 2019.

The Port of Tacoma facilities, facilities that support the Port's operations, and other public and private maritime and industrial activities make up a majority of the uses in this district. This area is characterized by proximity to deepwater berthing; sufficient backup land between the berths and public right-of-ways; 24-hour operations to accommodate regional and international shipping and distribution schedules; raw materials processing and manufacturing; uses which rely on the deep water berthing to transport raw materials for processing or manufacture, or transport of finished products; and freight mobility infrastructure, with the entire area served by road and rail corridors designed for large, heavy truck and rail loads.

The PMI District is further characterized by heavy truck traffic and higher levels of noise and odors than found in other districts. The uses are primarily marine and industrial related, and include shipping terminals, which may often include container marshalling and intermodal yards, chemical manufacturing and distribution, forest product operations (including shipping and wood and paper products manufacturing), warehousing and/or storage of cargo, and boat and/or ship building/repair. Retail and support uses primarily serve the area's employees.

Expansion beyond current PMI District boundaries should be considered carefully, as such expansion may decrease the distance between incompatible uses.

Expansion should only be considered contiguous to the existing PMI District. This classification is only appropriate inside Comprehensive Plan areas designated for high intensity uses.

3. SCP Seaport Core Primary District

The SCP district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCP implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping. Use priorities include cargo shipping terminals, seaport-related container and industrial activity, seaport-related offices, cargo and equipment storage yards, warehousing, transportation facilities, vessel fueling operations and support facilities, and rail yards. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

4. SCM Seaport Core Manufacturing District

The SCM district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCM implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping and distribution. Use priorities in SCM include cargo shipping terminals, seaport-related container and industrial activity, seaport-related office, cargo and equipment storage yards, warehousing, transportation facilities, vessel fueling operations and support facilities, and intermodal yards. SCM is distinguished from SCP by allowing compatible basic manufacturing of raw materials and uses which rely on the deep water berthing to transport raw materials for processing or manufacture and distribution, as well as uses involved with final assembly, processing, fabrication, and packaging. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

5. SCS Seaport Core Secondary District

The SCS district is intended to define and protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (3)(a). SCS implements the Tideflats Subarea Plan of the Comprehensive Plan by allowing uses that protect the long-term function and viability of the seaport within the Regional Manufacturing/Industrial Center. The subarea is characterized by proximity to deepwater berthing that supports 24-hour regional and international shipping and distribution. Use priorities in SCS include cargo shipping terminals, seaport-related container and industrial activity, seaport-related offices, cargo and equipment storage

yards, warehousing, transportation facilities, and intermodal yards. SCS is distinguished from SCP by allowing compatible final manufacturing, research and development, limited cultural establishments related to and which may rely on or be related to the seaport. The district includes heavy truck traffic and higher levels of noise and odors than found in other city districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Retail and commercial uses are ancillary and primarily serve the subarea's employees. Housing is allowed only for caretakers of allowed uses.

6. ST Seaport Transition District

The ST district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The ST district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center. The ST district provides areas for light manufacturing, warehousing, and a limited mix of commercial or civic uses that are complementary and not detrimental to either existing or proposed seaport uses or neighboring commercial or residential districts. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Housing is allowed only for caretakers of allowed uses.

7. STT Seaport Transition - Transit Oriented Development District

The STT district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The STT district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center (MIC). The STT district provides areas for light manufacturing, warehousing, and a limited mix of commercial or civic uses that are complementary to either existing or proposed seaport uses, neighboring commercial, or residential districts and is distinguished from the ST district by allowing uses compatible with high-capacity transit located in the district such as multi-family housing. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads, but it is also understood that there will be a higher level of pedestrian and bicycle activity in the STT district.

8. SC Seaport Conservancy District

The SC district is intended to serve as a transition zone between incompatible uses to protect the core areas of port and port-related industrial uses within the city, as per RCW 36.70A.085 (6)(c). The SC district is intended to support implementation of the Tideflats Subarea Plan of the Comprehensive Plan, specifically pertaining to the transition between the core area and the neighboring areas, and to protect the long-term function and viability of the seaport within the Regional Manufacturing/ Industrial Center. Freight mobility infrastructure is critically important, with the entire subarea served by road and rail corridors designed for large, heavy trucks and rail loads. Use priorities in SC are habitat preservation intending to protect the long-term function and viability of key wetland, fish and wildlife habitat, and drainage districts.

D. 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. Refer to 13.06.010.D for Pedestrian Street Designations.

E. District use restrictions.

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.

1. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.070.F, which shall prevail in the case of any conflict.

2. Within the South Tacoma Manufacturing and Industrial Center (M/IC), the land use and development standards of this section are modified as specified in TMC 13.06.070.B, which shall prevail in the case of any conflict.

3. Within the South Tacoma Groundwater Protection District, the land use and development standards of this section are modified as specified in TMC 13.06.070.D, which shall prevail in the case of any conflict.

4.3. 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 Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.080.P.
N	=	Prohibited use in this district.

4.5. District use table – Industrial Districts (13.06.060).

Uses	M-1	M-2	PMI	Additional Regulations <small>(see table Footnote 1)</small>
Agriculture and Natural Resources				
Agricultural uses	N	N	N	
Mining and quarrying	P*/N	P*/N	P*/N	* Surface mines, legally permitted at the time of adoption of this ordinance, are permitted, subject to standards in Section 13.06.080.O.
Urban horticulture	P	P	P	
Residential Uses				
Dwelling Types/Housing Types				*In M-1 districts, single, two and three unit and townhouse <u>houseplex, backyard buildings, rowhouses, and courtyard housing dwellings</u> are prohibited, except for residential uses in existence on December 31, 2008, the effective date of adoption of this provision.
Houseplex	P/N*	N	N	
Backyard Building	P/N*	N	N	
Rowhouse	P/N*	N	N	
Courtyard Housing	P/N*	N	N	

Uses	M-1	M-2	PMI	Additional Regulations (see table Footnote 1)
Multiplex	P/N	N	N	In M-1 districts, new multi-unit residential dwellings are permitted only within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. In all districts, quarters for caretakers and watchpersons are permitted as is temporary worker housing to support uses located in these districts. -Not permitted within the South Tacoma M/C Overlay District or Port of Tacoma M/C except for quarters for caretakers and watchpersons and temporary worker housing, as noted above;
Dwelling, accessory (ADU)	P/N~	N	N	Subject to additional requirements contained in 13.06.080.A. ~Not permitted within the South Tacoma M/C Overlay District or the Port of Tacoma M/C.
Dwelling, single unit	P/N*	N*	N*	In M-1 districts, single, two and three unit and townhouse dwellings are prohibited, except for residential uses in existence on December 31, 2008, the effective date of adoption of this provision. In M-1 districts, new multi-unit residential dwellings are permitted only within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *In all districts, quarters for caretakers and watchpersons are permitted as is temporary worker housing to support uses located in these districts. -Not permitted within the South Tacoma M/C Overlay District or Port of Tacoma M/C except for quarters for caretakers and watchpersons and temporary worker housing, as noted above, and except where allowed as a conditional use in the Port of Tacoma M/C. **Conditional use in the Port of Tacoma M/C.
Dwelling, two unit	P/N*	N*	N*	
Dwelling, three unit	P/N*	N*	N*	
Dwelling, multi unit	P/ CU**/ N*	N*	N*	
Dwelling, townhouse	P/N*	N*	N*	
Other Residential			-	
<u>Accessory uses and buildings</u>	<u>P</u>	<u>P</u>		
Adult family home	P/ CU**/ N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/C Overlay District **Conditional use in the Port of Tacoma M/C. See Section 13.06.080.N.
Day care, family	P/N*	N	N	*Not permitted within the South Tacoma M/C Overlay District.
<u>Emergency Shelter</u>	<u>P</u>	<u>N</u>		

Uses	M-1	M-2	PMI	Additional Regulations (see table Footnote 1)
Foster home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District.
Group housing	P/ CU**/ N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. **Conditional use in the Port of Tacoma M/IC.
Live/Work	P/ CU*	N	N	Projects incorporating live/work in new construction shall contain no more than 20 live/work units. *Conditional use in the Port of Tacoma M/IC. Subject to additional requirements contained in Section 13.06.080.I.
Mobile home/ trailer court	N	N	N	
Residential business	P	P	P	Subject to additional requirements contained in Section 13.06.080.G
Retirement home	P/ CU**/ N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. **Conditional use in the Port of Tacoma M/IC. See Section 13.06.080.N.
Short-term rental	N	N	N	
Staffed residential home	P/ CU**/ N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. **Conditional use in the Port of Tacoma M/IC. See Section 13.06.080.N.
Medical and Health Services				

Uses	M-1	M-2	PMI	Additional Regulations (see table Footnote 1)
Continuing care retirement community	P/ CU**/ N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. **Conditional use in the Port of Tacoma M/IC. See Section 13.06.080.N.
Detoxification center	CU	CU	N	
Hospital	P/CU*	P/N~	N	*Conditional use within the South Tacoma M/IC Overlay District and Port of Tacoma M/IC. ~Not permitted within the South Tacoma M/IC Overlay District or Port of Tacoma M/IC.
Intermediate care facility	P/ CU**/ N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. **Conditional use in the Port of Tacoma M/IC. See Section 13.06.080.N.
Residential care facility for youth	P/ CU**/ N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use. *Not permitted within the South Tacoma M/IC Overlay District. **Conditional use in the Port of Tacoma M/IC. See Section 13.06.080.N.
Residential chemical dependency treatment facility	P/ CU**/ N*	N	N	See Section 13.06.080.N. *Not permitted within the South Tacoma M/IC Overlay District. **Conditional use in the Port of Tacoma M/IC.
Community and Civic Facilities				
Assembly facility	P	P	N	
Cemetery/ Internment services	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. See Section 13.05.010.A
Confidential shelter	P/N*	N	N	See Section 13.06.080.N. *Not permitted within the South Tacoma M/IC Overlay District.
Correctional facility	P	P	P	

Uses	M-1	M-2	PMI	Additional Regulations (see table Footnote 1)
Cultural institution	P/CU*	P/CU*	N	*Conditional use within the South Tacoma M/IC Overlay District and Port of Tacoma M/IC , unless an accessory use.
Detention facility*	CU	N	N	Modifications or expansions to existing facilities that increase the inmate/detainee capacity shall be processed as a major modification (see Section 13.05.130). A pre-application community meeting is also required (see Section 13.05.010.A). This CU is only available in the M-1 zones in place as of January 1, 2018. The notification distance for a project within the M-1 zone will be 2,500 feet from the boundaries of that zone.
Juvenile community facility	P/ CU**/ N*	P/N*	N	See Section 13.06.080.H for resident limits and additional regulations. **Conditional use within the Port of Tacoma M/IC. *Not permitted within the South Tacoma M/IC Overlay District or in the M-2 District of the Port of Tacoma M/IC.
Parks, recreation and open space	P/CU*	P/CU*	P/N-	Subject to the requirements of Section 13.06.080.L. *High intensity/destination facilities are a conditional use in the Port of Tacoma M/IC. In the M-2 District, the use must be located indoors. —High intensity/destination facilities are prohibited in the Port of Tacoma M/IC.
Public service facilities	P	P	P	
Religious assembly	P	P	P	
School, public or private	P/ CU- N*	P/N*	P/N*	—Conditional use permit in the Port of Tacoma M/IC. * General K through 12 education not permitted in the PMI and M-2 District of the Port of Tacoma M/IC or in the South Tacoma M/IC Overlay District.
Work release center	CU	CU/ N*	N	Subject to development standards contained in Section 13.06.080.R. **Not permitted within the Port of Tacoma M/IC
Commercial Uses				
Craft Production	P	P	P	
Hotel/Motel	P/N*	N	N	*Not permitted within the South Tacoma M/IC Overlay District.
Office ²	P*	P*	P	* Within the South Tacoma M/IC Overlay District, unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district. * Limited to 7,000 square feet of floor area, per business, in the JBLM Airport Compatibility Overlay District.
Work/Live	P	N	N	Projects incorporating live/work in new construction shall contain no more than 20 work/live units. Subject to additional requirements contained in Section 13.06.080.I.
Eating and Drinking Establishments			-	

² Code Reviser's Note: Text related to Office 'allowed uses' and 'additional regulations' was inadvertently deleted when this table was reorganized per Amended Ord. 28786 (passed Nov. 16, 2021). The scrivener's error was corrected by re-inserting the text in July 2022.

Uses	M-1	M-2	PMI	Additional Regulations (see table Footnote 1)
Brewpub	P	P	P	
Eating and drinking	P	P	P	
Microbrewery/ winery	P	P	P	
Entertainment and Recreation			-	
Adult retail and entertainment	P	P	P	Subject to development standards contained in Section 13.06.080.B.
Carnival	P/TU*	N	N	*Temporary use only within the South Tacoma M/IC Overlay District
Commercial recreation and entertainment	P/CU*	P/ CU*~	N	*Within the South Tacoma M/IC Overlay District and Port of Tacoma M/IC , a conditional use permit is required for facilities over 10,000 square feet of floor area in the M-2 district and over 15,000 square feet in the M-1 district. ~Within the Port of Tacoma M/IC, only indoor facilities are permitted in the M-2 District.
Golf Courses	P/N*	P/N*	N	*Not permitted within the Port of Tacoma M/IC.
Theater	P/N*	N	N	*Not permitted within the South Tacoma M/IC Overlay District.
Retail	P~	P~/ CU*~	N	~ Size limitations: Limited to 7,000 square feet of floor area, per development site, in the JBLM Airport Compatibility Overlay District. Within the South Tacoma M/IC Overlay District and Port of Tacoma M/IC , unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district. Outside of the South Tacoma M/IC Overlay District and Port of Tacoma M/IC , limited to 65,000 square feet per use, unless approved with a conditional use permit. *Conditional use within the Port of Tacoma M/IC.
Marijuana retailer	P~	P~/ CU*	N	~Within the South Tacoma M/IC Overlay District and Port of Tacoma M/IC , limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district. *Conditional use within the Port of Tacoma M/IC. Size limitations apply as noted above. See additional requirements contained in Section 13.06.080.J.
Nursery	P	P	N	
Services			-	
Ambulance services	P	P	P	
Animal sales and service	P	P	N	
Building material and services	P	P	P	
Business support services	P	P	P	
Day care center	P	P	N	Subject to development standards contained in Section 13.06.080.E.
Funeral home	P	P	N	
Personal services	P	P	P	

Uses	M-1	M-2	PMI	Additional Regulations (see table Footnote 1)
Repair services	P	P	P	
Storage Uses			-	
Self-storage	P	P	P	See specific requirements in Section 13.06.090.J.
Warehouse/ storage	P	P	P	Storage and treatment facilities for hazardous wastes are subject to the state locational standards adopted pursuant to the requirements of Chapter 70.105 RCW and the provisions of any groundwater protection ordinance of the City of Tacoma, as applicable.
Wholesale or distribution	P	P	P	
Vehicle Related Uses				
Drivethrough with any permitted use	P	P	P	Subject to the requirements of TMC 13.06.090.A.
Vehicle rental and sales	P	P	P	Subject to development standards contained in Section 13.06.080.S.
Vehicle service and repair	P	P	P	Subject to development standards contained in Section 13.06.080.S.
Vehicle storage	P	P	P	Subject to development standards contained in Section 13.06.080.S.
Industrial				
<u>Prohibited industrial uses in all districts:</u> <ul style="list-style-type: none"> • <u>Animal slaughter</u> • <u>Animal and fat rendering facility</u> • <u>Acid manufacture</u> • <u>Blast furnaces</u> • <u>Coal facility</u> • <u>Chemical manufacturing, processing, and wholesale distribution</u> • <u>Explosives, fertilizer, and petrochemical manufacturing</u> • <u>Petroleum fuel facility</u> • <u>Smelting</u> 	<u>N</u>	<u>N</u>		
Industry, heavy	N	P	P	Animal slaughter, fat rendering, acid manufacture, and blast furnaces allowed in the PMI District only.
Chemical manufacturing, processing and wholesale distribution	N	CU*/ N-	P/ CU*/ N-	*A conditional use permit is required for the manufacture, processing, and wholesaling of hazardous materials, subject to conditional use criteria in Section 13.05.010.A. -Explosives, fertilizer, and petrochemical manufacturing prohibited in all districts.
Cleaner Fuel Infrastructure	N	P*	P*	*Subject to special use standards in TMC 13.06.080.F.
Coal facility	N	N	N	

Uses	M-1	M-2	PMI	Additional Regulations <small>(see table Footnote 1)</small>
Petroleum Fuel Facility	N	P*/N	P*/N	*Facilities legally permitted at the time of adoption of this ordinance are permitted, subject to special use standards in Section 13.06.080.F. Otherwise prohibited.
Port, terminal, and industrial; water-dependent or water-related (as defined in Title 19)	N	N	P*	*Preferred use.
Smelting	N	N	N	
Industry, light	P	P	P	
Marijuana processor, producer, and researcher	P	P	P	See additional requirements contained in Section 13.06.080.J
Research and development industry	P	P	N	
Vehicle service and repair, industrial	P	P	P	Subject to development standards contained in Section 13.06.080.S.
Utilities, Transportation and Communication Facilities				
Airport	N	N	N	
Communication facility	P	P	P	
Heliport	CU	CU	CU	
Passenger terminal	P	P	P	
Transportation/ freight terminal	P	P	P	
Utilities	P	P	P	
Wireless communication facility	P*	P*/	P*/	*Wireless communication facilities are also subject to Section 13.06.080.Q.
	CU**	CU**	CU**	**Wireless communication facilities are also subject to Section 13.06.080.Q.
Accessory and Temporary Uses				
Seasonal sales	TU	TU	TU	Subject to development standards contained in Section 13.06.080.P.
Temporary uses	P	P	P	Subject to development standards contained in Section 13.06.080.P.
Unlisted Uses				
Uses not prohibited by City Charter and not prohibited herein	N	N	CU	
Footnotes:				
1. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.				

[6. District use table – Seaport manufacturing and industrial districts](#)

Uses	SCP	SCM	SCS	ST	STT	SC	Additional Regulations <small>(see table Footnote 1)</small>
<u>Pre-Existing Uses</u>							
<u>Pre-Existing Uses</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>Uses legally established prior to the adoption of this ordinance whose use classification is prohibited, shall be considered permitted uses subject to standards in TMC 13.06.010 L.</u>
<u>Agriculture and Natural Resources</u>							
<u>Agricultural uses</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	
- <u>Mining and quarrying</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P*/N</u>	<u>N</u>	<u>N</u>	<u>*Surface mines, legally permitted at the time of adoption of this ordinance, are permitted, subject to standards in Section 13.06.080.O.</u>
- <u>Urban horticulture</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	<u>For wholesale production and distribution. May include a retail component subject to limitations on retail uses in this chapter.</u>
<u>Residential Uses</u>							
<u>Prohibited Residential Uses in all districts</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	-
<ul style="list-style-type: none"> • <u>Houseplex</u> • <u>Dwelling, accessory (ADU)</u> • <u>Courtyard Housing</u> • <u>Backyard House</u> • <u>Mobile Home/Trailer Court</u> 							
<u>Housing Types</u>							
- <u>Rowhouse</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>N</u>	
- <u>Multiplex</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>N</u>	
<u>Other Residential Uses</u>							
<u>Accessory uses and buildings</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>N</u>	
<u>Quarters for caretakers and watchpersons</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	
<u>Temporary Worker Housing</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	

<u>Uses</u>		<u>SCP</u>	<u>SCM</u>	<u>SCS</u>	<u>ST</u>	<u>STT</u>	<u>SC</u>	<u>Additional Regulations</u> (see table Footnote 1)
-	Adult family home	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>CU</u>	<u>N</u>	
-	Day care, family	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>CU</u>	<u>N</u>	
	Emergency Shelter	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>CU</u>	<u>N</u>	
-	Foster home	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>CU</u>	<u>N</u>	
-	Group housing	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>CU</u>	<u>N</u>	
-	Residential Business	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>N</u>	Subject to additional requirements contained in Section 13.06.080.G
-	Live/Work	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>N</u>	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.
-	Short-term rental	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>N</u>	-
-	Staffed residential home	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>N</u>	See Section 13.06.080.N.
-	Retirement home	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>N</u>	See Section 13.06.080.N.
Medical and Health Services								

<u>Uses</u>	<u>SCP</u>	<u>SCM</u>	<u>SCS</u>	<u>ST</u>	<u>STT</u>	<u>SC</u>	<u>Additional Regulations</u> (see table Footnote 1)
<u>Prohibited Medical and health services, in all districts</u> <ul style="list-style-type: none"> • <u>Continuing care retirement community</u> • <u>Detoxification center</u> • <u>Hospital</u> • <u>Intermediate care facility</u> • <u>Residential care facility for youth</u> • <u>Residential chemical dependency treatment facility</u> 	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	
<u>Medical facilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>Limited to 10,000 square feet of building footprint in the SCP, SCM, and SCS districts and 15,000 square feet of building footprint in the ST and STT districts.</u>
<u>Community and Civic Facilities</u>							
<u>Prohibited community and civic facilities in all districts:</u> <ul style="list-style-type: none"> • <u>Cemetery/ internment services</u> • <u>Confidential shelter</u> • <u>Correctional facility</u> • <u>Detention facility</u> • <u>Juvenile community facility</u> • <u>Work release center</u> 	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	
<u>Assembly facility</u>	<u>N</u>	<u>N</u>	<u>P*</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>*Seaport related only</u>
<u>Cultural and historical establishments</u>	<u>N</u>	<u>P*</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>*In the Seaport Core Manufacturing District ancillary to a primary use only.</u> <u>In all districts, the use must be seaport related only</u>

<u>Uses</u>	<u>SCP</u>	<u>SCM</u>	<u>SCS</u>	<u>ST</u>	<u>STT</u>	<u>SC</u>	<u>Additional Regulations</u> (see table Footnote 1)
<u>Detention facility</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<p><u>Modifications or expansions to existing facilities that increase the inmate/detainee capacity shall be processed as a major modification (see Section 13.05.130).</u></p> <p><u>A pre-application community meeting is also required (see Section 13.05.010.A.16.</u></p> <p>This CU is only available in the M-1 zones in place as of January 1, 2018.</p> <p>The notification distance for a project within the M-1 zone will be 2,500 feet from the boundaries of that zone.</p>
<u>Parks, recreation and open space</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>Subject to the requirements of Section 13.06.080.L. High intensity park and recreation facilities prohibited.</u>
<u>Public art installations</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Public service facilities</u>	<u>P*</u>	<u>P*</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>*Seaport related only</u>
<u>Religious assembly</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>~ Limited to 15,000 square feet of floor area in the ST and STT districts.</u>
<u>School, public or private</u>	<u>N</u>	<u>N</u>	<u>CU</u>	<u>P</u>	<u>P</u>	<u>N</u>	
<u>Workforce training and hiring services</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>To support seaport and related trades.</u>
<u>Commercial Uses</u>							
<u>Commercial uses prohibited in all districts:</u> <ul style="list-style-type: none"> • <u>Adult retail and entertainment</u> • <u>Carnival</u> • <u>Golf course</u> • <u>Mini storage</u> • <u>Self storage</u> 	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	
<u>Bakery - wholesaler</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P*</u>	<u>N</u>	<u>*Required to utilize best available control technologies to reduce odors and emissions such that no odors can be readily detected beyond the boundaries of the property.</u>
<u>Craft Production</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>Subject to standards in TMC 13.06.080.D</u>

Uses	SCP	SCM	SCS	ST	STT	SC	Additional Regulations (see table Footnote 1)
Hotel/Motel	N	N	N	N	P	N	
Office ³	P	P	P	P	P	N	Limited to 10,000 square feet building footprint in the SCP, SCM, and SCS districts and 15,000 square feet of building footprint in the ST and STT districts.
Work/Live	N	N	N	N	P	N	Projects incorporating live/work in new construction shall contain no more than 20 work/live units. Subject to additional requirements contained in Section 13.06.080.I.
Eating and Drinking Establishments							
- Brewpub	N	N	P~	P~	P~	N	~ Limited to 10,000 square feet of floor area in the SCS district and 15,000 square feet of floor area in the ST and STT districts.
- Eating and drinking	P~	P~	P~	P~	P~	N	~ Limited to 10,000 square feet of floor area in the SCP, SCM, and SCS districts and 15,000 square feet of floor area in the ST and STT districts.
- Microbrewery/ winery	N	P~	P~~	P	P~	N	~ Retail component limited to 10,000 square feet of floor area in the SCM and SCS districts and 15,000 square feet of floor area in the ST and STT districts. No size limit on the production and wholesaling component.
Entertainment and Recreation							
- Commercial recreation and entertainment	N	N	P/CU	P/CU	P/CU	N	A conditional use permit is required for facilities over 10,000 square feet of building footprint in the SCS district and over 15,000 square feet in the ST and STT districts. Only indoor facilities are permitted in the SCS and ST Districts.
- Theater	N	N	N	N	P	N	

³ Code Reviser's Note: Text related to Office 'allowed uses' and 'additional regulations' was inadvertently deleted when this table was reorganized per Amended Ord. 28786 (passed Nov. 16, 2021). The scrivener's error was corrected by re-inserting the text in July 2022.

Uses	SCP	SCM	SCS	ST	STT	SC	Additional Regulations <small>(see table Footnote 1)</small>
<u>Retail</u>	<u>N</u>	<u>P*</u>	<u>P*</u>	<u>P~</u>	<u>P~</u>	<u>N</u>	<u>In SCM, SCS and ST districts: must be seaport related.</u> <u>*Ancillary to a primary use only.</u> <u>~ Size limitations:</u> <u>Limited to 10,000 square feet of floor area per</u> <u>development site in the ST district and 15,000 square feet</u> <u>in the STT.</u>
<u>Marijuana retailer</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>Size limitations:</u> <u>Limited to 10,000 square feet of floor area per</u> <u>development site in the ST district and 15,000 square feet</u> <u>in the STT.</u>
<u>Nursery</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	-
<u>Services</u>							
<u>Ambulance services</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	-
<u>Animal sales and service</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	-
<u>Building material and services</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	-
<u>Business support services</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	-
<u>Day care center</u>	<u>N</u>	<u>N</u>	<u>P*</u>	<u>P*</u>	<u>P</u>	<u>N</u>	<u>*Ancillary to a permitted primary use.</u> <u>Limited to 10,000 square feet of floor area per</u> <u>development site in the SCS and ST district and 15,000</u> <u>square feet in the STT.</u> <u>Subject to development standards contained in Section</u> <u>13.06.080.E.</u>
<u>Funeral home</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>Limited to 10,000 square feet of floor area per</u> <u>development site in the ST district and 15,000 square feet</u> <u>in the STT.</u>
<u>Personal services</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>Limited to 10,000 square feet of floor area per</u> <u>development site in the ST district and 15,000 square feet</u> <u>in the STT.</u>
<u>Repair services</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	-
<u>Storage Uses</u>							

Uses	SCP	SCM	SCS	ST	STT	SC	Additional Regulations <small>(see table Footnote 1)</small>
Storage of bulk or raw materials	<u>P</u>	<u>P</u>	<u>P*</u>	<u>N</u>	<u>N</u>	<u>N</u>	<p>Storage and treatment facilities for hazardous wastes are subject to the state locational standards adopted pursuant to the requirements of Chapter 70.105 RCW and the provisions of any groundwater protection ordinance of the City of Tacoma, as applicable.</p> <p>*Required to be fully enclosed and to utilize best available control technologies to reduce odors and emissions such that no odors can be readily detected beyond the boundaries of the property.</p>
Wholesale goods, equipment and materials	<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	Heavy equipment and construction supply only
<u>Industrial</u>							
<p>Industrial uses prohibited in all districts:</p> <ul style="list-style-type: none"> • Acid manufacture • Airport • Animal and fat rendering facility • Animal slaughter and husbandry • Auto wrecking yard • Cannabis processing, production, research • Coal facility • Explosives, fertilizer, and petrochemical manufacturing • Petroleum fuel facility* • Pulp and paper mill • Smelting • Tire related manufacturing and processing • Wood treatment 	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<p>* Facilities legally permitted at the time of adoption of this ordinance are permitted, subject to special use standards in Section 13.06.080.F.</p>

Uses	SCP	SCM	SCS	ST	STT	SC	Additional Regulations <small>(see table Footnote 1)</small>
Boat and ship building, storage and maintenance	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	
Cargo and container marshalling and storage (includes imported autos)	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	
Cement and asphalt batching	<u>N</u>	<u>P</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	No stormwater or wastewater discharge to water bodies permitted.
Chemical manufacturing, processing and wholesale distribution	<u>N</u>	<u>CU</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<p>*A conditional use permit is required for the manufacture, processing, and wholesaling of hazardous materials, subject to conditional use criteria in Section 13.05.010.A.23.</p> <p>~Explosives, fertilizer, and petrochemical manufacturing prohibited in all districts.</p> <p>No stormwater or wastewater discharge to water bodies permitted.</p>
Cleaner Fuel Infrastructure	<u>CU</u>	<u>CU</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	Subject to special use standards in TMC 13.06.080.F. No stormwater or wastewater discharge to water bodies permitted.
Commercial Bakery	<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	
Distillery	<u>N</u>	<u>P</u>	<u>P</u>	<u>P*</u>	<u>P*</u>	<u>N</u>	*May include retail component per standards of this chapter.
Food processing	<u>N</u>	<u>P</u>	<u>P*</u>	<u>P*</u>	<u>N</u>	<u>N</u>	*Required to utilize best available control technologies to reduce odors and emissions such that no odors can be readily detected beyond the boundaries of the property.
Laundry and drycleaning plant	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	<u>N</u>	No stormwater or wastewater discharge to water bodies permitted.
Log yard/lumber mill/sawmill	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	<u>N</u>	Wood treatment facilities and activities are prohibited. No stormwater or wastewater discharge to water bodies permitted.
Manufacturing – basic processing from raw materials	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	<u>N</u>	

<u>Uses</u>	<u>SCP</u>	<u>SCM</u>	<u>SCS</u>	<u>ST</u>	<u>STT</u>	<u>SC</u>	<u>Additional Regulations</u> (see table Footnote 1)
<u>Manufacturing – final assembly, processing, fabrication, and packaging</u>	<u>P~</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P*</u>	<u>N</u>	<u>~Must be Seaport related.</u> <u>*Required to be fully enclosed and to utilize best available control technologies to reduce odors and emissions such that no odors can be readily detected beyond the boundaries of the property.</u>
<u>Marina</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	
<u>Research and development industry</u>	<u>P*</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>Seaport related only</u> <u>*Ancillary use only</u>
<u>Recycling facilities – industrial waste, food, metal</u>	<u>CU</u>	<u>P*</u>	<u>CU*</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>*Required to be fully enclosed and to utilize best available control technologies to reduce odors and emissions such that no odors can be readily detected beyond the boundaries of the property.</u>
<u>Utilities, Transportation and Communication Facilities</u>							
<u>Communication facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>*Wireless communication facilities are also subject to Section 13.06.080.Q.</u>
<u>Heliport</u>	<u>CU</u>	<u>CU</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>-</u>
<u>Passenger terminal</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>-</u>
<u>Rail yards and services</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	
<u>Seaport terminal</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	<u>N</u>	
<u>Utilities</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>-</u>
<u>Vehicle Related Uses</u>							
<u>Drive-through with any permitted use</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	<u>Subject to the requirements of TMC 13.06.090.A.</u>
<u>Heavy vehicle and driver services</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	
<u>Truck and chassis parking</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>N</u>	<u>Must be related to seaport operations.</u>
<u>Vehicle fueling</u>	<u>P*</u>	<u>P*</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>*ancillary use only</u>
<u>Vehicle rental and sales</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>Subject to development standards contained in Section 13.06.080.S.</u>
<u>Vehicle service and repair</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>N</u>	<u>Subject to development standards contained in Section 13.06.080.S.</u>

<u>Uses</u>	<u>SCP</u>	<u>SCM</u>	<u>SCS</u>	<u>ST</u>	<u>STT</u>	<u>SC</u>	<u>Additional Regulations</u> (see table Footnote 1)
<u>Vehicle service and repair, industrial</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>P*</u>	<u>N</u>	<u>N</u>	<u>*Required to be fully enclosed and to utilize best available control technologies to reduce odors and emissions such that no odors can be readily detected beyond the boundaries of the property.</u>
<u>Vehicle storage</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P*</u>	<u>P*</u>	<u>N</u>	<u>*Water-related only</u> <u>Does not apply to vehicle import facilities</u> <u>Subject to development standards contained in Section 13.06.080.S.</u>
<u>Accessory and Temporary Uses</u>							
<u>Seasonal sales</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>P</u>	<u>N</u>	<u>Subject to development standards contained in Section 13.06.080.P.</u>
<u>Temporary uses</u>	<u>N</u>	<u>N</u>	<u>N</u>	<u>CU</u>	<u>CU</u>	<u>N</u>	<u>Subject to development standards contained in Section 13.06.080.P.</u>
<u>Other Uses</u>							
<u>Tribal Treaty protected uses and resources</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Habitat mitigation and restoration</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Coastal resilience/floodplain management projects</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Educational/informational signage</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Unlisted Uses</u>							
<u>Uses not prohibited by City Charter and not prohibited herein</u>	<u>N*</u>	<u>N*</u>	<u>N*</u>	<u>N*</u>	<u>N*</u>	<u>N*</u>	<u>*Unlisted uses are prohibited unless expressly permitted by Title 19 of the Tacoma Municipal Code – Shoreline Master Program or subject to Director’s interpretation in TMC 13.05.080.</u>
<u>Footnotes:</u>							
		<u>1. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640.F for additional details, limitations and requirements.</u>					
		<u>Seaport related means the use is related to or supports the following types of activities: Tribal customs or treaty protected uses and activities; priority economic sectors including container port activities, maritime, trade, clean fuels, advanced manufacturing, green building and trades, and industrial symbiosis; clean tech and water; or activities related to the environmental characteristics of the Tideflats area.</u>					

<u>Uses</u>	<u>SCP</u>	<u>SCM</u>	<u>SCS</u>	<u>ST</u>	<u>STT</u>	<u>SC</u>	<u>Additional Regulations</u> (see table Footnote 1)
		<u>Ancillary use is subordinate to and supporting an allowed principal use.</u>					



City of Tacoma
Planning and Development Services

Agenda Item
F2

To: Planning Commission
From: Stephen Atkinson, Planning and Development Services
Subject: One Tacoma Comprehensive Plan Update – Public Hearing Debrief
Memo Date: March 13, 2025
Meeting Date: March 19, 2025

Action Requested:

Staff is requesting direction on initial staff-proposed amendments and identification of further amendments for Commission preparation.

Discussion:

At the March 19, 2025, the Planning Commission will review the public testimony and comment provided on the Draft One Tacoma Plan during the public hearing and comment period. In support of the Commission’s discussion, staff are providing the full record of public comment, response to initial Commission research questions, and a summary of comment themes and staff responses. Staff have identified recommended modifications to the Draft Plan and are seeking additional input from the Commission on further amendments.

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:

- March 5, 2025: Public hearing on the Draft One Tacoma Plan.
- February 5, 2025: Set a public hearing date and released the Draft One Tacoma Plan for public review and comment.
- 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.

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Attachments:

- Attachment 1 – Response to Commission Questions
- Attachment 2 – Compilation of Public Comments
- Attachment 3 – 2025 Seattle Proposition 1A
- Attachment 4 – Social Housing
- Attachment 5 – PCCLT Presentation – What Is A CLT

c. Peter Huffman, Director



City of Tacoma

Planning and Development Services

Planning Commission

Questions from Public Hearing

March 19, 2025

1. How is affordable housing defined? What makes housing affordable?

From the City of Tacoma [Affordable Housing Action Strategy](#):

Housing is typically considered affordable if total housing costs do not exceed 30% of a household's gross income. The U.S. Department of Housing and Urban Development (HUD) uses an income benchmark—area median income or AMI—for its federal housing programs. The FY17 regional AMI for a family is \$74,500. Using this regional standard likely undercounts the housing affordable within the City of Tacoma, as well as overestimates what the average household can afford. Despite some limitations, a majority of the City's existing funding is from federal funds, which use HUD-defined AMI to determine eligibility, making it an important measure for the AHAS.

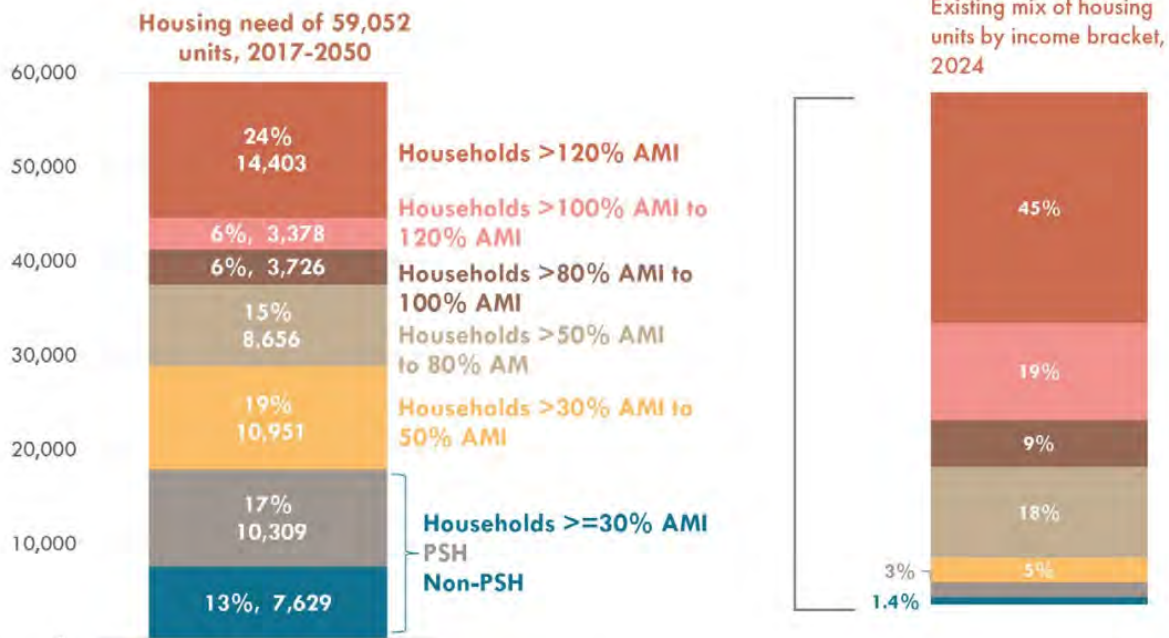
Do “affordable housing” and “subsidized housing” mean the same thing? Affordable housing and subsidized housing are different, even though they are sometimes used interchangeably. Subsidized housing refers to programs that provide direct payments to individual households or development projects. These payments help their overall housing costs. Typically, to live in subsidized housing, you need to be below a certain income level (and sometimes you need to meet other requirements). Public housing, rental assistance like Section 8, and developments that use Low-Income Housing Tax Credits are examples of subsidized housing.

Tacoma's overall median household income in 2021 was \$69,956, a 42% increase from the overall median household income in 2011, which was \$49,232. There are wide disparities for median household income when comparing by race and ethnicity. White households have a higher median household income at \$77,531. Black and AIAN households have the lowest incomes with medians at \$50,603 and \$51,234, respectively. All other BIPOC groups also have median household incomes below the citywide median. This median household income falls well below the Pierce County median income in 2021, estimated at \$82,574 or the HUD-area median income at \$91,100. In Tacoma, incomes are higher in areas around the North End, West End, and Northeast Tacoma. Incomes are lowest in South Tacoma, the South End, and the Eastside.



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The following is from the Department of Commerce, expressing the City’s housing need based on different income brackets. The income brackets are defined by the State, again based on AMI. From this, we can extrapolate the number of units that would be needed for each income bracket if each income bracket spent only 30% of its income on housing.



Sources for housing need: Pierce County Countywide Planning Policies Appendix A, 2022; PSRC, Vision 2050; Seva Workshop, 2024.

Notes for existing mix: Middle housing ownership units calculated as ownership units in 1-unit attached housing through structures less than 20 units; Split between 80 – 100% HAMFI and 100-120% HAMFI. Multifamily ownership in buildings 20-49 units added to 100-120% HAMFI and ownership units in 50+ buildings added to >120% HAMFI. Affordable rental units for >100% HAMFI split between 100-120% and >120% HAMFI 20/80. Single family homes split between these two groups at a 30/70 rate to reflect older housing stock of Tacoma homes.

Sources for existing mix: HUD CHAS Table 18C, 2016-2020 for counts of affordable rental units; ACS B25032 5-year estimates, 2017-2021 for ownership units and mobile homes; Seva Workshop, 2024.



Rough Estimate Price Points based on HUD AMI (Ex 91,000 AMI x .3 = 27,300 Divided by 12 months = 2,275 per month):	Rough Estimate Price Points based on Tacoma AMI: \$70,000
<ul style="list-style-type: none"> • 100% AMI: \$2,275 per month • 80% AMI: \$1,820 per month • 50% AMI: \$1,137 per month • 30% AMI: \$682 per month 	<ul style="list-style-type: none"> • 100% AMI: \$1,750 per month • 80% AMI: \$1,400 per month • 50% AMI: \$875 per month • 30% AMI: \$525 per month

2. What is Social Housing? How does Seattle's Social Housing program work?

From [Social Housing — Let's Build Social Housing](#)

The following graphic provides some basic information on what social housing is and how it is different from other types of subsidized housing and housing incentives. In addition, staff have attached information on Seattle's Social Housing program from the National Low Income Housing Coalition and a copy of the approved proposition.

The Four Pillars of Social Housing

Publicly Owned

Under a social housing model, specific policy measures prohibit the sale and marketization of social housing to ensure it remains in the public's hands, for public use.

Unlike traditional affordable housing, as dictated by the Federal Government, social housing doesn't have an affordability time limit. This housing stock remains a public good forever.



Permanently Affordable

Under a social housing model, rent is not determined by the market and profit motives. Rent is determined by the buildings loan balance, upkeep, and maintenance needs.



Free From Market Speculation

Social housing is publicly financed and controlled, with the express aim of housing people, not extracting profit. Renters and their homes are shielded from the free market, as the housing is seen, and held, as a public good.



Cross-Class Communities

Social housing is available to all, from those with the lowest incomes up to moderate-to-high income households. Rents are designed to match the specific income levels of all tenants. This is crucial given the severe rent burden faced by residents across the income spectrum, especially residents from marginalized communities. It's hard for people making 60-120% of the Area Median Income to find housing they can afford.



Social Housing complements existing affordable housing.

	SEATTLE SOCIAL HOUSING DEVELOPER	PUBLIC + NONPROFIT HOUSING	INCENTIVE PROGRAMS	PRIVATE
Property ownership	public	public or nonprofit	mostly private	private
How long is rent restricted?	permanently	varies, 15 year minimum	between 12-75 years	no rent restrictions
Building governance	renter-run	government or nonprofit-run	usually private landlords	private landlords
Cross-subsidized rent?	yes	no	no	no
Tenant income range	0-120% AMI*	max 80% AMI, prioritizes 0-30% AMI	typically 60-80% AMI	market-rate, no income requirements
Highest green standards?	required for new buildings	not required	not required	not required

*AMI: Area Median Income, the midpoint income for a location, determined by the U.S. Department of Housing and Urban Development

3. How does the Plan currently address tenant protections?

Policy H–2.2: Sustain and increase, when possible, funding for eviction, relocation, and foreclosure prevention programs.

Policy H–2.6: Expand tenant protections by providing resources for households experiencing a crisis, increasing community organizing capacity, and other means.

Policy H–4.4: Preserve affordable homeownership and housing stability for low-income renters in high-opportunity areas through actions such as home improvement loans, downpayment assistance, subsidized utility rates, and others.

4. What does the Plan currently say about inclusionary zoning?

Policy H–3.2: Implement inclusionary zoning in submarkets with supportive market conditions tailored to specific affordability needs and economic context. Recalibrate terms of the program on a rolling basis in response to changes in the housing market.

The Housing Action Strategy includes a summary of current inclusionary zoning measures utilized by the City and considerations for any inclusionary zoning program. See [Tacoma Housing Action Strategy](#) pages 28- 30.

5. What additional funding sources are utilized for affordable housing?

The Tacoma Affordable Housing Action Strategy action 1.9 outlines specific funding options the City could pursue. As of 2021, the City adopted a sales tax levy to support affordable housing. The sales tax is codified in TMC 6A.70 Local Option Taxes.

ACTION

1.9 Establish a dedicated source of funding for the Tacoma Housing Trust Fund.

Local housing trust funds typically receive dedicated sources of public funding to support housing activities for low- and moderate-income households. While the City of Tacoma has the structure for a housing trust fund, this fund does not have a dedicated source of funding to capitalize it. Given the City's declining federal resources, limited affordable housing supply, and displacement threat to residents, the City of Tacoma needs to establish a dedicated source of funding for its trust fund.

This action establishes a long-term, dedicated source of funding for the Tacoma Housing Trust Fund through voter-approved sources. The city has several options to create a reliable source of capital for its housing trust fund:

- **Property tax levy.** The state of Washington allows towns, cities, or counties experiencing a significant shortage of affordable housing to impose a property tax levy of up to 50 cents per \$1,000 of assessed value for 10 years. The City's Office of Management and Budget estimates that a property tax levy (at the maximum rate allowed by state law of \$0.50 per \$1,000 of assessed value) would generate as much as \$11 million over the next six years. Washington cities that have passed a property tax levy, like Bellingham and Vancouver, have set their levy rates at \$0.36 per \$1,000 of assessed value.
- **Sales tax levy.** The state of Washington allows towns and cities to impose a sales tax levy of up to 0.1 percent for affordable housing and related services. A majority (60 percent) of this tax must fund construction of affordable housing or maintenance and operating costs of affordable housing developments. The remainder of these funds can be used for services (including mental and behavioral health services). Using this levy would align with the city's needs among very and extremely low-income households, as this funding needs to serve households earning 60 percent of area median income or lower.
- **Real-estate excise taxes (REET).** Taxes generated through real-estate transactions are commonly used to support housing trust funds. The state of Washington allows cities to pass several different types of real-estate excise taxes, including one for housing specifically for persons experiencing homelessness (REET 2) and one for affordable housing (REET 4). In order to use REET 4 for affordable housing, however, the Washington State Legislature will need to modify its requirements, namely removing the requirement to approve REET 3 before being able to use REET 4.²⁴

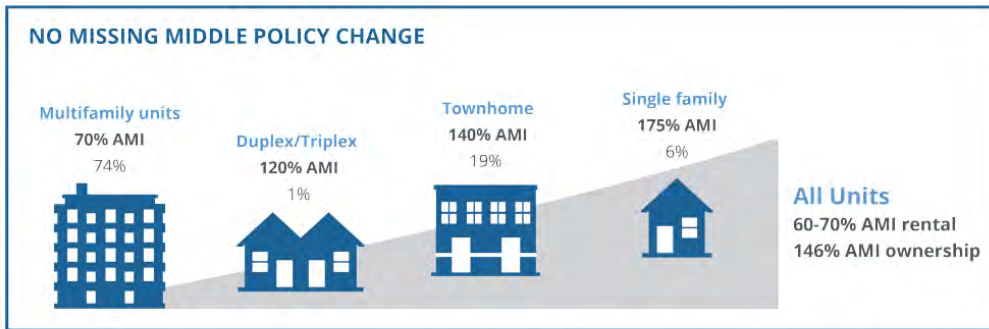
In addition to these funding options, the City of Seattle utilizes a payroll tax to fund the social housing program.



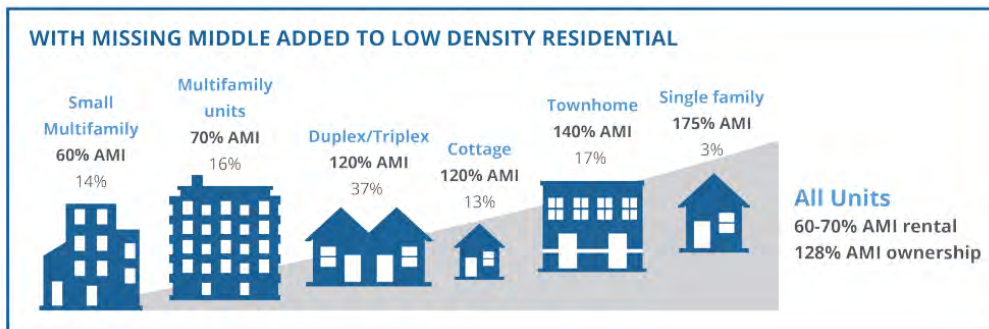
6. What are the recent trends and forecast for housing affordability in Tacoma?

The Tacoma Housing Action Plan included an assessment of housing trends and a projected shift in housing types and AMI based on reforms expected through Home in Tacoma. The report projected that middle housing reform would shift the range of units expected and result in greater housing availability at 60-70% AMI. The Home in Tacoma EIS estimated that approximately 55,000 units would be market feasible in the Home in Tacoma zoning districts. .

Growth with land use changes compared to past trends. As discussed earlier in this report, 85 percent of the units permitted between 2016 and 2020 were multifamily developments; 13 percent were single family detached homes. The land available for single family detached homes is increasingly limited and, without land use changes, future development is likely to be concentrated in larger multifamily developments in areas like downtown. If past unit development trends continue and development tilts toward the highest value products and sites within Tacoma, this will yield the projected unit distribution shown below. By AMI, this distribution would average 70 percent AMI for rental and 146 percent AMI for ownership.



An increase in the opportunity to develop missing middle unit types—facilitated through land use changes—could result in the following. This would produce the same affordability for multifamily rentals—but a deeper level of affordability for ownership.



As part of Home in Tacoma, EcoNorthwest conducted a feasibility analysis that included the following projections for high market areas:

Exhibit 5. High Market Area unit sizes, average rents, and average sales prices by development prototype

	Average Net Unit Size (sf)*	Average Rent	Average Sales Price	Percent of AMI
Single family	2,300	N/A**	\$925,000	190%
Duplex (side by side)	1,900	N/A	\$825,000	158%
3 Townhouses w/garages	1,400	N/A	\$615,000	121%
4 Townhouses w/garages	1,113	N/A	\$490,000	113%
6 Townhouses w/ no parking	1,000	N/A	\$330,000	84%
Fourplex	1,099	\$1,980	N/A	81%
Sixplex	898	\$1,620	N/A	66%
Courtyard Housing, detached	1,050	\$2,230	N/A	91%
Courtyard Housing, attached	1,361	\$2,890	N/A	99%
Small Multiplex	904	\$2,060	N/A	84%
Medium Multiplex	680	\$1,500	N/A	78%

Source: ECOnorthwest.

**Though zoning does not regulate by tenure, the market tends to relate certain forms with rental or ownership. We therefore selected either a rental or ownership assumption for each form.

The EcoNorthwest Report included the following findings:

Under the Home in Tacoma Proposal, middle housing development types are both feasible across Tacoma and more feasible than detached single-family development across Tacoma.

- The proposed zoning and allowed development types in the Home in Tacoma proposals will increase affordability compared to what is allowed today.
- The UR-1/UR-2 and UR-3 zones are likely to produce a diverse range of housing units in new development, including a range of unit sizes and bedrooms counts.
- Ownership housing is more likely to get built than rental housing, leading to more diverse unit size, types, and price points for new ownership housing than exist in Tacoma today
- Of the housing types evaluated in the UR-1 and UR-2 zones, townhomes are generally the most feasible development types.
- Development outcomes vary across Tacoma depending on market conditions. As market



conditions shift overtime, the affordable housing program should be evaluated every 3-5 years and updated accordingly.

- The affordability program recommendations, including the proposed requirements and incentives, are likely to be feasible under current market conditions.
- The affordability program recommendations, balance the City's desired policy outcomes, the administrative capacity of the City Tacoma, and maximizes public benefit for Tacomans.
- The fee-in-lieu option, where available, was calibrated to encourage contributions to the Tacoma Housing Trust Fund in UR-1/UR-2 zones and encourage on-site compliance in the Ur-3 zone





One Tacoma: Comprehensive Plan Update Public Hearing – Public Comments Received

List 1 – Commenters of Oral Testimony (Received at Public Hearing, March 5, 2025)

No.	Name	Topic/Element	Page
1.	Moore, Tyron	Housing	3
2.	Rydel Kelly, Devin	Housing	3
3.	Dorn, Ann	Housing	4
4.	Curtis, Kiss'Shonna	Housing	4
5.	Shaffer, Roan	Housing	4
6.	Svancarek, Laura	Transportation	5
7.	Richardson, Samralee	Transportation	5
8.	Burns, Kit	Transportation/Housing	5
9.	Peterson, Anna	Transportation	6
10.	Gould-Wong, Day-Z	Transportation	6
11.	McClean, Augustina	Transportation	6
12.	Thomas, Therese	Growth Strategy/Housing	7
13.	Palmer, Latasha	Housing	7
14.	Day, Esther	Environment/Transportation	7
15.	Blair, Josie	Housing	7
16.	Barfield, Jenn	Housing	8
17.	Aiello, Jacqui	Housing	8
18.	Urwin, Cathie	Transportation/Environment	8



Oral Testimony

Public Hearing – One Tacoma: Comprehensive Plan Update

March 5, 2025

1. **Tyron Moore** – I want to express my deep appreciation for all of you - volunteers and staff - for all the work you've done over the last few years to promote affordable housing in Tacoma. The One Tacoma Plan sets out an ambitious but necessary goal-that 64% of all new housing built in the next 25 years be affordable to folks, to families making under 80% of area median income. Unfortunately, in our view, the Plan does not offer a real pathway to achieve this outside of a relatively narrow reliance on market incentives and zoning. Which, while important, similar cities across the country have not produced affordable housing on the scale. In that sense, I do not think the Plan adheres to at least my reading of HB 1220. While we have no doubt that new zoning laws and tax incentives will create an uptick in affordable home construction, particularly in the 60 to 80% AMI range. For folks under 60% AMI and above 30%, what is the real plan? There's no public funding available. We do not expect private developers to find that range profitable. After all, this would require 64% would require radical reversal of current development trends. 73% of current housing in Tacoma is unaffordable, as the plan outlines. Over the last five years, we've seen less than 1400 new affordable homes. That's less than 1/5 of the rate of production that we need. We need that many a year for the next 25 years. So five times the current rate of production to meet the goals. In our view, without a public sector solution, these goals are amount to empty promises. The city must take real leadership by creating a social housing developer to meet these needs. Social Housing is an innovative model of mixed-income, permanently affordable, racially and economically integrated housing. We've seen this model work in Montgomery county. We've seen it work internationally. Seattle voters overwhelmingly passed support for this just this year, and I really encourage the council to look at this innovative solution and enshrine it in the One Tacoma Comprehensive Plan. Thank you.
2. **Devin Rydel Kelly** – I am one of the steering committee members with Tacoma For All. I just want to echo my friend Ty's comments. Deep appreciation for the Planning Commission, for the city staff that have worked on the One Tacoma Plan. Thinking through documents like this as a vision over the long run, it really sets the tone and policy and practices for the city in a very long time about what our orientation needs to be towards housing. And I, like time, deeply appreciative of all the work the city's done around rezoning. We were openly supportive the Home In Tacoma rezone. We think it creates really great opportunities for density. We also know that relying solely on the for-profit housing market just is not working. It's been acknowledged by folks on the Planning Commission, by planning staff, and by other folks throughout the city, that there's going to be crucial gaps in affordable housing, and for-profit developers don't want to take the risk. They're not incentivized to build at 30 to 80% of AMI. It's evidenced everywhere. Moreover, that zoning reform that's happened - while it's been good in many different municipalities and jurisdictions - has been willfully insufficient. I was part of a big fight in Seattle to get mandatory affordability built in as a trade-off for up zones. We tried to do that here in the Home In Tacoma process, and it didn't quite get included. And that was a great, ambitious project, but even that has been insufficient. So, we really need the state, to lean in and set guidance around the ability for publicly provided, democratically controlled social housing. It's a visionary model that's being practiced in a lot of different places. It'll help avoid displacement. We know that displacement, gentrification, the shifting of neighborhood character, and driving down communities of color and low-income communities is a major, major problem, and a growing one. Here, we believe that a social housing developer will help address that and help address rents. It's the right, just thing to do when we



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start thinking about 2050 and the new structures and what we want to build going forward. So thank you very much.

3. **Ann Dorn** – I want to thank you so much for your service. In support of, I think, our shared vision for this community. I live in district five, and I'm here to urge an amendment to the One Tacoma Comprehensive Plan to include a social housing developer. As my friends just shared, also leaders in Tacoma For All, this is a really critical step that we can take right now, a bold and necessary step, and that I think is absolutely necessary and needed. This is something that Seattle recently voted in to create a social housing developer, and very recently voted to fund that with an incredible vote margin. The moment, I think to consider this as an amendment to get this in the one Tacoma Comprehensive Plan is now. Most folks think that public housing is expensive, but in reality, social housing is incredibly efficient and cost-effective use of public funds. One of the reasons that is the case is because right now, we spend millions subsidizing private landlords through vouchers with no long-term solution to our housing crisis. Social Housing takes a different approach. It reinvests rental income into maintaining and expanding permanently affordable homes, ensuring that public dollars serve the public good, not private profit. Meanwhile, for profit, developers demand tax breaks and subsidies, yet they fail to build enough affordable housing. We cannot keep throwing money at the same broken system. Social Housing is a smarter investment, one that creates stability for working families and a more sustainable housing future for Tacoma. So again, I would just urge the Planning Commission to prioritize an amendment and policies that make social housing a reality in our city. Thank you.
4. **Kiss'Shonna Curtis** – I am a renter in Tacoma, and I'm here with Tacoma For All to talk about the importance of strong tenant protections to protect against displacement and gentrification that disproportionately impacts low income and Black, Latino, and immigrant communities. Without tenant protections, predatory landlords will take advantage of rising rents to drive displacement and gentrification. Investors buy up distressed affordable housing, then jack up rent or force tenants out through rent evictions. This always happens in low income and historically Black, Latino, and immigrant communities - pushing working families out of the neighborhoods they built. We support the Home In Tacoma rezone, but without tenant protections, it could lead to more mass evictions like the Tiki Apartments or Merkle Hotel tragedies. The One Tacoma Plan must enshrine protections like Tacoma's Rental Housing Code and Landlord Fairness Code, setting the tone for future councils to build on. Thank you.
5. **Roan Shaffer** – I'm a renter in Tacoma, and I'm here with Tacoma For All. I'm here to talk about the economic benefit of social housing. When rents are affordable, it saves people two important resources - their money and their time. With affordable rent, people have more disposable income to spend at local businesses. I'm someone, and I know I'm not alone in this, I would much rather pay a restaurant to have a meal out where I don't need to clean up afterwards, than to make it at home and then be left with a pile of dishes. If I could afford it, that would probably be something I do more often than not. But as it is, I can't eat out more than a few times a month if I want to stay within my budget. That's one way affordable rent also saves people time. The ability to pay for services frees up the time that otherwise they would have needed to spend to do that very thing themselves. It also saves a ton of time and energy for folks who need to work multiple jobs in order to cover their rent as it currently stands. Time is a valuable thing, and in my experience, the number one reason people give for not doing something - like visiting the zoo, going on a hike, starting or finishing a project or starting a business or even volunteering for a cause that they care about - is that they don't have the time. Excessive rent funnels these resources into corporate real estate profits. While making rent affordable, allows for people's time and money to be invested in local businesses and parks, as well as more broadly, increasing civil engagement. Not only will social housing negate the need for some folks to work multiple jobs in order to get by, but it would also provide stable, good paying jobs in construction and property management. Thereby, keeping more of the population employed and economically productive, while at the same time ensuring that housing remains permanently affordable. All this is to say that an investment in social housing is an investment in increased economic activity within Tacoma. The city should see social housing not just as a housing solution, but also as a long-term economic development strategy. Thank you.

6. **Laura Svancarek** – I'm the Interim Executive Director at Downtown On the Go. We are the nonprofit advocate and resource for transportation in the greater Tacoma area, speaking now in that role, specifically about the Transportation and Mobility Plan. This is a great plan. This is a very strong plan. It has good actions and strategies that meet the moment of where we're at with traffic violence and the need to make it easier to walk, bike, and use transit in Tacoma to meet our climate goals. So we're very grateful to staff and to the Transportation Commission for all of their work on this document. It's exciting to see a document that has such strong language around traffic violence and the need for things like traffic calming, and we're excited about that and the need to challenge and shift away from auto centric design. As the draft plan moves forward, I ask that you highlight the need to identify sustainable funding sources for future infrastructure projects, but also for the maintenance of our existing infrastructure. We also need to see an update to Tacoma's design manual and to the complete streets ordinance to ensure implementation of the green transportation hierarchy of prioritizing safety and access, especially in cases where it would be easier or cheaper to prioritize driver convenience over the safety of people, walking, biking and using transit. We just ask that we keep this document strong as it moves forward through this process, keep the language strong, keep the actions and strategies strong, and keep meeting that moment. Thank you.
7. **Samralee Richardson** – I'm the newly appointed Vice-Chair of the South Tacoma Neighborhood Council. It's really intriguing. I'm not going to lie, I'm still new to all of this. I appreciate you all being here and volunteering your time. I know what that must take. I've learned so much in just the short meeting, and a lot of this that is being discussed is resonating with me. I live in the South Tacoma neighborhood, in the Arlington district, when Laura was talking about being in the dead zone for transportation. We live in a single-family home; I have four small children, and the idea of getting on a bus rather than taking a van, that's a struggle for real. And to go to where, within what proximity? The reality is it's not there. We're talking about tree canopy. You're talking about sustainable tree coverage and our green spaces. I live in a neighborhood where there's talk about building high density, multifamily dwellings, and there's no parking. We're talking about limiting the amount of parking spaces. And it sounds like we're putting the cart before the horse, because now we're adding eight townhouses to an area where no one's going to want to take the bus, but now there's no parking for these vehicles, which makes the streets unsafe. That's a huge thing. The people who were building these homes for - the reality is that they're not going to be taking a bike. They're not going to be taking a bus, and there will be more street congestion. I think there should be an incentive for these people that we create more effort in planting trees and creating green spaces, and instead of building all these buildings. The lumber, the materials, the vehicles that are driving these materials and such - that takes a lot of energy, and that affects the environment. So I think we're putting the cart before the horse, and I think we really need to focus on creating better transportation, more localized businesses, more canopy green coverage, and just really focusing on that before we throw more and more people into our community. I would be interested to see where these findings of all these people coming into the community. As of right now, there's almost 4000 apartments for rent and about 1000 homes. So I want to see that we're doing what we can to make and keep Tacoma clean and not continue to hurt it. So thank you.
8. **Kit Burns** – I know as commissioners, you have a lot of reading to do, and so I gave you some more by submitting some comments. I apologize for that, but I want to point out that I wasn't totally inconsiderate - I included some drawings. In particular, the four drawings on the South Tacoma area and South 56th Street, because I'm concerned about that area. The Bridge Industrial Project is a \$500 million project, and I'm not able to locate it in the Transportation Plan, and it's a considerable element of that. Additionally, last year, Sound Transit committed \$42 million to the South Tacoma Sound Transit access. I've included those drawings. These are drawings that if you would like to, feel free to include in this plan because this plan will be referred to by a number of people. And I find it, and some of the people in South Tacoma find it a little bit offensive that Bridge Industrial - a \$500 million project - isn't mentioned. As somebody who's interested in transportation and lives next to a major transit stop, I'm a little bit offended that the \$42 million Sound Transit wasn't included. So I also want to talk about the word that always offends me, the word affordable, because the definition changes. House Bill 1110, part of Home In Tacoma, set the definition of affordable housing rentals at 60%. That's a definition the City of Tacoma should adopt. Secondly for affordable purchase homes that's 80% of area AMI, and I

can live with that. But when I look through the documents, particularly the home part of this document, it's confusing on what affordable is, and that was confusing also in Home In Tacoma. I could speak about that more, but hopefully you enjoy looking at my pictures, the graphics I did. It's one of the curses of being an architect.

9. **Anna Petersen** – I'm a senior planner at Pierce Transit, so I'm wearing my Pierce Transit hat today to talk to you. For those of you who are not familiar with Pierce Transit, we're your local public transit provider in Pierce County. The main reason I am here today is to acknowledge that city staff has worked in consultation with Pierce Transit as your comprehensive plan, and we have worked on our long-range plan, so we both been planning for the next 20 years, and we've been working together to do this. I also want to express the support of Pierce Transit for the City of Tacoma in playing a stronger role in supporting transit through multimodal investments and support of transit-oriented development. We also want to make sure that the commission is aware that we support and are excited for Tacoma's transit expansion vision, and we look forward to hearing more details on how Tacoma can or plans to support public transit. We hope to work together in that realm. I know that we didn't need to speak and do a letter, but we will be sending in a letter with some more details and some specific suggestions. Keep up the good work, and we just want to let you know that we really appreciate all the work that has gone into this plan, especially everything to do with transit and that first and last mile multi modal. Thank you.
10. **Day-Z Gould-Wong** – I am an advocate for public transportation, and I have a couple of notes I'd like to bring up. Number one, in the last city transportation plan, there was not only a frequent transit network vision, but there was a page dedicated to recommended streetcar corridors throughout the city. For example, streetcars on Sixth Avenue, 19th Avenue, 48th Street, Union Avenue, part of Puyallup Avenue, part of Portland Avenue, part of McKinley Avenue, part of Pacific Avenue and part of Pearl Street. All of that is completely missing from the One Tacoma Plan, and I view that as a step backwards. Number two, there's a frequent transit line in the plan from Northeast Tacoma to Federal Way, but we have to have some kind of express route between downtown Tacoma and northeast Tacoma. Whether it's rush hour only or all day, this is an essential connection for our friends in northeast Tacoma, and it is simply inequitable to leave them with no direct connection to the rest of the city. And number three, a lot of streets have frequent transit lines in the plan, but the physical transit routes that will go on the need to connect to key transit centers. In particular, we have got to increase transit access to South Tacoma station with more transit lines. Sound Transit is currently working with the city to increase access to the station with bicycle and pedestrian infrastructure, but we need better transit infrastructure too. Lastly, I just wanted to mention that Pierce Transit is in dire need of more funding just to go on with current service, we have to get something on the ballot as soon as possible, or I fear service will get even worse. Thank you.
11. **Agustina Mclean** – I am a homeowner in Tacoma, and I am one of those weirdos who actually will drive a bike. As such, I really want to bring attention to a couple of places - Lakewood Drive, especially as we're heading down into Lakewood. It's like mountain biking on that, and there are no sidewalks. There are 50-mile-an-hour cars going down there, so it's just a dirt strip. And there's a lot of high-density housing in that area. That is really dangerous. There's a public transit line there as well, so people are using those bus stops. If we could at least have some sidewalks, if we can't manage a bike lane on that road, that would be really helpful. There's also definitely more of a need for bike lanes, especially since Home In Tacoma. We're going to increase density. I mean, obviously, we need to focus on public transit more as well, but there are other alternatives, like owning a vehicle nowadays is going to be, especially as we're looking towards the future, which is going to be really expensive. There are going to be other people who are going to refuse to get a new car or upgrade their vehicle. Gas prices - if they start going up again because it looks like it might. We really need bike lanes, and we need some, ideally, some protected bike lanes, especially on the roads that are frequently used, because that is terrifying, especially on 72nd and Pacific. How many people have gotten hit while riding a bike there? Just in the past, I moved here in the summer of '23, and there have been two major incidents involving bikes that I know of there. I just really, really want to focus more attention on improving the bike lane infrastructure. Thanks.

12. **Therese Thomas** – I am a homeowner in Tacoma as well. I wanted to say that I'm so pleased to see the emphasis that are being proposed, like 15-minute neighborhoods, improving the walkability and bike-ability of our infrastructure. I'm excited to see the emphasis on access to the creation and access of public space, spaces to foster community. My comment is specifically regarding building permits. What I care about is esthetics, and I understand that beauty is subjective, but I would hate to see too many ugly buildings being constructed in Tacoma. I think our city has a lot of character, and I think we would be doing a huge disservice if we didn't have a little bit of an esthetic provision when it comes to new construction. That is all. Thank you.
13. **Latasha Palmer** – I am advocating for the future of affordable housing in Tacoma. I urge the commission to make bold recommendations in the One Tacoma Plan on one of our city's most critical challenges - housing affordability. As you know, Tacoma is in a housing crisis that demands immediate and tangible solutions. We cannot rely solely on studies and reports that do not offer actionable strategies, including proven models like social housing and community land trusts. I have seen firsthand that when neighbors are given opportunities to care for each other, we lovingly do. Social housing and community land trusts are not just about providing roofs over heads. They are about fostering communities where residents support one another. These models empower neighborhoods to maintain affordability and resilience, independent of the unstable federal housing systems that we see crumbling around us. We need housing solutions that prioritize community well-being over profit margins. Too many of our neighbors are caught in a cycle of housing instability, facing displacement and uncertainty. Social housing and community land trusts offer a path forward where every Tacoma resident can access safe, stable, and dignified housing. Now is the time for bold leadership. We see Pierce County making bold moves like creating a land bank and funding the creation of CLTs (community land trusts). Tacoma needs to do the same. Let's move beyond rhetoric and offer concrete actions to uplift our community by prioritizing social housing, community land trusts, and community-supported housing models; we can build a Tacoma where every resident has the opportunity to thrive. Thank you.
14. **Esther Day** – I'm joining the meeting today because I think we need more homes, townhouses, and condos with parking that people can, especially our young people and professionals, can build wealth for the future, not rentals. Also, the South Tacoma Groundwater Protection District, where the Bridge Industrial is at, really needs to be protected. There's a major aquifer there that in the 1990s was providing 40% of Tacoma residents with water. It needs to be protected as well as the groundwater system that feeds it. I used to be a proponent of transit. I took transit for 16 years to and from Seattle, and I'm going to tell you, I do not support Link. Link does not move. It has been known to stop in the middle of the track. Buses are good because buses can move around. I was on a bus coming back from Seattle after the Nisqually earthquake. The thing is that having been on a Sounder when a tree fell across the track, and mind you, the Sounder keeps getting canceled because of landslides. Imagine an earthquake or volcanic eruption happening, and then you're getting stuck in the middle of the tracks with no way to get the heck out of dodge. We need to think about all of that. It costs \$1 billion to lay one mile of transit for Link. We don't need Link. Buses can maneuver around. We are having problems with parking in the Hilltop and in other areas where Link is located, because people park in areas that are not marked for time benefits, and they stay there all day. Customers cannot go into businesses. We need to support our businesses. Thank you so much.
15. **Josie Blair** – I'm a Tacoma renter, and I am here with Tacoma For All. Tacoma housing crisis is worsening as we know, and a lot of that is being addressed in this upcoming plan. But specifically, a recent TNT article shows that median Tacoma rents are up 3% in the last year, while Washington's average rent is up just 1.4%, and rents nationally have actually dropped by .5%. Rising rents lead directly to homelessness. Another TNT report shows homelessness in Pierce County increased by over 7% over the last year. So without stronger tenant protections, such as longer notifications for rent increases, relocation assistance, and eviction moratoriums, rent gouging and displacement will only get worse, because these companies are motivated primarily by profit and not by housing us. For myself, just a couple of months ago, I received a notice from my landlord of a rent increase over 10% and as well as many of my neighbors and not included in there was any mention of the current Landlord Fairness Act, or any moving assistance, or any of the resources that could have made it easier for me. I actually found out about Tacoma For All, reached out to them, received some assistance, and let my

landlord know that I need relocation assistance. And rather than offer that, they simply reduced the 10% increase down to just below 4% which was much, much more affordable for me. But if not for the help in the current protections, I would be looking at increased risk of being unhoused, and so I think that the One Tacoma Plan must enshrine strong tenant protections to slow this crisis and keep working families in their homes. Thank you.

16. **Jenn Barfield** – I'm also with Tacoma For All. When Tacoma voters had the chance to protect renters, they voted yes, even though landlords, developers, and real estate lobbyists outspent us nearly three to one. They poured almost \$400,000 into their campaign. The people of Tacoma want tenant protections, and we are not alone. Cities and states across the western US are passing new laws, often inspired by what we've won here. There was a scientific poll of Washington voters that found overwhelming support for common sense tenant protections - 80% wanted longer notices for rent increases; 77% wanted to limit excessive move-in fees; 76% wanted compliance support to help small landlords understand the law; and 76% support banning excessive rent hikes. My thought is that the One Tacoma Plan should reflect what renters need and voters are demanding, which is strong tenant protections that keep Tacoma affordable. Renters make up nearly half of Tacoma's residents, but our policies still favor big landlords and developers over working families. I work in an elementary school here in Tacoma. I've seen an increase in the number of families that qualify for the McKinney-Vento program. I just looked at the district numbers today, and there's almost 500 students that are qualifying for McKinney-Vento as compared to last year. So, that's almost just looking at those numbers, that's almost 25%. Families are struggling, and when we talk to people, it's overwhelmingly excessive rent hikes that are causing people to lose their housing. The One Tacoma Plan must commit to strengthening and enforcing relocation assistance for rent increases over 5%, limits on excessive fees, rent-to-income ratio, caps eviction moratoriums to stop the eviction-to-homelessness pipeline, and stronger city enforcement to ensure landlords follow the rules. Thank you.
17. **Jacqui Aiello** – I'm also a member of Tacoma For All and a resident of the Proctor neighborhood. I'm here to advocate that Tacoma provide a plan to create a social housing developer within the One Tacoma Plan to work to comply with HB 1220 as was discussed earlier. Providing social housing alongside market-rate development is vital to preserving the affordability and, most importantly, diversity of our city. Preservation of neighborhood character is really important to Tacoma residents, and market-rate development threatens to cause displacement of our low-income and working-class neighbors whom are essential to our communities. Densifying our neighborhoods is important as our city grows, but we need to find ways to densify while preventing displacement. Unlike private developers, a social housing developer would be accountable to the public and therefore citizens voices. A social housing developer would ensure that new projects prioritize affordability while preserving the diversity of our communities. Publicly owned housing can also be planned strategically to prevent displacement and keep communities intact. I am asking that the city focus their housing strategies to create a social housing developer that will be accountable to the public, not Wall Street investors, to ensure density and affordability go hand in hand. I just want to thank everybody for their time here, especially as it's getting later in the evening, thank you to all our volunteer members on the Planning Commission.
18. **Cathie Urwin** – I live in South Tacoma. The one thing that I find is really lacking in this One Tacoma Plan is the fact that we have not included the impacts of a very massive project that is located in one neighborhood, South Tacoma, that will have an impact on traffic, on greenhouse gasses, on safety, on air pollution, and when we talk about cutting back on vehicle trips, nobody has taken into account the vehicle trips that would be generated by this massive project. I'm not talking about a 200-square-foot warehouse; we're talking about a 2.5 million-square-foot warehouse that everybody chooses to ignore without planning anything around the roads, anything around the neighborhoods that could be helpful. This warehouse, in fact, will have 54 gas-fueled heaters on top of the building. Should we look into maybe getting those changed to electric? Is there any kind of a move to make some changes before this becomes online as operational? The walls of these buildings are now going up. So, this is not something that's not going to happen. And yet we have nothing that is planned, even in this comprehensive plan, and nothing that recognizes South Tacoma as having this one project that overwhelms the community and is not something that any of the other communities have to share in.

We have an overburdened community with air pollution already that will face more overburdening and air pollution, traffic, etc, and yet it goes ignored. I think we need a little bit of revision to accept the reality of what is going to happen in South Tacoma. The work is already being done. We need to look for solutions now. Thank you.

--- (Public Hearing closed at 7:10 p.m.) ---



One Tacoma: Comprehensive Plan Update Public Hearing – Public Comments Received

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From: [Kaster, Liz](#)
To: [Planning](#)
Cc: [Le, Anna](#); [Myers, Rosheida](#); [Wingenbach, Sola](#); [Atkinson, Stephen](#); [Wilhelme, Carrie](#); [Diekmann, Joshua](#); [Kammerzell, Jennifer](#)
Subject: One Tacoma Transportation & Mobility Plan - Comment Letter from City of Tacoma Bicycle and Pedestrian Technical Advisory Group
Date: Friday, February 28, 2025 10:28:42 AM
Attachments: [BicycleandPedestrianTechnicalAdvisoryGroup_TMPCommentLetter.pdf](#)

Hello,

I've attached a comment letter on the **One Tacoma - Transportation and Mobility Plan** from the City of Tacoma Bicycle and Pedestrian Technical Advisory Group.

Thank you,

Liz Kaster
Active Transportation Coordinator & Principal Transportation Planner
City of Tacoma - Public Works Dept.
253.363.1135 **Please note: I have a new phone number**
lkaster@cityoftacoma.org
Pronouns: She/Her/Hers

For the latest on active transportation projects, events & ways to get involved, find our Tacoma Mobility team on [Facebook](#), [Twitter](#) & [Instagram](#)!



City of Tacoma Bicycle and Pedestrian Technical Advisory Group

February 24, 2025

Re: Transportation & Mobility Plan – Bicycle and Pedestrian Technical Advisory Group Comments

Dear City of Tacoma Planning Commission,

The Bicycle and Pedestrian Technical Advisory Group (BPTAG) fully supports the Transportation and Mobility Plan being proposed and recognizes the beautiful recalibration it offers by fully centering the green transportation hierarchy—a framework from the last Transportation Master Plan that prioritizes the safe mobility of people.

We understand that the current reliance on automobiles is in large part because our mobility network has been designed to prioritize people traveling in vehicles. However, this plan provides a road map for the City of Tacoma to build a mobility network that supports safe and comfortable transportation options for all ages and abilities. Since our inception in 2013, BPTAG has been the community voice at the City's table advocating that our streets meet the needs of users not in vehicles with the same level of service as those in vehicles. This plan outlines the specific steps needed to achieve that goal.

We think this plan does an excellent job of centering safety and equity - recognizing the need to address the significant disparities in our transportation system.

The multimodal focus of this plan is essential to meeting the City's safety, climate, and equity goals. We appreciate how active transportation and transit are not simply chapters of the TMP - the need for a multimodal system is foundational to this document and woven throughout.

We also particularly support the strong focus on the public realm and the experiences of people using our streets and public spaces. The approximately 30% of WA state residents who do not drive deserve a transportation system that connects them where they need to go and helps them thrive. And if we want more people to choose to walk, roll, bike, and take transit - we need to create enticing environments where they feel safe & comfortable to do so.

We the members of BPTAG, believe this document is the recalibration that is needed to fully bring transportation justice to the forefront of how we plan, design, construct, and maintain our transportation system. We wholeheartedly support the adoption of the Transportation & Mobility Plan and look forward to continuing to advocate for its successful implementation. We believe that if this plan were to be implemented it would benefit the community as a whole and make Tacoma a leader in active transportation - creating a more equitable city for people to walk, roll and bike in.

Sincerely,

Jennifer Halverson Kuehn
Chair, City of Tacoma Bicycle Pedestrian Technical Advisory Group

Cc:

Tacoma City Council - Infrastructure, Planning, and Sustainability Committee
Tacoma City Manager Elizabeth Pauli
Public Works Director Ramiro A. Chavez, P.E. PgMP
City of Tacoma Transportation Commission

From: [Farmer, Lakecia](#)
To: [Walker, Kristina](#)
Cc: [Diaz, Olgy](#); [Hines, John](#); [Sadalge, Sandesh](#); [Bushnell, Joe](#); [Planning](#); [Atkinson, Stephen](#); [Caan, Christina](#); [Hallum, Sonja](#); [Huffman, Peter](#); [Chris Karnes](#); [Lynett, Kristin](#); [Pauli, Elizabeth](#); [Chavez, Ramiro](#); [Wilhelme, Carrie](#); bruce Morris 2020@gmail.com; [Matt Stevens](#)
Subject: STC Public Comment Letters for One Tacoma
Date: Thursday, February 27, 2025 4:53:54 PM
Attachments: [STC Letter on Transportation and Mobility Plan.pdf](#)
[STC Letter on Comprehensive Plan.pdf](#)
[image003.png](#)

Chair Walker-

On behalf of the Sustainable Tacoma Commission (STC), I am submitting two letters for public comment purposes regarding the One Tacoma Comprehensive Plan update that includes the Transportation and Mobility Plan.

Thank you for your consideration,



LaKecia Farmer (she/they)
Senior Sustainability Analyst
Office of Environmental Policy and Sustainability
Lfarmer2@cityoftacoma.org
(253) 625-4318



Sustainable Tacoma Commission

February 27, 2025

Dear Chair Walker and IPS Committee,

The Sustainable Tacoma Commission is writing to express our feedback on the draft Transportation and Mobility Plan (TMP) created as part of the City of Tacoma's Comprehensive Plan update.

Because transportation is the largest source of greenhouse gas emissions throughout the Puget Sound region, reducing car dependency is a key strategy in addressing climate change. Every year, we learn more about the negative impacts of road pollution (such as brake dust and tire particulates) on our local waterways and the negative health outcomes such as asthma that are more prevalent in frontline communities. Prioritizing sustainable transportation in Tacoma means prioritizing our environment, community health, and equitable access and independence for all Tacomans.

We appreciate that the TMP is centered on equity, safety, sustainability, and community, per its stated goals. The TMP is strongly written to match the urgency of the issues it aims to address, including climate change and Tacoma's traffic violence crisis. While the goals and actions included in the plan are strong, we are concerned about the lack of policy and funding sources in place to ensure strong implementation of the plan's suggestions.

We encourage IPS to take the following additional actions to advance the TMP.

1. **Incorporate an understanding of climate impacts with respect to Tacoma's transportation planning.** It is essential that the community understand how critical improving our transportation system is, not only for mitigating regional climate impacts (by reducing greenhouse gas emissions), but also for creating local climate resiliency. Climate-fueled events like flooding and heat waves threaten human life and well-being as well as our transportation systems. And the most vulnerable people during these events are unsheltered pedestrians. We therefore recommend that the TMP articulate how the changing climate is expected to impact the movement of people and goods within and around Tacoma and how the City of Tacoma plans to build resiliency into our transportation system.

2. **Update the Complete Streets ordinance and Tacoma’s Design Manual.** Safety for all users is a primary theme of the TMP, reiterated throughout the document's strategies and actions. In determining project prioritization and design, the City often faces conflicting needs between modes. It is critical that policies be put in place to ensure adherence to the green transportation hierarchy and the prioritization of safety for vulnerable road users in all cases. While we applaud Tacoma’s commitment to the Vision Zero goal of zero traffic deaths or serious injuries by 2035, this goal will only be obtained by prioritizing bicyclist and pedestrian safety—especially in circumstances where it’s easier and cheaper not to do so.

The need for updated design standards is mentioned in almost every modal section of the TMP; crucially, this need is also highlighted in the Climate Action Plan (CAP). In the Auto section, the TMP contains an action to “update the Complete Streets ordinance and design guidelines while developing an internal process and project checklist to ensure safe, multimodal, and sustainable design features are considered in the initial planning and design phases.” This is a critical action for both climate and transportation that should be taken by the City as soon as possible.

3. **Identify additional funding sources to support safe mobility and transit access.** As noted in the TMP, “current funding falls short of meeting the demands of maintaining the existing transportation system, let alone supporting the upkeep of new multimodal infrastructure.” Effective change will require substantial investment in infrastructure updates and subsequent maintenance, which will only be possible if the City identifies additional sources for sustainable funding of transportation projects; in turn, those investments will help reduce traffic violence and save innocent lives. While Streets Initiative 2, if passed by voters in April, would provide significant funding for safety projects, it is also necessary for the City to show its commitment to sustainability, safety, and access through additional funding allocations. We recommend that the City of Tacoma explore new revenue sources such as impact fees and transportation benefit districts.

The plan refers multiple times to the need to “develop local source funding for transit,” as well as the need to “actively engage in transit service planning.” Reliable, frequent transit will play a significant role in encouraging mode shift away from single occupancy vehicle travel. While Pierce Transit and Sound Transit are separate entities, the City of Tacoma has a role to play in the support, development, and implementation of increased transit service. It is unclear in the draft TMP where such “local source funding” would come from. If Tacoma is serious about supporting transit, we must identify concrete ways to provide that support, including through supplemental funding. Additionally, the Climate Action Plan cites the hiring of a Transit Coordinator role as a needed action, which is in line with the need for increased staff capacity and knowledge around transit as referenced in the TMP.

4. **Build more Complete Streets and expand Tacoma’s tree canopy through planting and establishing more street trees.** Projects in the right-of-way present a unique

opportunity not only to reduce heat and polluted stormwater runoff through road diets, but also to incorporate trees and related green benefits into our neighborhoods. Street trees are a proven traffic calming treatment, slowing drivers down by visually narrowing the road. They also promote walkability and stimulate the local economy by shading sidewalks and combating the urban heat island effect. More active City installation and management of trees in the public right-of-way—as called for in the Urban Forest Management Plan—would help advance shared TMP and CAP goals.

5. **Increase accountability.** The fifth goal of the TMP is transparent decision-making, and we ask that this extend to accountability in adherence to the plan. We are interested in how success will be measured. We are also particularly interested in how multimodal level of service (MMLOS) will be applied, and how MMLOS data will impact decision-making in project prioritization and design.

The Sustainable Tacoma Commission would like to commend City staff for their dedicated integration of feedback in forming an inclusive Transportation and Mobility Plan draft with such important strategies and actions. We hope that our feedback will aid in further editing of this plan to make it more actionable and impactful, with emphasis on solidifying funding and passing congruent policy. Our feedback is focused on realizing long-term climate and community goals and building a healthy, equitable, and resilient Tacoma for generations to come. We hope that you share the understanding that when we meet our transportation and mobility goals, we will also meet our climate goals and make Tacoma a better place for all of us to live.

Sincerely,

Evlando Cooper III

Evlando Cooper, Co-Chair
Sustainable Tacoma Commission

Casey Twiggs

Casey Twiggs, Co-Chair
Sustainable Tacoma Commission

Cc:

Stephen Atkinson, Principal Planner
Christina Caan, Policy Analyst
Ramiro Chavez, Director of Public Works
LaKecia Farmer, Senior Sustainability Analyst
Sonja Hallum, Interim Deputy City Manager
Peter Huffman, Director of Planning and Development Services
Chris Karnes, Planning Commission Chair
Kristin Lynett, Chief Sustainability Officer

Bruce Morris, Transportation Commission Chair
Elizabeth Pauli, City Manager
Matt Stevens, Transportation Commission Chair
Carrie Wilhelme, Principal Transportation Planner



Sustainable Tacoma Commission

February 27, 2025

Dear Chair Walker and IPS Committee,

The Sustainable Tacoma Commission (STC) appreciates the opportunity to provide feedback on the “One Tacoma Comprehensive Plan Update”. We commend the City’s commitment to sustainable growth, climate resilience, and equitable development. However, these goals must be backed by clear enforcement mechanisms, dedicated funding, and stronger policy commitments to ensure meaningful progress. Without these elements, Tacoma risks missing key climate, housing, and mobility targets.

Key Strengths of the One Tacoma Plan

The draft plan reflects important progress in several key areas:

- **Sustainable Growth & Housing Affordability** – Expanding 15-minute neighborhoods and prioritizing mixed-use development (Goals GS-1, GS-2).
- **Transportation & Connectivity** – Strengthening multimodal transportation investments and transit-oriented development (Goal GS-11).
- **Environmental & Climate Resilience** – Preserving open spaces, expanding green infrastructure, and supporting carbon sequestration efforts (Goal GS-12, Policy EN-4.41).
- **Equity & Environmental Justice** – Ensuring overburdened communities benefit from green infrastructure and climate adaptation efforts (Goal EN-3, GS-3).

While these are strong foundations, the lack of enforcement mechanisms and funding commitments weakens the plan’s ability to achieve these goals. Below, we highlight key areas that require action.

Key Areas for Strengthening the Plan

1. Climate Resilience & Environmental Protection

The City must ensure public infrastructure and environmental policies fully integrate climate risk assessments and enforce greenhouse gas reduction targets:

- a. **Expand climate adaptation strategies** – While the plan acknowledges climate risk, adaptation measures should be embedded across Public Facilities & Services (PFS-1, PFS-2, PFS-3, PFS-5) to prevent service failures due to climate hazards.
- b. **Strengthen enforcement of greenhouse gas reductions** – Policies on carbon sequestration and emissions reductions (Policy EN-1.1, EN-4.41) lack enforcement mechanisms. Clear compliance benchmarks should be established.
- c. **Increase funding for green infrastructure** – The plan recognizes the need for urban forestry, stormwater management, and resilience investments, but lacks dedicated funding sources. We recommend green bonds, stormwater fees, or grant-based funding mechanisms.

2. Housing & Displacement Protections

Tacoma's housing strategy must go beyond affordability goals to include robust anti-displacement protections and a dedication to supporting affordable options for low- and fixed-income households:

- a. **Ensure housing affordability measures are enforceable** – The plan should require inclusionary zoning policies and affordability mandates to prevent displacement (Goals H-1, H-5). This should also include plans to preserve affordability in current affordable housing and commit to affordable development for low- and very-low income households.
- b. **Improve accessibility of anti-displacement programs** – Eviction prevention and relocation programs (H-2.2) should have clearer eligibility requirements and a simplified application process to ensure accessibility.
- c. **Integrate energy efficiency in housing sustainability** – Policy H-6.7 supports housing preservation but does not include partnerships with community organizations that specialize in energy-efficient retrofits. Strengthening these partnerships will expand access to sustainable housing improvements.

3. Economic Development & Industrial Growth

Sustainability must be fully integrated into Tacoma's economic development strategy:

- a. **Mandate sustainability in procurement** – Current policies only encourage sustainability criteria for public contracts (Policies 3.15, 6.28, 6.29). The City should instead require sustainability standards for all municipal procurement.
- b. **Balance industrial growth with environmental protection** – The plan should explicitly state that Tacoma’s industrial expansion must not come at the expense of environmental health. Adding this language will clarify the City’s commitment to sustainable economic growth.

4. Transportation & Connectivity

As Tacoma grows, transportation investments must prioritize equitable access, aligning with the Transportation Mobility Plan to expand safe, multimodal options and reduce transportation-related emissions.

- a. **Ensure long-term funding and implementation of multimodal infrastructure** – Tacoma must commit to sustained investment in transit, pedestrian, and bike networks to support mobility for all residents and advance climate goals.

5. Enforcement & Funding Considerations

While the One Tacoma Plan sets ambitious sustainability goals, policy effectiveness depends on enforcement and funding commitments. Without clear implementation mechanisms, these policies risk remaining aspirational rather than actionable.

- a. **Regulatory enforcement** – Establish clear benchmarks and accountability measures for emissions reductions, affordable housing policies, and climate adaptation strategies.
- b. **Long-term sustainable funding** – Expand funding through state and federal grants, green bonds, and local financing mechanisms to ensure long-term investment in sustainability initiatives.
- c. **Health impact assessments** – Ensure air quality and public health data guide land use and urban planning decisions to protect vulnerable populations.

The “One Tacoma Comprehensive Plan Update” provides a strong vision for sustainability, climate resilience, and equitable urban development. However, without stronger enforcement mechanisms, dedicated funding, and specific implementation strategies, the City risks falling short of its climate and equity commitments.

STC looks forward to engaging in conversation with Council and staff on how to move forward and strengthen the areas indicated in this letter.

Thank you for your time and consideration.

Sincerely,

Evlondo Cooper III

Evlondo Cooper, Co-Chair
Sustainable Tacoma Commission

Casey Twiggs

Casey Twiggs, Co-Chair
Sustainable Tacoma Commission

Cc:

Stephen Atkinson, Principal Planner
Christina Caan, Policy Analyst
LaKecia Farmer, Senior Sustainability Analyst
Sonja Hallum, Interim Deputy City Manager
Peter Huffman, Director of Planning and Development Services
Chris Karnes, Planning Commission Chair
Kristin Lynett, Chief Sustainability Officer
Elizabeth Pauli, City Manager

From: [Smiraldo, Lucas](#)
To: [Planning](#); [Atkinson, Stephen](#); [Le, Anna](#); [Myers, Rosheida](#); [Wilhelme, Carrie](#); [Chavez, Ramiro](#)
Cc: [Matthews, Annalycia](#); [Kammerzell, Jennifer](#)
Subject: Support letter in favor of the Tacoma Transportation and Mobility Plan from TACOD
Date: Friday, February 28, 2025 2:11:37 PM
Attachments: [Transportation & Mobility Plan Support Letter 2.28.25.docx](#)
[image001.png](#)

February 28, 2025, 2:15 PM

Dear Planning Commission Chair Karnes:

The Tacoma Area Commission on Disabilities voted in unanimous support today in favor the Tacoma Transportation and Mobility Plan and is careful attention to the needs of those who are disabled who live, work, and play in our city. The letter is signed by both TACOD Chair Amin Tony Hester and Vice Chair Hayley Edick.

Thank you for all your work and careful attention on this and we send appreciation to Carrie Wilhelme who thoughtfully consulted with TACOD while developing the draft plan that commissioners had the pleasure viewing in a monthly meeting earlier in February.

Please let us know if there are other ways, we can support the plan moving forward.

Yours Truly,

Lucas Smiraldo
Staff Liaison, Tacoma Area Commission on Disabilities

Lucas Smiraldo (he/him)

[Why do Pronouns matter?](#)

Office of Equity and Human Rights

Senior Equity Consultant

253.591.5048

lsmiraldo@cityoftacoma.org

Preferred Pronouns: He/Him



SERVE TACOMA

CITY OF TACOMA COMMITTEES • BOARDS • COMMISSIONS

February 28, 2025

Christopher Karnes, Chair
Tacoma Planning Commission
Tacoma Municipal Bldg.
747 Market St.
Tacoma, WA 98402

Dear Chair Karnes and the Tacoma Planning Commission:

We are writing as the Tacoma Area Commission on Disabilities (TACoD) to indicate our support of the Tacoma Transportation and Mobility Plan as presented recently (2/13/25) to us by Carrie Wilhelme from the Tacoma Public Works Department. Key highlights of this plan include a people-centric design that promotes accessibility for people of varying abilities and mobility types. As a commission, we strive to provide opportunities for those who have disabilities to be seen and heard within the community conversations. This plan truly embodies the placing the needs of people at the forefront. In particular, policy 1.3 indicates:

"Provide accessible and dignified services to all persons ensuring all travelers regardless of mobility status can safely and effectively navigate the transportation system at every part of their journey."

The collaboration within this proposal with Gail Himes, Public Works ADA Coordinator for the City of Tacoma, also highlights the city's focus on improving opportunities for individuals with a wide range of mobility needs within our community. In addition, we wish to stress that a transportation system must serve all people and all modes of travel—walking, rolling, biking, and transit alike—not solely prioritizing automobiles.

COD Members:, Chair; Amin Tony Hester, Vice Chair, Hayley Edick, Aimee Sidhu, Anthony Caldwell,
Lukas Barfield, Cheri D. Coleman, Wanda McRae, Billie Periman, Shatone Martin and Carlette Skinner
City of Tacoma • Committees, Boards and Commissions
cityoftacoma.org/cbc • 747 Market Street, 12th Floor • Tacoma, WA 98402-3701

The views and opinions expressed herein do not reflect the official position of the City of Tacoma or City Council, and shall not be used to endorse a candidate for office or ballot measure.



If you need this information in an alternative format, please contact Lucas Smiraldo at 253-591-5048, or 711, or Washington Relay Services 1-800-833-6384.

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Chair Karnes
February 25, 2025
Page 2

It is important to recognize that many in our community cannot drive a car or do not have access to a car, and our planning must reflect the diverse mobility needs of every community member.

We strongly endorse this proposal and look forward to engaging with the public works and planning departments as they continue to develop accessible community mobility throughout our City of Destiny.

Thank you,

Amin Tony Hester, Chair
Tacoma Area Commission on Disabilities

Hayley Edick, Vice Chair
Chair of TACOD Transportation Subcommittee
Tacoma Area Commission on Disabilities

COD Members:, Chair; Amin Tony Hester, Vice Chair, Hayley Edick, Aimee Sidhu, Anthony Caldwell,
Lukas Barfield, Cheri D. Coleman, Wanda McRae, Billie Periman, Shatone Martin and Carlette Skinner
City of Tacoma • Committees, Boards and Commissions
cityoftacoma.org/cbc • 747 Market Street, 12th Floor • Tacoma, WA 98402-3701

The views and opinions expressed herein do not reflect the official position of the City of Tacoma or City Council, and shall not be used to endorse a candidate for office or ballot measure.



If you need this information in an alternative format, please contact Lucas Smiraldo at 253-591-5048, or 711, or Washington Relay Services 1-800-833-6384.

From: [Wilhelme, Carrie](#)
To: [Planning](#)
Cc: [Atkinson, Stephen](#); [Le, Anna](#); [Wingenbach, Sola](#); [Kammerzell, Jennifer](#); [Diekmann, Joshua](#); [Myers, Rosheida](#)
Subject: One Tacoma Comp Plan Letter of Rec - Transportation Commission
Date: Friday, February 28, 2025 12:58:13 PM
Attachments: [OneTacomaCompPlan_TranspCommission_LetterofRec_02272025.pdf](#)

Good afternoon,

Attached is the One Tacoma Comprehensive Plan letter of recommendation from the Transportation Commission.

Best,
Carrie

Carrie Wilhelme (she/her)
Principal Transportation Planner
City of Tacoma | Public Works Dept.
Phone: 253-442-9813



**City of Tacoma
Transportation Commission**

February 27, 2025

Subject: Public Draft One Tacoma Comprehensive Plan

Dear Chair Karnes and Members of the Planning Commission:

On behalf of the Tacoma Transportation Commission, we appreciate the ongoing efforts of the Planning Commission to shape the future of our community through thoughtful land use planning. As our respective Commissions work toward a shared vision of a safe, accessible, and sustainable city, we recognize the critical intersection between transportation and land use decisions.

We commend the Planning Commission and staff for their impressive work on the One Tacoma Comprehensive Plan. We are writing to encourage continued collaboration on policies and strategies that enhance multimodal connectivity, improve equitable access to transportation options, and align land use strategies with our city's mode shift and mobility goals. To further strengthen the connection between the Comprehensive Plan and the Transportation and Mobility Plan (TMP), we would like to offer the following suggestions:

Growth Strategy Element:

- Page 2-92: On the Frequent Transit Network Map, remove the "Planned Link Light Rail" symbology along 19th Street to align with the Transit Element of the TMP. Additionally, change the symbology color for the Hilltop Tacoma Link Extension to "active". (Note: The light blue color is difficult to see against the blue 5-minute walkshed.)

Complete Neighborhoods Element:

- Overall: Policy section CN- states "for people of all ages and abilities" yet very little language in this section is inclusive of those using mobility devices. Add more inclusive language such as "walking and rolling" whenever referencing walking and strengthen policy language to support individuals with a disability.
- Overall: These goals are well-defined and specific, but none explicitly identify car dependency as a fundamental barrier to achieving the others. There is no clear goal stating that reducing or removing cars from neighborhoods is a necessary first step toward progress. The success of a compact, 15-minute neighborhood relies on reducing car dependency, and addressing this issue is essential to realizing the broader objectives outlined in this section.
- Page 3-101: Include strong language in the introduction about the need to have neighborhoods less "auto-centric" and not built around the car if we are truly going to the vision of a 15-minute, complete neighborhood. We need spaces where cars are removed or at least restricted.
- Page 3-103: To align with Vision Zero, change "traffic accident rates" to "crash rates".
- Page 3-104: Seems to miss the foundational point that streets are people-places that have been made into car places. This first sentence could be turned into a fuller paragraph by adding another sentence that acknowledges the need to reclaim streets for people, after which we can talk about street networks.
- Page 3-105: Downtown Tacoma is not the best example of pedestrian-friendly and walkability. The steep hills make walking a challenge, especially for individuals with a disability or older

individuals. The steep hills also make biking a challenge, negatively affecting connectivity within and also to/from downtown.

- Page 3-122: Public Realm policy CN-1.8 should mention safety.
- Page 3-125: Public Realm policy CN-2.14 should align with the Design Manual and TMP pedestrian multimodal level of service. It should be changed to say, “Improved crossings should be located approximately every 300 feet, particularly along designated pedestrian streets, to improve route directness and facilitate a safer pedestrian crossing.”
- Page 3-128: Neighborhood policy CN-5.1 – Consider adding “parks”.
- Page 3-132: Add an action related to walkability or connectivity which were core concepts in this chapter, if not more important than some of the actions listed.
- Page 3-132: Unclear why the T-Line is specifically called out under action 2 and BRT/HCT is not? Suggest removing “including the T Line” because the term transit encompasses all.

Economic Development Element:

- Need to recognize the Puyallup Tribe of Indians as an economic engine in text, goals, and policies.
- Add goals and policies related to the transportation industry: freight and logistics, development of EV infrastructure, and clean energy alternative for transportation sector.
- Add goals and policies related to TOD, the importance of expanded/reliable public transit, and the role these play to support economic vitality.
- Page 7-192: Remove the “Planned Link Light Rail” symbology along 19th Street to align with the Transit Element of the TMP. Additionally, change the symbology color for the Hilltop Tacoma Link Extension to “active”.

Parks and Recreation Element:

- Page 8-248: Add boulevards and/or greenways as part of a “complete park system” for connections between park land.

As we move forward, we welcome continued opportunities for joint discussions and policy coordination to ensure that our recommendations and actions align and reinforce one another. We look forward to continued collaboration with the Planning Commission and staff to create a city that is vibrant and accessible for all. Thank you for your time and dedication to shaping the future of Tacoma.

Sincerely,



Bruce Morris
Co-Chair, Transportation Commission



Matt Stevens
Co-Chair, Transportation Commission

Cc:

Tacoma City Council - Infrastructure, Planning, and Sustainability Committee
Tacoma City Manager Elizabeth Pauli
Public Works Director Ramiro A. Chavez, P.E. PgMP
Steve Atkinson, Principal Transportation Planner

From: [Wilhelme, Carrie](#)
To: [Planning](#)
Cc: [Atkinson, Stephen](#); [Le, Anna](#); [Farmer, Lakecia](#); [Barra, Rachel](#); [Kaster, Liz](#); [Myers, Rosheida](#); [Wingenbach, Sola](#); [Diekmann, Joshua](#); [Kammerzell, Jennifer](#)
Subject: TMP Comment Letter - Transportation Commission
Date: Friday, February 28, 2025 12:32:27 PM
Attachments: [TMP_TranspCommission_LetterofRec_02272025.pdf](#)

Good afternoon,

I've attached a comment letter on the **One Tacoma Transportation and Mobility Plan** from the City of Tacoma Transportation Commission.

Best,
Carrie

Carrie Wilhelme (she/her)

Principal Transportation Planner
City of Tacoma | Public Works Dept.
Phone: 253-442-9813



**City of Tacoma
Transportation Commission**

March 1, 2025

Re: Draft 2025 Transportation and Mobility Plan

Dear Chair Karnes and the Members of the Planning Commission:

The Transportation Commission (TC) has provided extensive feedback on the direction and content of the 2025 Transportation and Mobility Plan (TMP) over the past six months through its regular and special meetings and directly to city staff. Upon release of the draft document, TC members carefully reviewed the final document, and discussed their findings at their meeting on February 19. The TC fully supports the vision of the TMP to create and sustain a transformational multimodal transportation system that connects people to place and people to people.

As the Planning Commission considers the document, we want to highlight several themes that are present throughout the document that we think exemplify the future transportation system for the city of Tacoma.

1. Shift Away from Past Focus on Single-Occupancy Vehicles

Tacoma has designed its transportation system around single-occupancy vehicles (SOVs), which is reflected in many features of the City. From excessively wide streets to the general expectation of availability of parking, driving has been the most favored method of transportation for a long time. The City's plans and funding priorities have both reflected and reinforced this approach.

The 2025 Transportation and Mobility fully breaks with this approach, shifting the residents of the city to provide more options for alternative modes to enjoy and travel within the city. We understand that many Tacomans will continue to drive, at least some of the time. However, particularly where mode priorities overlap, and spatial needs exceed the available right-of-way, the TC has strongly advocated for elevating walking, rolling, bicycling and particularly transit at the expense of single occupancy vehicles. The most important benefit of this approach is that it is the only method the TC believes can meet Tacoma's transportation needs arising from Tacoma's projected growth in housing and employment.

2. Repair of Past Harms in Transportation Policy and Funding

The goal of transportation should be to support and connect our community. But we acknowledge that in the past, it has been used as a method to divide and segregate portions of our community. Furthermore, past funding practices has resulted in disparities of transportation facilities, access and amenities across the City. This is intolerable and must be reversed. The data analysis of Vision Zero showed that this disparate funding and investment has created undue harm in our low- and very low opportunity neighborhoods.

This plan aims to repair past harms by transparently prioritizing transportation funding to areas of Tacoma which are underserved and experience elevated levels of traffic violence. Transportation projects all over Tacoma will be built. However, following the project prioritization criteria uses Tacoma's Equity Index to push projects in underserved areas to the top of the prioritized list. We are proud to endorse a plan that will start to right some of the wrongs of the past.

3. Support 15-Minute Neighborhoods to Build Connections

During the community engagement process and during our outreach to the community, we repeatedly heard our community members strongly support increased access to amenities within a short distance of where they live. They desire the sense of neighborhood, connection and place that result from a focus on the street as part of the public realm and not only a place to move or store vehicles. The 2025 Transportation and Mobility Plan provides this support through many goals and policies that will create a right-of-way to safely allows people to connect to people and places.

4. A Thriving Economy

Many aspects of our transportation system support successful economic activities: space on the curb for delivery vehicles, employment opportunities in proximity to housing, sidewalks that promote access to local businesses, well-maintained roads for transit and freight. The TC agreed with expanding the definition of business-supportive transportation to reflect new technologies and commercial innovations, which are discussed throughout the TPM. At the same time, the TMP's emphasis on walking, rolling, bicycling and transit must be viewed as fully supportive of business activity. Fifteen-minute neighborhoods thrive precisely because they enhance the opportunity to play, work, and shop locally.

5. Community Involvement and Transparency

The TC feels strongly that Tacomans want to know how decisions about the transportation system are being made and what kind of progress we're making towards the goals that we set. Residents and business owners also want to contribute to plans for their neighborhood and their City. New language in the TMP emphasizes community involvement, transparency, and performance monitoring. Data to demonstrate performance may not always be in place yet. The TMP commits the city to produce clear, meaningful information about progress, so that we can better target resources over time to meet our goals.

Modifications

The TC has suggested numerous minor edits to enhance clarity and improve adherence to the themes above that will be integrated into the revised plan. **The one area where the TC sees the need for major revision is to the concept of transit level of service which will support performance monitoring.** This is a new concept in the TMP, and it requires a bit more work to get it right. Transit LOS should include more than just how we get to a transit stop or station and the frequency of trips. It should also include a measure of travel time performance, so we can improve intersections that cause delay to transit users. A LOS standard will ensure that our city has a successful transit system as we continue to grow. A re-written version of this section will be provided in the revised draft.

To conclude, the Transportation Commission thanks the Planning Commission for the opportunity to explain its vision, as expressed in the Transportation and Mobility Plan, and provide minor comments on the already well-crafted document. We strongly support the commitment presented in the Plan, to create and sustain for Tacoma a transformational multimodal transportation system that connects people to place and people to people, and we urge the Planning Commission to adopt the TMP.

Sincerely,



Bruce Morris
Co-Chair, Transportation Commission



Matt Stevens
Co-Chair, Transportation Commission

Cc:
Tacoma Infrastructure, Planning, and Sustainability Committee
Tacoma City Manager Elizabeth Pauli
Public Works Director Ramiro A. Chavez, P.E. PgMP
Sustainable Tacoma Commission
Bicycle and Pedestrian Technical Advisory Group
Parking Technical Advisory Group

From: [Moeinian, Maryam](#)
To: [Planning; Crabtree, Mary](#)
Subject: FW: Critical Areas Ordinance update
Date: Wednesday, March 5, 2025 11:58:12 AM
Attachments: [Tacoma Comment letter for CAO022525.pdf](#)

Hi Mary,

Attached is a comment letter we've received from Climate Pierce County.

Thanks,

Maryam Moeinian

Senior Planner
 City of Tacoma, WA
 Planning & Development Services
Cell: 253-532-1446
www.cityoftacoma.org



From: Dr Elly <drelly@sound-decisions.org>
Sent: Wednesday, March 5, 2025 10:55 AM
To: Moeinian, Maryam <MMoeinian@cityoftacoma.org>
Subject: Critical Areas Ordinance update

Good morning Maryman Moeinian,

Attached is a letter we are sending to PC jurisdictions both as resource and as comment in the Critical Areas Ordinance update process. It has several links that could be useful to you.

Climate Pierce County tracks Comprehensive Plans and will soon be adding Critical Areas Ordinances or code as resources for all PC jurisdictions. We hope these are useful to planners across PC. The link to the comp plan page is [here](#). We are just beginning to assemble the links for the updated comp plans and will add those soon. My understanding is that Tacoma won't have a new link until fall?

If you have suggestion or questions, eager to hear that.

Thank you for all you do,

Elly Claus-McGahan

Elly Claus-McGahan, PhD
Climate Pierce County
<https://climatepiercecouny.com/>
drelly@sound-decisions.org
253-219-9129



Virus-free. www.avast.com



March 5, 2025

Maryman Moeinian
747 Market St.
Tacoma, WA 98402

RE: Comments on Tacoma Critical Areas Ordinance

Dear Maryman Moeinian:

[Friends of Pierce County](#) is a non-profit environmental organization that was founded in 2003. We have been an advocate of responsible and environmentally friendly development practices and smarter growth for over two decades.

[Climate Pierce County](#), is committed to a carbon-free future for Pierce County, working collaboratively with all organizations endeavoring to fight climate change and environmental injustice, with the goal of creating a healthy, sustainable, and resilient future for all Pierce County residents.

We provide our comments on your jurisdiction's periodic update of its Critical Areas Ordinance.

Fish and Wildlife Habitat Conservation areas (FWHCA)

State law ([WAC 365-196-485 b](#)) requires that cities and counties include best available science (BAS) in their policies and regulations to protect the functions and values of critical areas.

The current BAS for FWHCAs is from the Washington Department of Fish and Wildlife (WDFW) that updated its protections for riparian ecosystems in 2020. In *Riparian Ecosystems, Science Synthesis and Management Implications (2020) Volume 1*, WDFW reported that riparian ecosystem functions of **all streams** (not just **fish-bearing**) streams was vital to protect. In *Riparian Ecosystems, Management Recommendations Volume 2* jurisdictions can find management recommendations on how to protect these areas. Vol 1 and Vol 2 represent the BAS from a state agency that is an expert technical advisor for FWHCA.

Adopting WDFW policies will help your jurisdiction meet the requirements for BAS in your CAO to protect full riparian ecosystem functions and values¹ as required by state law and help to achieve no net loss of these areas, as required by state law ([WAC 365-190-080](#)).

Habitat Connectivity and Open Spaces

State law ([WAC 365-196-485 c](#)) requires that cities and counties identify open space corridors within and between urban growth areas for multiple purposes, including critical wildlife habitat.

State law ([WAC 365-196-660](#) (2)(b): recommends **critical areas regulations** be reviewed to ensure they are achieving no net loss of ecosystem functions and values. This review should include an analysis of monitoring plans, regulations and permits to ensure they are efficient and effective at achieving protection goals and implementation benchmarks. We recommend establishing a monitoring and adaptive management program designed to:

- Collect information on CAO effectiveness,

- Evaluate the potential for exemptions and variances to cumulatively affect riparian functions across your jurisdiction, and
- Improve permit implementation - See the WA Department of Commerce's [Critical Areas Handbook - Chapter 7](#).

For a good example of a jurisdiction that is adaptively managing for no net loss, we can suggest Kitsap County's [Natural Resource Asset Management program](#) that facilitates strategic planning by measuring and tracking conditions of natural assets against the desired condition and identify strategies to reduce gaps and risks to services of ecosystem functions.

We urge you to implement the following:

- 1) Update your CAO to include BAS and follow WDFW recommendations for riparian areas (Full list of WDFW resources [found here](#)).
- 2) Include habitat connectivity of open spaces and riparian areas to facilitate wildlife movement on a regional level, not just within jurisdiction boundaries.
- 3) Plan for climate change and climate mitigation by protecting all ecosystem values and functions.
 - a. Assess and protect tree canopy, supporting carbon sequestration and biodiversity.
 - b. Protect maximum size and full function of wetland and riparian areas to help with flooding and thermal regulation, carbon sequestration, and maintaining biodiversity.
- 4) Adopt a Monitoring and Adaptive Management plan to ensure no net loss of critical areas.

Thank you for the opportunity to comment. Please contact us if you have any questions.

Sincerely,

Carmela Micheli

Carmela Micheli
Board Member
253-988-1204
carmela@harboret.com

Elly Claus McGahan

Elly Claus McGahan, PhD
Climate Pierce County
253-219-9129
drelly@sound-decisions.org

ⁱ **"Ecosystem functions"** are the products, physical and biological conditions, and environmental qualities of an ecosystem that result from interactions among ecosystem processes and ecosystem structures. Ecosystem functions include, but are not limited to, sequestered carbon, attenuated peak streamflow, aquifer water level, reduced pollutant concentrations in surface and ground waters, cool summer in-stream water temperatures, and fish and wildlife habitats ([WAC 365-196-210](#)).

"Ecosystem values" are the cultural, social, economic, and ecological benefits attributed to ecosystem functions. ([WAC 365.196.210 \(15\)](#)).

From: [Anna Petersen](#)
To: [Planning](#)
Cc: [Tina Lee](#); [Darin Stavish](#)
Subject: Pierce Transit Comments--One Tacoma Plan Update
Date: Friday, March 7, 2025 11:50:00 AM
Attachments: [image001.png](#)
[2025_TacomaCompPlan_PC.pdf](#)

Hello,

Attached is a comment letter containing Pierce Transit's comments to the Planning Commission regarding the One Tacoma Plan Update.

Please let me know if you have any problems with the attachment or any questions.

Thank you,
Anna

Anna Petersen
Senior Planner
P: 253.581.8093 | C: 253.377.5971
3701 96th St. SW, Lakewood, WA 98499





March 7, 2025

City of Tacoma
Planning Commission
747 Market Street, Room 345
Tacoma WA 98402-3726

Subject: One Tacoma Plan Update - Review and Comments

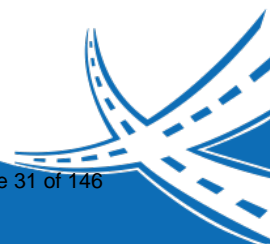
Dear Chair Karnes:

Thank you for the opportunity to provide comments on the One Tacoma Comprehensive Plan and Transportation Mobility Plan (TMP). Our comments and review focus mainly on the Growth Strategy Element and the TMP as these portions of your plan most significantly relate to future local public transit service and local transit riders. Pierce Transit is committed to supporting policies that reduce barriers to using public transportation, recognize the need for multimodal transportation improvements, and as stated in the TMP, “lays out a roadmap to improve walking and rolling, biking, public transit, and other modes of transportation that make it safer and healthier to move around the city and region.”

Pierce Transit agrees and supports proposed goals and policy that supports development of a multimodal transit system to accommodate expected growth in Tacoma. Pierce Transit staff has observed discussion in the proposed plans and at Commission meetings that reinforce the focus on public transit and transit supportive policy. This continued support is vital for cultivating meaningful partnerships (TMP Goal 4). We would like to recognize Planning Commission and staff efforts at fostering positive partnership through the many coordination meetings and invitations to speak to the City’s commissions and committees over the past year. We also feel that these partnerships are vital for the success of many of the goals of the One Tacoma Comprehensive Plan and TMP.

The various elements of your One Tacoma Comprehensive Plan and the TMP include highlights and call outs that show how the various elements are integrated and how the City of Tacoma plans to actively engage with partners to support a city that “keeps us safe, lets us live sustainably with our land and water, and contributes to our physical, social and economic health.” Pierce Transit appreciates this aspect of the Plan, and we hope it will help to reinforce the awareness of the many partnerships necessary for the City of Tacoma to achieve the long-term goals of the community.

In line with the Transit Actions and Goals outlined in the Plans, Pierce Transit looks forward to strengthening our partnership while also collaborating on efforts of the city to upgrade Tacoma’s Transportation resources. We appreciate that both Goal 7 and the Transit Actions in the TMP recognize the need to not only support, but fund transportation resources such as public transit. We



hope that Tacoma can work with Pierce Transit to support a more permanent and reliable funding stream for public transit (e.g., impact fees, formation of a Transit Management Association, grant partnerships). As you know, a reliable, sustainable source of funding is required to fund the additional transit services outlined in the Plan.

Pierce Transit looks forward to our continued and strengthened partnership to promote a safe, connected, and accessible transportation network.

Thank you,



Tina Lee, PMP
Planning Manger

Cc: City of Tacoma Planning Commission
Anna Petersen, Senior Planner – Pierce Transit
Darin Stavish, Principal Planner - Pierce Transit



From: [Moeinian, Maryam](#)
To: [Crabtree, Mary](#); [Planning](#)
Subject: FW: Comp Plan and Critical Areas Ordinance update status inquiry - Tacoma
Date: Wednesday, March 5, 2025 12:24:06 PM
Attachments: [WDFW 3rd Outreach Letter - Tacoma.pdf](#)

Hi Mary,

Here is the comment we've received from Washington Department of Fish and Wildlife.

Thanks,

Maryam Moeinian

Senior Planner

City of Tacoma, WA

Planning & Development Services

Cell: 253-532-1446

www.cityoftacoma.org



From: Berejikian, Marian (DFW) <Marian.Berejikian@dfw.wa.gov>
Sent: Friday, February 28, 2025 1:13 PM
To: Moeinian, Maryam <MMoeinian@cityoftacoma.org>
Cc: Lentes, Gwendolen A (DFW) <Gwendolen.Lentes@dfw.wa.gov>; Bryant, Jessica (DFW) <Jessica.Bryant@dfw.wa.gov>; Winter, Elliott (DFW) <Elliott.Winter@dfw.wa.gov>
Subject: RE: Comp Plan and Critical Areas Ordinance update status inquiry - Tacoma

Hello again Maryam:

Thank you so much for your response!

We would love the chance to meet with you and discuss the update to your CAO. **Just reply with some dates that would work for you and your staff and Jessica can set that up.**

I am attaching a letter Elliott sent to back in 2023 that contains important information and I am also including some additional resources below.

Background information:

[WDFW has a CAO checklist](#) that we rolled out in 2023. WDFW also created an addendum to that checklist with a [list of other jurisdiction's CAO codes](#) that might prove useful.

WDFW updated its Best Available Science in 2020. As you are aware, state law requires that cities

and counties include BAS in their policies and regulations to protect the functions and values of critical areas. WDFW's BAS reflects a paradigm shift from DNR's water typing.

In ([Vol. 1](#)), we find no evidence that full riparian ecosystem functions of **non-fish-bearing** streams are less important than full riparian ecosystem functions of **fish-bearing** streams. Our [Vol. 2](#) document provides management recommendations informed by this science. These documents synthesize current, peer-reviewed scientific literature on riparian ecosystems and offer implementation steps, making them a critical source for ensuring that municipal codes meet BAS requirements.

Non-fish-bearing streams:

- Support a unique community of aquatic and riparian obligate wildlife;
- Provide movement corridors for wildlife, particularly in the face of changing climate conditions;
- Provision fish-bearing streams with matter and energy; and
- Provide cool water to downstream reaches.

To meet WDFW's current best available science and consider site-specific characteristics, we recommend utilization of WDFW's Site Potential Tree Height at 200 years (SPTH₂₀₀) to measure RMZ widths (see WDFW's [mapping tool](#)) and [Riparian Ecosystems, Volume 1: Science Synthesis and Management Implications](#) that compiles and synthesizes scientific literature on the key ecological functions of riparian areas. The document serves as a source of BAS to support the conservation of riparian ecosystems and is intended for use by local governments for land use planning.

Pierce County updated and modified their stream buffers based on our BAS. I am including [that information here](#).

Thank you!

Marian

From: Moeinian, Maryam <MMoeinian@cityoftacoma.org>

Sent: Friday, February 28, 2025 9:01 AM

To: Berejikian, Marian (DFW) <Marian.Berejikian@dfw.wa.gov>

Subject: RE: Comp Plan and Critical Areas Ordinance update status inquiry - Tacoma

External Email

Hi Marian,

Please see my responses below.

Thanks,

Maryam Moeinian

Senior Planner

City of Tacoma, WA

Planning & Development Services

Cell: 253-532-1446

www.cityoftacoma.org



From: Berejikian, Marian (DFW) <Marian.Berejikian@dfw.wa.gov>

Sent: Thursday, February 27, 2025 4:42 PM

To: Moeinian, Maryam <MMoeinian@cityoftacoma.org>

Subject: Comp Plan and Critical Areas Ordinance update status inquiry - Tacoma

Hi again Maryam:

I am reaching out again on behalf of the Washington Department of Fish and Wildlife (WDFW) to inquire about your status, and to offer our assistance, regarding the city's Comprehensive Plan and the Critical Areas Ordinance updates.

Can you please share the status for the adoption of your Comprehensive Plan and the update of the Critical Areas Ordinance?

The draft Comprehensive Plan is currently out for public review. We have shared a copy with the Department of Commerce, PSRC, the Puyallup Tribe as well as other neighboring jurisdictions. A public hearing is scheduled for March 5, and we aim to adopt the Comprehensive Plan by the end of June.

The timeline for the Critical Areas Code update differs from that of the Comprehensive Plan. The draft code is expected to be released for public review in July, with adoption planned by the end of the year.

I see that there is a hearing at the planning commission on March 5th for the comp plan. Is March 5 the end of the public comment period?

We will accept comments until March 7.

Our regional staff would like the opportunity to offer their assistance related to WDFW's Best Available Science for Fish and Wildlife Habitat Conservation areas and we hope to understand what may work best for your jurisdiction.

We look forward to hearing back soon. In the meantime, please check out our [priorities and resources for land use planning](#).

Thank you in advance for your response.

From: Moeinian, Maryam <MMoeinian@cityoftacoma.org>
Sent: Tuesday, February 18, 2025 4:06 PM
To: Berejikian, Marian (DFW) <Marian.Berejikian@dfw.wa.gov>
Subject: Comprehensive Plan Draft Now Available for Review

External Email

Hi Marian,

I'm reaching out to you since you requested to receive updates about our Comprehensive Plan update. The Draft Comprehensive Plan is now available for review, and we truly value your involvement in this process. You can access the draft online on our website:

<https://www.cityoftacoma.org/onetacomauupdate>

The Planning Commission's public hearing is scheduled for March 5th, and a second hearing is planned with the City Council, potentially in June.

We greatly appreciate your interest in this project, and if you have any questions or would like further details, please don't hesitate to reach out. Your input is very important to us.

Best regards,

Maryam Moeinian

Senior Planner

City of Tacoma, WA

Planning & Development Services

Cell: 253-532-1446

www.cityoftacoma.org





State of Washington
DEPARTMENT OF FISH AND WILDLIFE

Mailing Address: PO Box 43200, Olympia, WA 98504-3200 · 360 902-2200 · TDD 360 902-2207

Main Office Location: Natural Resources Building, 1111 Washington Street, Olympia, WA

September 28, 2023

Stephen Atkinson, Principal Planner
City of Tacoma, Planning Department
747 Market Street
Tacoma, WA 98402

Dear Stephen Atkinson,

I am writing to follow up on the previous Washington Department of Fish and Wildlife (WDFW) letters sent to you and to let you know about two tools that can help your jurisdiction in achieving its Comprehensive Plan and Critical Areas Ordinance periodic update requirements:

- The WDFW [Riparian Management Zone Critical Areas Ordinance Checklist](#) was designed to help local planners translate our BAS-based guidance into Critical Areas Ordinance (CAO) amendments, and its new [Addendum](#), has example ordinance citations.
- The [Sound Choices Checklist](#) for Puget Sound jurisdictions is an easy-to-use tool to consider if and how comprehensive plans are setting the stage for Puget Sound recovery.

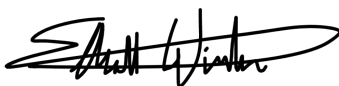
My previous letters provided WDFW's best available science, baseline information, and resources. Through this letter, we also seek to clarify and emphasize WDFW's priorities for land use planning and provide further guidance in the following areas:

- **[Priority Habitats and Species](#)** (PHS; [WAC 365-190-130\(4\)\(a-b\)](#))
 - Are PHS Priority Habitats and Priority Species designated and protected as Fish and Wildlife Habitat Conservation Areas (FWHCAs)?
 - Are PHS maps adopted and incorporated by reference in your CAO?
 - Have you obtained and evaluated the most current PHS List for your county?
 - Have you obtained and evaluated the most current PHS spatial data?
 - Have you reviewed the most current PHS [management recommendations](#)?
- **Riparian Standards**
 - Does your jurisdiction have a current stream inventory?
 - What water typing resources/GIS/mapping are you currently using?
 - *See our new [RMR-CAO checklist](#) and [Addendum](#) with many additional questions.*
- **No Net Loss of critical area functions and values** ([WAC 365-190-080\(1\)](#))
 - Do you have a functional monitoring and adaptive management program ([WAC 365-195-920\(2\)](#))?
 - See Commerce's [Critical Areas Handbook](#), Ch. 7

- Do you account for Critical Areas *before* allowing lot segregation to minimize Reasonable Use Exemptions?
- Do you have incentive programs for habitat restoration, enhancement, and/or acquisition projects?
- Do you have mitigation programs in place to support off-site mitigation needs (i.e., mitigation banks, in lieu fees)?
- **Habitat Connectivity**
 - Do you have regulatory and voluntary mechanisms to maintain and enhance habitat connectivity?
 - Movement corridors designated as Fish and Wildlife Habitat Conservation Areas ([WAC 365-190-030\(6\)\(a\)](#))?
 - Open space corridors within and between Urban Growth Areas ([WAC 365-196-335](#))?
 - Consider [PHS Biodiversity Areas and Corridors](#) (if mapped in your jurisdiction)
 - See Puget Sound Regional Council's [Open Space Conservation](#) Resources (central Puget Sound counties) and [Landscape Planning for Washington's Wildlife: Managing for Biodiversity in Developing Areas](#)
 - Do you have a fish barrier removal plan?
 - When replacing culverts, do you consider [climate projections for streamflows](#)?
 - Do you consider terrestrial species' movement needs in strategic locations?
- **Climate Resilience**
 - Do you have policies and measures in place to bolster climate resilience in FWHCAs?
 - Native tree canopy cover expansion
 - [Trees for Resilience Toolkit](#)
 - Invasive species management
 - Active management to improve forest health
 - Wildfire prevention and risk management
 - See Commerce's new [GMA Climate Guidance](#)

As your primary point of contact for WDFW, please reach out to me should you have any questions or concerns about the materials above. I hope we can set up a meeting soon to discuss the above items at an appropriate time in your periodic update process, such as when you have an early draft comprehensive plan and CAO amendments we could discuss.

Sincerely,



Elliott Winter, Assistant Regional Habitat Program Manager

CC:

Gwen Lentes, Regional Habitat Program Manager

Jessica Bryant, Regional Land Use Planner

Kara Whittaker, Land Use Conservation and Policy Section Manager

Tom O'Brien, Ecosystem Services Division Manager

Chuck Stambaugh-Bowey, Habitat Program Deputy Director
Scott Kuhta, Commerce Periodic Update CAO Lead
Valerie Smith, AICP, Commerce Deputy Managing Director

From: [Moeinian, Maryam](#)
To: [Planning; Crabtree, Mary](#)
Subject: FW: Tacoma's Comprehensive Plan Amendment (2025-S-8093): WGS comments
Date: Wednesday, March 5, 2025 12:19:16 PM

Hi Mary,

Below is the comment we've received from Washington Department of Natural Resources.

Thanks,

Maryam Moeinian

Senior Planner
 City of Tacoma, WA
 Planning & Development Services
Cell: 253-532-1446
www.cityoftacoma.org



From: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>
Sent: Thursday, February 20, 2025 2:17 PM
To: Moeinian, Maryam <MMoeinian@cityoftacoma.org>
Cc: Sears, Tricia (DNR) <Tricia.Sears@dnr.wa.gov>; Guida, Eric (COM) <eric.guida@commerce.wa.gov>
Subject: Tacoma's Comprehensive Plan Amendment (2025-S-8093): WGS comments

2/20/25

Hello Maryam,

In keeping with the interagency correspondence principles, I am providing you with comments on Tacoma's Comprehensive Plan Amendment (2025-S-8093).

For this proposal submitted via Planview, I looked at the proposal and focused on areas related to WGS work. Of note, but not limited to, I look for language around the geologically hazardous areas, mineral resource lands, mining, climate change, and natural hazards mitigation plans.

Specifically in this proposal, I reviewed the Draft One Tacoma Plan-Compressed.PDF. Overall, the Tacoma Plan is well done, kudos to you!

Intro and Vision

Page 1-7 mentions how the comp plan relates to other plans, great! A Vision for Tacoma's Future is very nice, as is the list of elements with short descriptions of them on page 1-10. On page 1-14, the CLIMATE CHANGE WILL DISRUPT ENVIRONMENTAL, SOCIAL, AND ECONOMIC SYSTEMS is well done and good to see in the comp plan. Overall, the Intro and Vision is well done.

Growth Strategy

Good to see pages 2-45 and 2-46 with the Land Use Assets and Hazards, with Exhibits 4 and 5. Exhibit 5 is Environmental Hazards, the paragraph above Exhibit 5 explains it briefly. Page 2-83 Natural Systems and Open Space Corridors has a goal and several related policies. All good.

Environment and Watershed Health

Great to see on page 4-135 the City's intent "Avoid and minimize the community's exposure to natural hazards, including geologic hazards and flooding hazards." Good to see the goal and related policies on page 4-146 and 4-158. On page 4-158 the Manage Environmental and Climate Hazards section includes the goal and related policies. It would be good to state clearly the geologically hazardous area hazards that Tacoma has, prior to the reader arriving at Exhibits 34 and 35, Exhibit 34. Tacoma Environmental Hazards Map and Exhibit 35. Tacoma Environmental Hazards Within each Watershed.

Below, I include our usual language for this and future endeavors.

Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in current or future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general:

- Consider adding a reference to WAC 365-190-120 geologically hazardous areas for definitions in other areas besides the CAO. In addition, consider adding a reference to WAC 365-196-480 for natural resource lands.
- Consider adding a reference to the WGS Geologic Information Portal in other areas besides the CAO. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. [Geologic Information Portal | WA - DNR](#)
- Consider adding language that the qualified professional geologists and engineers are licensed in Washington.
- If you have not checked out our Geologic Planning page, you may wish to do so. [Geologic Planning | WA - DNR](#)

Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 4/11/25.

Cheerio,

Tricia

Tricia R. Sears (she/her/hers)

Geologic Planning Liaison

Washington Geological Survey (WGS)

Washington Department of Natural Resources (DNR)

Cell: 360-628-2867 | Email: tricia.sears@dnr.wa.gov

From: [Jessica Spiegel](#)
To: [Planning; Atkinson, Stephen](#)
Subject: WSPA Comments on the Draft Tacoma Comprehensive Plan and Tideflats Subarea Plan_ 02-28-25
Date: Friday, March 7, 2025 4:11:39 PM
Attachments: [image002.png](#)
[WSPA Comments on the Draft Tacoma Comprehensive Plan and Tideflats Subarea Plan_ 02-28-25.pdf](#)

Hi Stephanie,

Attached are WSPA's comments on the current draft of the Tacoma Comprehensive Plan and Tideflats Subarea Plan. Thank you for your consideration.

I am submitting these comments on behalf of Sophia Steele. Please feel free to reach out with any questions or if further discussion would be helpful. We would also appreciate the opportunity to introduce ourselves at a convenient time.

Thank you, and have a great weekend.

Best,

Jessica

Jessica Spiegel
Vice President, Northwest Region



Sophia Steele

Senior Manager, NW Region

March 7, 2025

Sent via email to: planning@cityoftacoma.org /
SAtkinson@cityoftacoma.org

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

RE: Comments on the Draft Tacoma Comprehensive Plan and Tideflats Subarea Plan

Dear Planning Commission Members,

The Western States Petroleum Association (WSPA) appreciates the opportunity to provide comments on the Draft Tacoma Comprehensive Plan and Tideflats Subarea Plan. WSPA is a non-profit trade association representing companies that create the energy we need today for the future of transportation in Tacoma. This includes renewable diesel, biofuels, innovative solar and sustainable energy projects, electric charging stations, and carbon capture and sequestration.

We appreciate the City's goal of fostering a well-planned industrial and maritime economy. With that in mind, we have a few items we'd like to flag regarding the proposed changes in the draft Subarea Plan.

First, we request that the City of Tacoma consider how the Draft Subarea Plan may inadvertently create obstacles for necessary facility upgrades that align with state policies under the Climate Commitment Act (CCA) and Clean Fuels Program (CFP). The new land use districts (Seaport Core Primary and Seaport Transition zones) do not provide clear guidance on whether these facilities (identified as petroleum fuel facilities) can modify, expand, or adapt to these program needs. Historically, Tacoma's code has allowed nonconforming industrial uses to make improvements within specific regulatory limits. The complete removal of petroleum fuel facilities as a permitted use in any zone raises concerns that even minor modifications to existing infrastructure could be prohibited outright, let alone if that tankage may be needed for renewable or biofuels, for the region's transitioning energy needs. We recommend that the language remains the same as the previous language.

The updated language raises questions about whether facilities will continue to be able to make necessary upgrades to existing storage tanks, pipelines, or safety infrastructure to meet updated regulatory requirements or improve environmental safeguards. Under the current Tacoma Municipal Code (TMC 13.06.080(F)(5)), petroleum fuel facilities are explicitly permitted to make certain improvements related to maintenance, security, and regulatory compliance.

WSPA seeks clarification on whether these allowances will remain in place under the new framework, as some infrastructure changes may be required by federal or state regulations. Ensuring continued compliance with these regulatory requirements is critical to facility safety, environmental performance, and operational reliability.

March 7, 2025
City of Tacoma Planning Commission
Page 2

However, the Draft Subarea Plan removed the existing language that explicitly allows these types of modifications. Instead, suppose only generic nonconforming use provisions apply; it is unclear whether facilities would be permitted to make necessary upgrades or modifications, as nonconforming uses are typically restricted from changes that increase their footprint or operational capacity.

This change in language creates uncertainty regarding whether facilities can proceed with routine maintenance, safety upgrades, or regulatory compliance modifications. WSPA seeks clarification on whether the City intends to continue allowing these necessary facility improvements under the new framework. To avoid any unintended restrictions, we recommend that the existing language regarding facility modifications be retained to ensure that facilities can safely and responsibly maintain their operations without unnecessary delays or compliance risks.

In addition, the prohibition on any water discharge associated with cleaner fuel infrastructure is concerning. This provision appears to incidentally prohibit new infrastructure to align with state and federal law. The language should be modified to align with the existing state and federal permit requirements under state and federal law.

Finally, the SEPA document has not been released as a complete draft. We look forward to the opportunity to review the draft in the public comment period.

Thank you for your consideration of these comments. WSPA members hope they will be helpful to ensure the Comprehensive Plan and Tideflats Subarea Plan support Tacoma's economy while providing clear, fair, and predictable regulatory pathways. We welcome the opportunity to engage further on these issues and appreciate your consideration of our comments.

If you have any questions regarding our comments, please do not hesitate to contact me directly at (425) 890-9723 or via email at ssteele@wspa.org.

Sincerely,



Sophia Steele
Sr. Manager, NW Region



From: [Beverly Allen](#)
To: [Planning](#)
Subject: Support Social Housing in the Comprehensive Plan
Date: Friday, March 7, 2025 6:05:27 AM

Dear Planning Commission,

I am writing as a business owner and home owner in Central Tacoma in support of social housing and anti-displacement strategies that include stronger tenant protections. My law firm employs 12 people and offers competitive salaries and benefits, and we are growing every year. I watched with joy when Seattle passed social housing because I knew it would mean fewer individuals and families living on the streets. We cannot continue to watch the housing crisis unfold. Simply put, we need every available tool to make sure we have enough housing to meet the need and that the housing is affordable for those at all income levels. We also need to ensure stability for renters. And that means protecting them from predatory landlords. I also write to you as someone willing to do her part. I am very happy to pay my fair share of taxes to create the kind of community I can be proud to live in and raise my daughter in. Every business owner should do the same. When our communities are healthy, our businesses are healthy. We know that having business fund the costs of social housing is more fair and equitable than passing along yet another tax to the general public, especially when Washington State already has a regressive tax system. Let us step forward and contribute to more vibrant and livable communities so our customer and client bases are not struggling to make their ends meet. With tenant protections, I urge you to recommend that we strengthen and build on the work of the Landlord Fairness Code. I worked on that campaign. I have done eviction defense work and seen personally how the new law prevents loss of housing. Ethical landlords helped draft the initiative, and ethical landlords will not have any issues complying with the law. Thank you for considering my comments. And thank you for your work in the service of our community.

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Beverly Y. Allen | She/Her

Founding Partner | Attorney at Law
Nexus Legal Counsel
253-778-6376 | www.nexuscounsel.law

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From: [joy.arianashira](#)
To: [Planning](#)
Subject: We need affordable housing for seniors...Most bankruptsy occurring from medical debt
Date: Thursday, March 6, 2025 10:23:05 AM

is Seniors who then lose their homes forcing taxpayers to foot the bills. For bankrupt seniors who do lose their homes let design a dormitory style of housing Locked showers rooms rather than individual showers in each studio (alleviating floods due to seniors leaving water running. Kitchens have microwaves only and a communal commercial kitchen can have ovens where others are around to oversee the prevention of fires. A community room where volunteers acquaint residents with needed resources, discuss political issues and get them to the polls etc. This kind of living using efficient spacial awareness brings networking and oversight for members Lets be a role model for other cities...Thanks for listening Joy Arianashira MSW resident of Tacoma

From: [Brian Bischof](#)
To: [Planning](#)
Subject: Planning Commission Comment - One Tacoma Update
Date: Friday, March 7, 2025 8:23:02 AM

Hoping this comment makes in to you on time.

The Comp plan seems to be in the right place. More bike lanes, invest in transit, preserve green spaces and encourage small business development. Couple of things

- Schuster Parkway is proposed as a Greenway it would be amazing if someone could look into the savings of closing one south bound lane instead of a elaborate promenade that will not be built for decades. We could really use a divestment in automobile accommodations when it comes to Ruston/Schuster/Thea Foss. There are no bike dedicated lanes along this whole amazing strip. Also hoping some of these cross town routes can have more protected thoroughfares.

We are doing something wrong regarding new businesses and food establishments. Please review barriers to establishing new restaurants and food trucks in relation to zoning and Health codes. We are severely behind what Oregon has figured out years ago. New blooming businesses start in food truck pods or farmers markets and move up. Our current health codes as well meaning as they are, are clearly causing issues for new owners from in town and out.

Invest in tree coverage for south and East Tacoma. It feels like two separate cities from the North End and that is completely unfair. I agree with all proposals to increase green space and the urban forest.

Downtown needs to continue being the primary focus for activation. The Dome projects have stalled and should always be secondary to our urban core. Transit is 5x more functional at 10th and Commerce as it is at TDS. We want to see downtown thrive and we want to be able to get there easily via transit.

The Tacoma Dome link does not connect us to Seattle in a meaningful way. It's great for airport and local trips but our express bus connections should be enhanced and remain even after the rail starts running. There should/could be a 40 min express route from 10th and Commerce and King Street Station.

Expand the service of Tacoma T Link to casino (better serves the city and Tribe than the proposed Portland Link line from Federal Way. This station will be duplicative for a lot of Tacoma. The Route 41/54 cover this area. And do not use S 19th as a rail line. 6th has and always will be the primary mixed use strip that would benefit most from light rail. A spur off of Division would work as shown in previous research by City and Sound Transit.

S 19th is best served with frequent transit or a formal BRT system. The topography alone lends itself more to buses than rail.

South Tacoma Way has some really great potential for a mixed used district but industrial proposals will conflict if traveling through the business district or neighborhoods.

Hope this isn't too general!

Thanks for the opportunity

Brian Bischof
(District 4)

From: [Sheila Bristow](#)
To: [Planning](#)
Subject: One Tacoma plan feedback
Date: Friday, March 7, 2025 10:53:09 AM

Thank you for your hard and detailed work on planning - at this point in time it is quite a relief to see effective government in action.

I grew up in Seattle and still work there part time, and have seen neighborhoods change as the zoning regulations have allowed denser housing units to be built. I certainly recognize the need for increased housing, but hope that we can avoid some of Seattle's mistakes in terms of the footprints of the new apartment buildings. If they go all the way to the sidewalk, it means there is no landscaping and reduced daylight. Having no edge space also subtly undermines goals in Tacoma's relating to access to nature, and also Policy H-5.7, which requires site designs that reduce or prevent social isolation. Having no place to stand and talk (and park your bike...) is less friendly.

Thanks,
Sheila

--

Sheila Bristow
Church Musician, Composer, Collaborative Keyboardist
www.sheilagailbristow.com

From: [Nick Brody](#)
To: [Planning](#)
Cc: [Hines, John](#)
Subject: Feedback on Tacoma Comprehensive Plan, Transportation
Date: Tuesday, March 4, 2025 2:37:10 PM

Dear Tacoma Planning Department,

I am writing to provide feedback on the Tacoma Comprehensive Plan update, specifically regarding the N. 21st Street corridor between Proctor and Pearl Street. After reviewing the draft Transportation Element, I have significant concerns about how this critical corridor has been scored and prioritized. The N. 21st Street corridor (Project TMP_107 in the plan) appears to be scored, in my view, incorrectly in the project prioritization matrix. Although perhaps not categorized as a Vision Zero priority, this arterial is a frequent site of accidents and unpoliced high speed driving.

This corridor faces several critical challenges that I believe warrant a higher prioritization:

- 1. SAFETY CONCERNS:** The current configuration presents serious safety hazards for pedestrians and cyclists. The lack of adequate space between the roadway and adjacent properties makes walking extremely dangerous, especially considering the high pedestrian volume from the Proctor District.
- 2. EXISTING INFRASTRUCTURE READINESS:** The City has already made investments in this corridor by relocating power lines, which demonstrates foresight for future improvements. According to my prior correspondence with Jennifer Kammerzell, "A traffic study conducted several years ago supported a redesign to convert each travel lane to a protected bike lane and provide space for an adequate sidewalk." The city already paid for a well-developed streetscape plan at great time and cost. This preparatory work means that implementing a complete streets approach would be more efficient and cost-effective now.
- 3. VISIBILITY AND IMPACT:** As a highly visible and well-traveled corridor connecting major neighborhood centers, improvements here would have an outsized positive impact on community perception and safety.
- 4. FEASIBILITY:** Converting this stretch to a two-lane configuration with proper sidewalks and bike lanes would be a relatively straightforward "quick win" compared to other more complex projects in the plan. I strongly urge the City to reconsider the scoring for this project and elevate its priority in the implementation timeline. This corridor represents a perfect opportunity to demonstrate the City's commitment to the principles outlined in the Comprehensive Plan—creating safe, accessible, and multimodal transportation options that serve all residents. The current dangerous conditions on this stretch contradict Tacoma's Vision Zero goals and the Transportation Element's stated objective to "Ensure a Safe and Comfortable Experience" for all transportation system users. With its proximity to schools, businesses, and residential areas, this corridor deserves immediate attention. Thank you for considering my feedback. I look forward to seeing this vital safety improvement properly prioritized in the final Comprehensive Plan.

Thank you for taking the time to solicit community feedback!

Sincerely,

Nick Brody
(512) 496-22211

nbrody@gmail.com

From: [GB](#)
To: [Hines, John](#); [Planning](#); [Hines, John](#)
Subject: Comment on Tacoma's Comprehensive Plan Update
Date: Monday, March 3, 2025 8:53:27 AM

Hello!

I'm writing to leave a comment on Tacoma's Comprehensive Plan Draft.

I live in Proctor, and believe we need a safe and accessible way to access the water via N 36th Street. This street is one of the few ways to access the water from our neighborhood for those without cars, including pedestrians and those with strollers.

Here are the issues I see today that present genuine danger to those attempting to walk to the water:

1. Lack of sidewalk on N 36th, N Lawrence St, and Alder Way (the sections down the hill and after Puget Natural Area). I would like to request a paved sidewalk with a curb or something physical to separate it from the street.
2. Lack of lighting.
3. Unsafe crossing from one side of N 36th to the other. Cars whip around that turn and I've almost been hit trying to safely cross the street. I've seen two other instances where other pedestrians also experienced close calls.
4. Unsafe crossing across Rust on Way and from Alder Way. There is a painted crosswalk, but to make this crossing plausibly safe, it needs lights to indicate an active pedestrian crossing, similar to the crosswalks set up along downtown Proctor, with yield signs that pedestrians can make flash prior to crossing. Despite the current signs, most cars and motorcycles do not yield when there is a pedestrian present. For a street so busy and with so many pedestrians, I believe this is an active hazard that the city should be compelled to address.

Councilman @John.hines@cityoftacoma.org , I've CC'd you as this is an issue I've written to you about over the years, and I'd love to hear your thoughts on including the above in the plan.

Thanks!
Greer

3620 N 34th St, Tacoma, WA 98407

From: [Zebb Bruser](#)
To: [Planning](#)
Subject: One Tacoma: Comprehensive Plan
Date: Tuesday, March 4, 2025 9:28:15 AM

Hello,

I am writing to express my opinion on the One Tacoma: Comprehensive Plan

My interest is focused on two elements in particular: 03 Complete Neighborhoods and 06 Transportation.

03 Complete Neighborhoods

I support the ideas and strategies represented in this plan. I agree that the “15-minute neighborhoods” are vital to healthy and vibrant communities in the future Tacoma. The neighborhoods outside of downtown, Stadium, and Proctor lack the density of small, practical businesses and facilities to support daily life. The communities of East and South Tacoma are particularly in need of this infrastructure and improvement.

06 Transportation

I support the growth of all non-single-occupant-motor-vehicle transportation in Tacoma. I support all efforts to reduce motor vehicle accidents especially changing the design and physical structures of our streets and roads to slow down motor vehicles. I support the plan to increase arterial bike crossings, bike crossing markings and signals, sharrow placement, volume management and traffic calming on neighborhood greenways, and bike lane and transit stop interactions. I think Tacoma needs a large, practical bicycle/pedestrian pathway network like I have seen in Portland Oregon, Bend Oregon, and Boise Idaho.

Thank you for your consideration,

[Zebb Bruser](#)

TACOMA PLUMBING & HEATING, INC.

1817 112th Street East, Suite G

Tacoma, WA 98445

(253) 531-3444 [Office](#)

(253) 287-4230 [Direct Line](#)

(253) 209-7501 [Mobile](#)

From: [Kit Burns](#)
To: [Planning](#)
Cc: [Schultz, Shirley](#); [Chavez, Ramiro](#)
Subject: Comments - One Tacoma Comprehensive Plan Update - 05 Transportation
Date: Wednesday, March 5, 2025 12:23:21 PM
Attachments: [2024-0827-SoundTransit-Letter of Concurrence TrafficMap.pdf](#)
[2025-0305-BridgeIndustrialWarehouse-MDNS-TruckingCompanies.pdf](#)
[WarehouseSitePlan-9.75-SIGNAL-9.75-Traffic-2025-0325.pdf](#)
[2025-0305-Bridge-B-27_PDR_T015239-103123_ExsB10etal-ROD-1994_480.pdf](#)

Dear Planning Commission,
 Regarding the Comprehensive Plan Update and **06 Transportation Unit**.

The plan does not appear to address nor include sufficient information on the impact of several issues that affect the South Tacoma Area.

One is the **\$500 million Bridge Industrial Project** which will have significant impacts. I am including drawings from the Hearing Examiners Review (B-27), a drawing that shows probable traffic patterns and street/railroad crossing in the area (Warehouse Site Plan Signal 9.75), identifies multiple existing Trucking Companies that the City did not mention in their TENW traffic report nor MDNS.

Also missing is information for the planned **Sounder South Station Access Improvements** project which is a more than \$42 million dollar investment.

South 56th Street is a significant element and multiple conflicts need to be coordinated for all plans being considered. Tacoma has a 24 hour traffic analysis map which shows the high truck/vehicle traffic in this area. Unfortunately, it appears that the City and the Hearing Examiner did not consider this information in the analysis of the Bridge Industrial Warehouse Project. This information must be included in the Comprehensive Plan.

Information showing these known and significant impactful projects should be included as part of the report for it to be useful in the future. Someone referring to the Comprehensive plan should not be ignorant as they would be if these are *left out of the Comprehensive Plan documents*.

These two projects in particular affect multiple elements of the One Tacoma Comprehensive Plan, not just South Tacoma. They should not be ignored.

Sincerely,

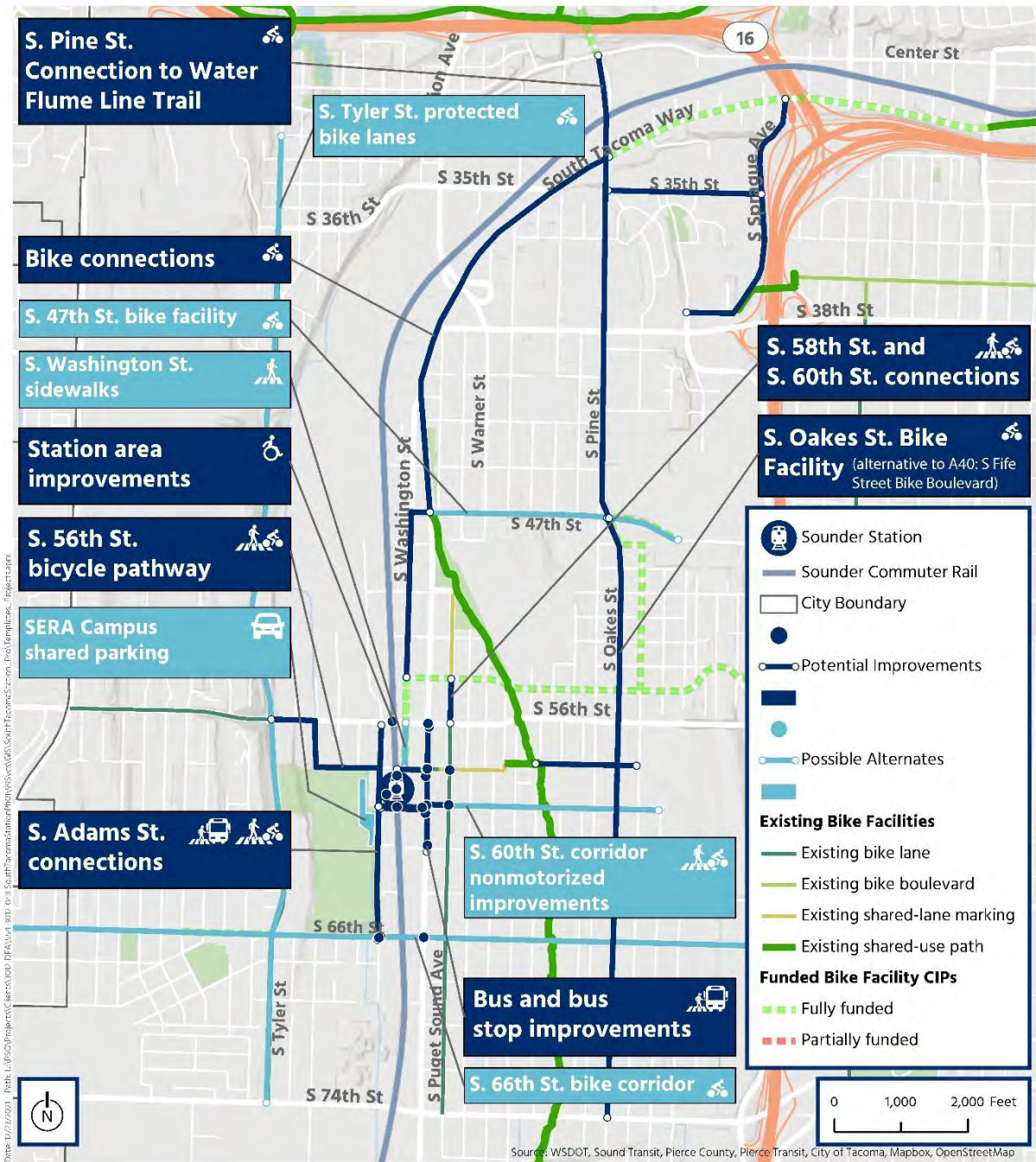
Kit Burns
 Tacoma

Kit Burns
 PO Box 2341
 Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

Appendix A – Proximate Location of Proposed Improvements

IMPROVEMENTS RECOMMENDED FOR STUDY IN PHASE 2 South Tacoma Station



Sounder South Station Access Improvements



S. BURLINGTON WAY - AREA TRUCKING COMPANIES - LU21-0125

119





S. TYLER
 S. MADISON ST
 S. MONROE
 S. BURLINGTON WAY
 S. WASHINGTON
 S. TACOMA WAY

Use your phone app
 5024 S. Madison?
 4910 S. Burlington?

 Your prime route is
 via S.56th St or
 South Tacoma Way.



X TRAFFIC SIGNAL INTERSECTION
 - - - POSSIBLE SECONDARY ROUTE
 = = = ACTIVE TRACKS
 - - - PROPERTY BOUNDARY

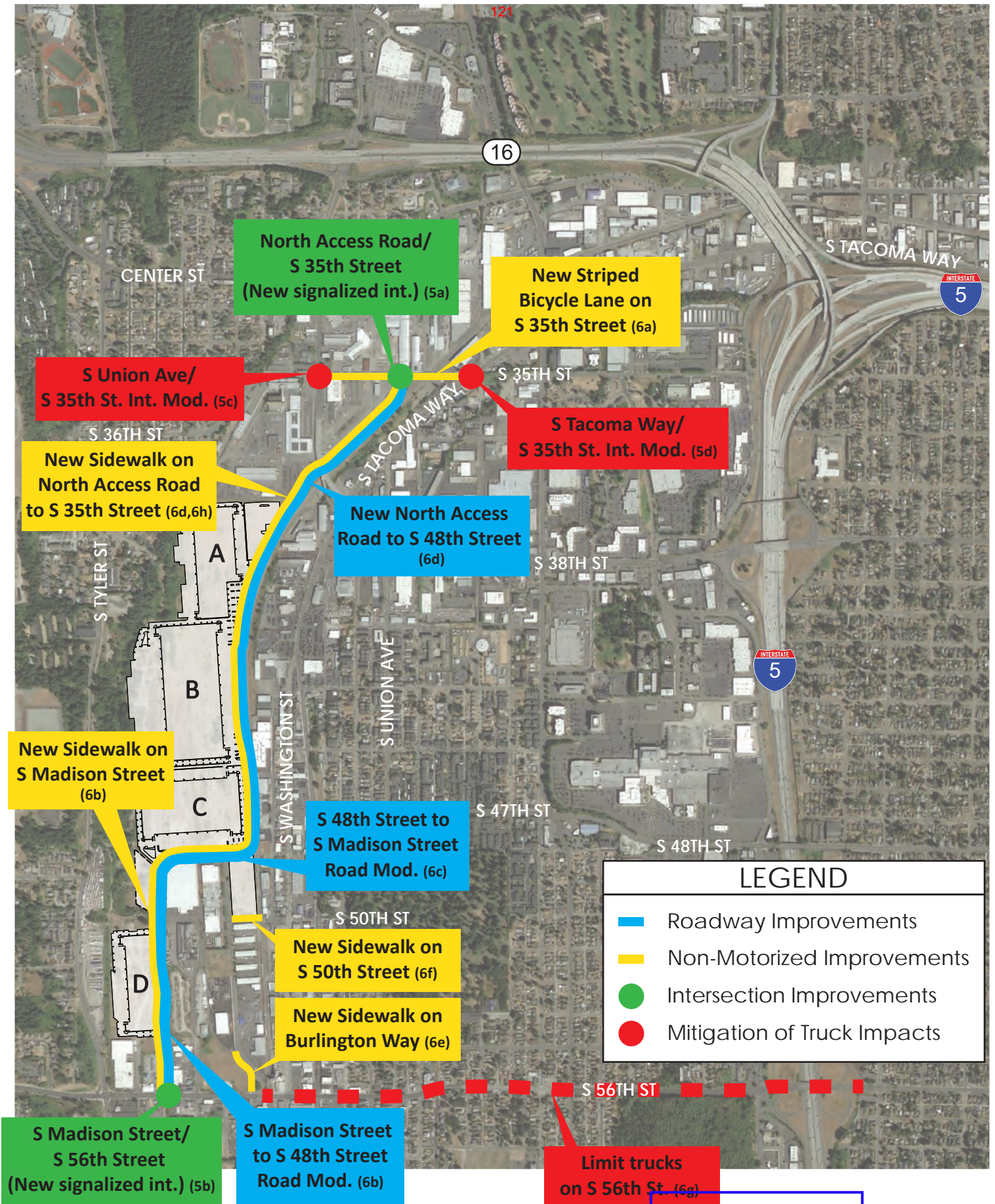


Exhibit: Transportation Mitigation Elements

RECEIVED
 JULY 18, 2023
 HEARING EXAMINER



From: [Kit Burns](#)
To: [Planning](#)
Cc: [Schultz, Shirley](#); [Bingham, Debbie](#); [Boudet, Brian](#)
Subject: Comprehensive Plan - One Tacoma Plan - Comments - "Affordable" - 05 Housing
Date: Wednesday, March 5, 2025 1:24:31 PM

Dear Planning Commission,

In several of the documents for the Comprehensive Plan the term "affordable" is misused, abused, and should be carefully considered when it is used.

The Washington State HB 1110 the term affordable is consistently, clearly, and simply defined as 60 percent of AMI for rentals (80 per cent for ownership)

The HIT2 for the City of Tacoma ignores this as does the Comprehensive Plan as currently presented. It should be modified throughout.

We should be consistent and follow the state in our use of the term **affordable**.

Doing otherwise is misleading and appears dishonest. We need to be consistent and follow state law. I recommend this be followed with the MFTE Multi Family Tax Exemption descriptions also.

The text from HB 110 is as follows for rentals:

(3) "Affordable housing" means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

(a) For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or

(b) For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

I request that the Comprehensive Plan documents be scoured to ensure we follow the state and are consistent with their terminology. This must be considered in documents, ordinances, and presentations throughout the City of Tacoma's Ordinances, Resolutions, and presentations to the Community. This includes previous policy statements.

Sincerely,

Kit Burns
Tacoma

Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

From: [Kit Burns](#)
To: [Planning](#)
Cc: [Chavez, Ramiro](#); [Schultz, Shirley](#)
Subject: Comprehensive Plan - One Tacoma - Comments - Sidewalks - 06 Transportation
Date: Wednesday, March 5, 2025 2:33:20 PM

Dear Planning Commission,

The City of Tacoma has many plans and policies that are certainly desirable for transportation and mobility.

Complete Streets, Vision Zero Tacoma, Safe Routes to School with Suggested Walking Routes are some of those programs.

Having safe and complete sidewalks built to city standards is one critical component of the **Transportation Mobility Plan - TMP**.

There is great difficulty for many residents to pay for surprise repair of existing sidewalks or to add sidewalks. This occurs throughout all areas of the city; such unforeseen costs can easily become a problem.

TPU has a program that allows a homeowner to make improvements such as having a heat-pump installed *whereby the cost is not paid by the owner until the property is sold or transferred*.

This TPU program where a low interest loan is made for homeowner improvements or the amount is tied to the property sale, similar to a lien paid to be later, is something *Tacoma Public Works* could consider doing. It could possibly be part of the Streets Initiative II. All costs would eventually be paid by the homeowner at a future date.

I believe a program within Public Works should be considered.

The city could identify sidewalks requiring replacement and allow payment to be a part of the property sale/transfer. Thus the work could be completed immediately on the city's schedule without burdening the homeowner.

Such a program would be done by the City at direct cost to the homeowner by city crews on a pre-planned schedule.

The Public Works crew would be familiar with city standards and requirements for sidewalks and related work. Thus no insurmountable massive surprise bill for a "new sidewalk replacement". The cost for the work would be the direct cost to the city and thus paid later by the homeowner.

Such a program would be consistent with improving the city in all areas, increasing walkability, helping to Complete Streets, add to Vision Zero Safety, and help immensely with Safe Routes to School.

This should be considered as a part of Tacoma's Comprehensive Plan Update.

Sincerely,

Kit Burns

Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."

---John F. Kennedy

From: [Kit Burns](#)
To: [Planning](#)
Cc: [Chavez, Ramiro](#); [Huffman, Peter](#); [Schultz, Shirley](#); [Scott, Jamika](#); [Diaz, Olgy](#); [Kit Burns](#)
Subject: Comprehensive Plan - One Tacoma - Sidewalk Standards - 06 Transportation
Date: Wednesday, March 5, 2025 3:50:58 PM
Attachments: [SU-04-notes.pdf](#)
[SU-04A-notes.pdf](#)

Dear Planning Commission,

As the city updates its documents for the Comprehensive Plan, city sidewalks are a significant element of the plan. How they are constructed affects multiple documents, policies, and other related standards in the city.

Sidewalks are a core feature needed to achieve desired liveability outcomes. Their construction also affects outcomes of planned policies.

As I walk and look around the city I have a concern regarding sidewalk standards in all areas of the city.

However I want to bring your attention to issues I see in the South Tacoma Area in multiple areas and specifically S. 56th Street.

If you walk this area, S. 56th Street, from I-5 to Orchard Street and S. Burlington Way to S 50th to S. Adams Street and S. 47th Street, you will have a feel for my concerns. There appear to be no standards.

There are a considerable number of missing sidewalks and numerous instances where the *City of Tacoma ROW standards have not been followed*. This is especially obvious along the busy *S. 56th Street Corridor*.

The combination walk should be constructed as shown on SU-04 (note 5) and SU-04a (note 4) in the ROW. It seems that sidewalks are not built per City Standards in many locations, particularly on S. 56th Street, only some parts follow the standard.

On arterial streets solid and immovable objects such as fire hydrants, trees, telephone and power poles, should not be next to the street curb. Solid immovable objects should be located at the back of sidewalks, 7 feet or more. It appears this requirement is not being adhered to. Power and telephone poles, signage, fire hydrants are hazards located too close to the traveled lane.

Currently S. 56th Street is posted at 30 mph and yet the city web page for 24 hour traffic shows average speed is around 37 mph. A serious concern regards fixed objects near the traveled lane.

This is in spite of school children walking along S. 56th St. to nearby schools.

S. 56th Street is a major highly traveled arterial. Although sometimes there may be considerations to allow variances and not follow standards, this should not be allowed

on S. 56th Street.

I ask that the Planning Commission, the City of Tacoma Planning Department and Public Works Department follow recognized standards.

Please include this information and basic criteria in the Comprehensive Plan documents.

Sincerely,

Kit Burns
Tacoma

See attached details: SU-04 and SU-04a

What is going on along South Tacoma Way? Not following standards.

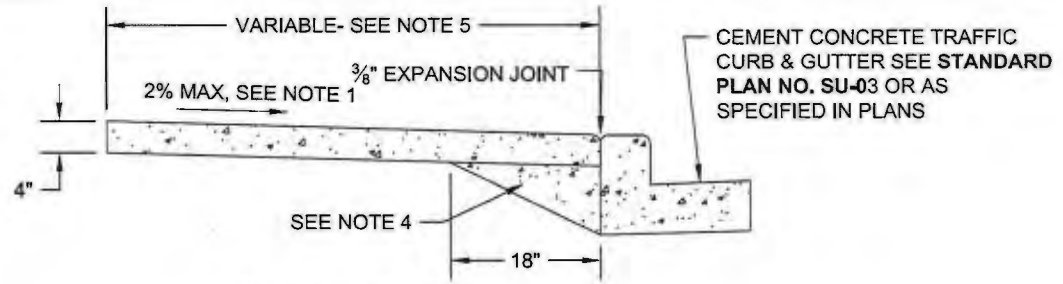
Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

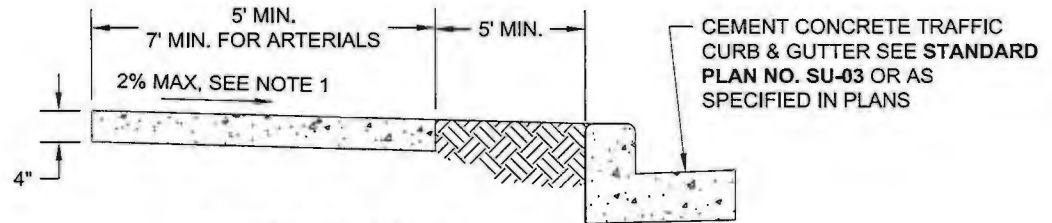
5. Combination walk shall be 7'-0" minimum on all commercial sites and arterial streets.

NOTES:

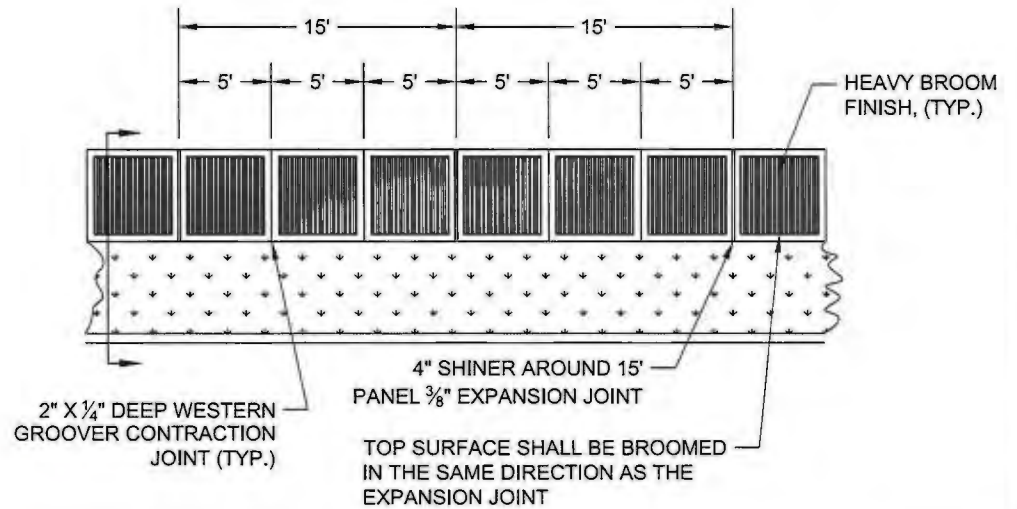
1. Sidewalks shall be designed and constructed in accordance with 2010 ADA Standards, 28 CFR, Part 35 and as supplemented by the Public Right of Way Accessibility Guidelines (PROWAG). City of Tacoma prefers sidewalk cross slopes to be designed to a maximum of 1.5% and a minimum of 1.0%
2. When placing walk adjacent to existing curb and gutter, curb and gutter will be repaired as necessary before placing concrete forms for walk.
3. Staking is required where no curb is present.
4. Thickened edge shall be constructed using cement concrete on all radii. All other locations shall be backfilled and compacted.
5. Combination walk shall be 7' min. on all commercial sites and arterial streets. Combination walk shall be a minimum of 5' on non arterial streets. Dimensions are from back of curb to back of walk. See contract plans for width and placement of sidewalk.
6. All expansion joints shall be full depth with $\frac{3}{8}$ " preformed joint filler.
7. All joints shall be cleaned and edged. External edges shall be $\frac{1}{2}$ " radius. Internal joints shall be $\frac{1}{4}$ " radius.
8. All soft and yielding foundation material shall be removed and replaced with crushed surfacing top course (CSTC) per Section 9-03.9(3) of the WSDOT Standard Specifications.
9. All sidewalk shall be replaced to the nearest expansion or contraction joint. All joints shall be saw cut full depth prior to restoration and $\frac{3}{8}$ " expansion joint installed. Cutting wheel run-out beyond the limits of the opening shall be filled in accordance with WSDOT Standard Specification 5-05.3(8)B for cement concrete surfaces and 5-04.3(5)C for asphalt concrete surfaces.
10. For sidewalks within the North Slope Historical District area use Standard Plan HD-NS03. See Standard Plan HD-NS01 for North Slope Historic District site map.



SECTION DETAIL A-A

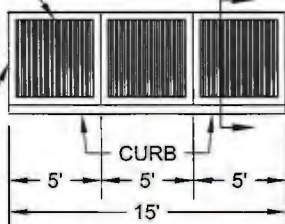


SECTION DETAIL B-B



TOP SURFACE SHALL BE BROOMED IN THE SAME DIRECTION AS THE EXPANSION JOINT

4" SHINER AROUND 15' PANEL $\frac{3}{8}$ " EXPANSION JOINT



$\frac{3}{8}$ " EXPANSION JOINT TO MATCH CURB JOINTS NOT TO EXCEED 15'

2" X $\frac{1}{4}$ " DEEP WESTERN GROOVER CONTRACTION JOINT (TYP.)

4" SHINER AROUND 15' PANEL $\frac{3}{8}$ " EXPANSION JOINT

TOP SURFACE SHALL BE BROOMED IN THE SAME DIRECTION AS THE EXPANSION JOINT

REVIEWED BY	
DCS PUBLIC WORKS N/A TACOMA POWER	Gmf ENVIRONMENTAL SERVICES N/A TACOMA WATER

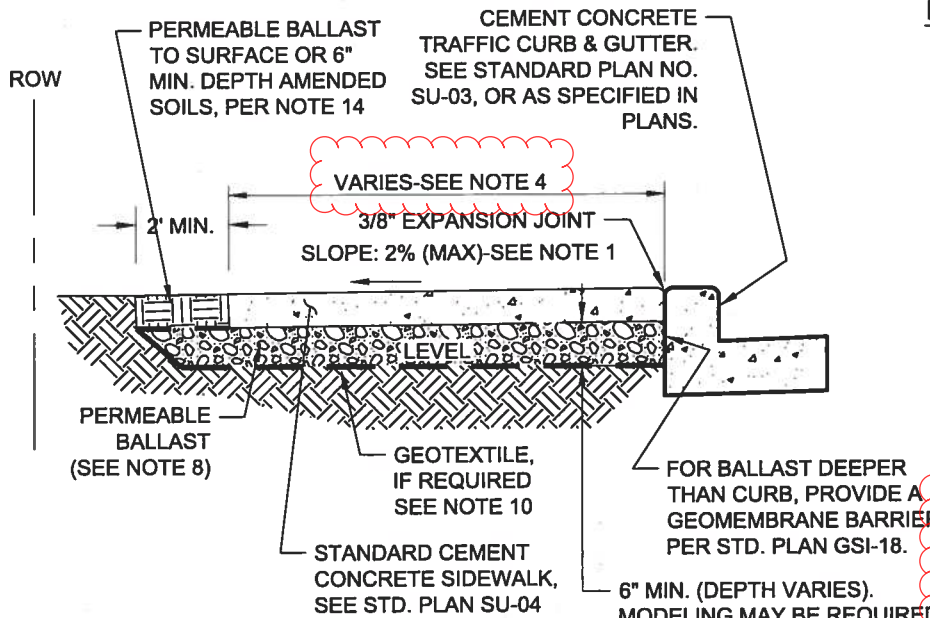


APPROVED FOR PUBLICATION	
[Signature] CITY ENGINEER	4/25/19 DATE

CITY OF TACOMA	
CEMENT CONCRETE SIDEWALK	
STANDARD PLAN NO.	SU-04

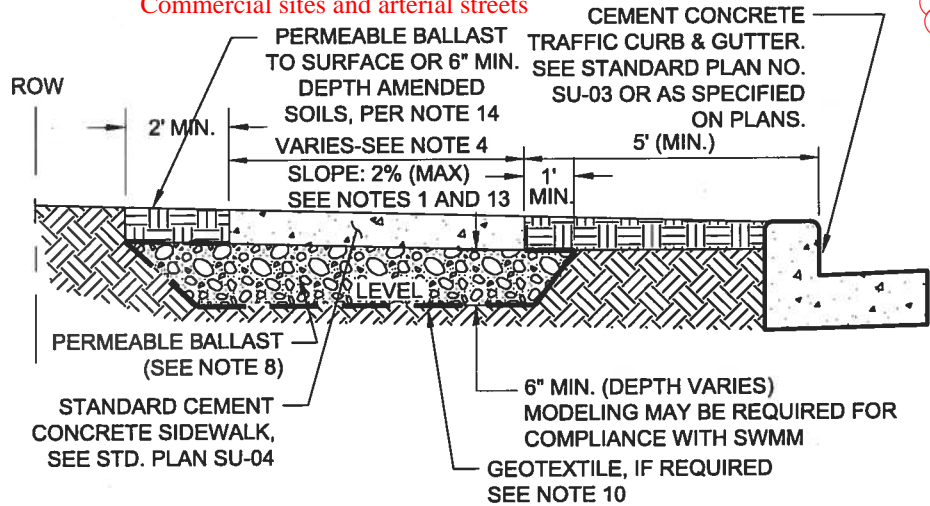
4. Combination walk shall be 7'-0" minimum on all commercial sites and arterial streets.

128



COMBINATION WALK SECTION

Commercial sites and arterial streets



SIDEWALK WITH PLANTER STRIP SECTION

NTS

NOTES:

- Sidewalks shall be designed and constructed in accordance with ADA standards for accessible design, 28 CFR, Part 35 and as supplemented by the public right of way accessibility guidelines (PROWAG). City of Tacoma prefers sidewalk cross slopes to be designed to a maximum of 1.5% and a minimum of 1.0%.
- When placing walk adjacent to existing curb and gutter, curb and gutter will be repaired as necessary before placing concrete forms for walk per Right-of-Way Restoration Policy.
- Staking is required where no curb is present.
- Combination walk shall be 7' min. on all commercial sites and arterial streets. Combination walk shall be a minimum of 5' on non arterial streets. Dimensions are from back of curb to back of walk. See contract plans for width and placement of sidewalk.
- All expansion joints shall be full depth with 3/8" premolded joint filler.
- All joints shall be cleaned and edged. External edges shall be 1/2" radius. Internal joints shall be 1/4" radius.
- Subgrade preparation shall meet APWA GSP 2-06.3(3) Subgrade for Permeable Pavements.
- Permeable ballast shall meet APWA GSP 4-04.2 Gravel Base and 9-03.9(2).Opt1 Pavement Ballast.
- All soft and yielding foundation material shall be removed and replaced with ballast per APWA GSP 4-04.2 Gravel Base and 9-03.9(2).Opt1 Permeable Ballast.
- Geotextile fabric may be required between native soils or amended soils and permeable ballast per the recommendation of the geotechnical professional. Geotextile shall be per WSDOT 9.33.2(1), Tables 1 and 2, nonwoven, moderate survivability.
- For sidewalks within the North Slope Historic District area use Standard Plan ND-NS03. See Standard Plan HD-NS01 for North Slope Historic District site map.
- For plan view refer to City of Tacoma Standard Plan SU-04.
- Sidewalk with planter strip may slope in either direction.
- Planting strip soils shall be per BMP L613 (see Std. Plan GSI-01), if applicable; or scarify or till subgrade to 3 inch depth. Place 3-inches of topsoil on surface and till into 5-inches of site soil. Install 3-inches of arborist wood chip mulch or as specified on plans. Topsoil layer with a minimum organic matter content of 10% dry weight in planting beds, and 5% in turf areas, and a pH from 6.0 to 8.0 or matching the pH of the original undisturbed soil.
- All disturbed areas not covered with hard surfaces shall be stabilized by planting or mulching.
- Where needed, adjust ballast in planting strip to accommodate plants. Keep permeable ballast a minimum 2 feet from trunk of trees.
- Where ballasted sidewalk is installed adjacent to permeable roadway, the permeable ballast may extend from the sidewalk to the roadway section. See Std. Plan SU-31b.
- Refer to Std. Plan SU-32 for subgrade terracing, as applicable.

REVIEWED BY

DCS
PUBLIC WORKS

gms

ENVIRONMENTAL SERVICES

NA
TACOMA POWER

NA
TACOMA WATER



APPROVED FOR PUBLICATION

[Signature]
CITY ENGINEER

5/2/20
DATE

CITY OF TACOMA
BALLASTED CEMENT
CONCRETE SIDEWALK

STANDARD PLAN NO. SU-04a

From: [Kit Burns](#)
To: [Planning](#)
Cc: [Carey, Mike](#); [Schultz, Shirley](#); [Chavez, Ramiro](#)
Subject: Comprehensive Plan - One Tacoma - Small Trees UFM - 04 Environment + Health - Comments
Date: Wednesday, March 5, 2025 4:28:54 PM

Dear Planning Commission,

I would like to bring to your attention an issue regarding the intent to build up Tacoma's Urban Forest. Small trees do little to help.

This is related to the Environment, Stormwater Management, Urban Forest, Heat Island Effect, Livability, among other factors.

The Urban Forestry Manual UFM and Home in Tacoma allows for Small Trees. I have looked at endless areas of Tacoma where "small trees" have been accepted in projects as "trees". Many of these locations, even after 30 years or more, still have "small trees" and do not do anything to reduce the Heat Island Effect.

I ask that in recognizing this that you revise the UFM and Home in Tacoma 2 are both revised to eliminate the use of small trees. Instead remove that term and revise documents to read instead "ornamental trees" and not allow any tree credits for such trees.

Many examples of small trees exist throughout the city. Costco Parking Lot, Target-Home Depot, Evergreen State College, Tacoma Mall JC Penny to only name a few. The parking lot at 6th Avenue and MLK for MultiCare.

Small trees can still be allowed but should be called "ornamental trees" and with zero Tree Credits for their use.

Change "small" to "ornamental" keeping the list in the UFM but noting that there are zero Credits for them. In order to build a "Tree City for the future" and increase livability will need medium and large trees.

This should be made clear in the Comprehensive Plan and elsewhere in city documents and TMC. I hope that you will make these revisions as needed.

Sincerely,

Kit Burns
Tacoma

Kit Burns

PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

From: [Kit Burns](#)
To: [Planning](#)
Subject: Comments - One Tacoma: Comprehensive Plan - Planning Commission Agenda
Date: Friday, March 7, 2025 12:36:41 PM

I offer the following comments and suggestions on the update of One Tacoma: Comprehensive Plan - and TMC 13

This plan is for the next 25 years but as before will be updated in the next 10 years. Some incremental adjustments will be made as appropriate from time to time.

Known major capital projects should be included in this plan to fully inform City Staff and Community Members who will be referring to it as a guide.

An example is the *\$42 million Sound Transit South Tacoma Access Project*, the **Puyallup Avenue Corridor Improvements**, and the **Sound Transit Tacoma Dome Link Extension**.

Known *Bridge Industrial Warehouse* which is expected to be over *\$500 million should be shown as well*. It has a significant impact to current and future planning of the City.

The *Wastewater Section* is incomplete and does not address future needs that are presently known and might be expected. Environmental Services has some ideas where future improvements must be made. Even if they are in a planning phase now, the information in this document is incomplete.

The *Water Section* does not acknowledge the 2018 IRP Integrated Resource Plan nor its update which will be released prior to June 2025. The information is sorely out of date.

All documentation throughout all sections should be corrected to reflect:
Parks Tacoma (including CoT property transferred to Parks Tacoma this year)
Transportation Mobility Plan - (not Transportation Master Plan)

Graphically the "school" element for Madison Elementary needs to be removed from all documents as it is not to be a school nor a park. It is to be high density housing with the 7 acre property being sold to a housing developer.

Housing - the term affordable needs to be consistent when used in all parts of the Comprehensive Plan. It seems that HB 1110 has a definition that is clear and consistent. HUD 60% of AMI including utilities for rentals; 80% for home ownership. Other levels of income should be described differently as appropriate.

The documents do not appear to follow HB1110 for increasing density. The densities shown far exceed expectations one would have in reading the bill.

The documents for access to "major transit stops" do not follow a reasonable

definition of what a major transit stop actually is. I support and use transit as much as I can. This document does not recognize the community need for access to convenient transportation. It does not follow the recommendations for transit stops /walking nor parking as shown in the Wa State Department of Commerce guidelines.

The UFM and references in the TMC should change the small tree category and allow the trees listed not allow 200 tree credits as shown in the TMC and One Tacoma Housing Policy. The number of tree credits should amount to 'zero' for small, ornamental trees.

Please contact me if you have any questions,

Thank you,

Kit Burns
Tacoma

Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

From: andy@robiotic.net
To: [Planning](#)
Subject: Planning Commission Public Hearing Comment
Date: Wednesday, March 5, 2025 9:49:39 PM

Hello,

Overall I really appreciate the direction and specificity of the updated comprehensive plan. However, there are a few points I would like to bring up for consideration:

Housing: Currently, state building code ([WAC 51-51-0303 § R303.10](#)) requires a heating system capable of keeping indoor areas at or above 68°F. To keep up with climate change, the city should plan to ensure new constructions and rental units are still livable during the summer by requiring cooling systems capable of keeping indoor areas at or below 78°F, for example. Higher temperatures have already caused health issues and death in housing without cooling as summer temperatures get worse every year.

Environment: A problem facing residents and visitors alike is the trash scattered throughout the city. I think the plan for public street spaces and transit stations should also aim to increase the availability of publicly-available trash and recycle bins in areas with pedestrian traffic to reduce the amount of litter.

Transportation: Being able to get around the city without a car is an important step in reducing emissions and making the city more efficient to navigate through densifying buildings. However, there are many areas of the city with public transit access and no public bathrooms. Most businesses now restrict their bathrooms to customers only, and some don't let anyone use their bathrooms at all. For a cleaner city and to allow spending more time out and about, the parts of the plan regarding transit access and public health should also mention improving access to bathrooms in public spaces, probably through a combination of building restrooms at or near transit stations and requiring businesses over a certain size to allow anyone to use their restroom.

Thank you,
— Andy Castille

From: [Atkinson, Stephen](#)
To: [Planning; Crabtree, Mary](#)
Subject: FW: Feedback on Comprehensive Plan
Date: Monday, March 10, 2025 10:06:56 AM

-----Original Message-----

From: Jodi Cook <jodicook.nenc@gmail.com>
Sent: Monday, March 3, 2025 4:57 PM
To: Atkinson, Stephen <satkinson@cityoftacoma.org>
Subject: Feedback on Comprehensive Plan

Hi Steve,

Beside my separate email to you regarding the changes on Pedestrian Corridors, I mentioned a couple of suggestions to the CP.

Photography used in 2025 document does not visually enhance Tacoma's image, which is amazing given it's relationship to Narrow's and Commencement Bay water views and the dual mountain ranges with Mt Rainier featured.

While density is coming, in the meantime one of Tacoma's best features are the neighborhoods built "pre-war" with the much sought after architecture reflecting as Michael Sullivan describes Tacoma as our "wooden city". I mentioned that in a previous working life, I was based out of the City of Kansas City, Missouri's planning department helping to analyze "Economic Development". The City sought continued investment by businesses to move their companies or follow what many other's did, to establish regional business centers. The City is still well known for a very diverse and stable economy. It was felt that the neighborhoods checked the box for companies whose employees were looking for apartments but also wanted to provide the space for those who had families seeking secure yards for children or four-legged family members.

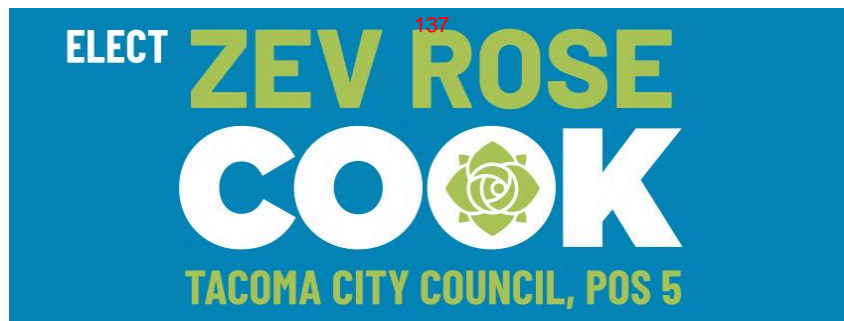
Show some photos of housing 50-100+ years old. Plenty of e.g. Lincoln; East-side; Westside.

And add back in photos of the business districts. Especially the older districts with historic buildings still capturing Tacoma's heritage of fine craftsmanship.

My 2 cents
Jodi Cook

From: [Zev Cook](#)
To: [Planning](#)
Subject: Extend tenant protections to small businesses
Date: Thursday, March 6, 2025 8:01:10 AM
Attachments: [Small Business Tenant Protections Letter.pdf](#)

Attached are our campaign's comments on why the planning commission should explore extending relocation assistance to protect small businesses, co-signed by 13 local businesses.



March 3, 2025

Tacoma Planning Commission

747 Market St., Room 345

Tacoma, WA 98402

RE: Extending Tenant Bill of Rights Protections to Small Businesses

Dear Members of the Tacoma Planning Commission,

I am writing to urge the Planning Commission to extend the protections of the Tenant Bill of Rights—particularly the relocation assistance requirement for rent increases exceeding 5%—to small businesses. As a candidate for Tacoma’s 5th City Council District, I am committed to ensuring that our city’s economy remains vibrant and equitable, and I believe this extension is a crucial step toward that goal.

Small businesses are the backbone of our economy and vital to the character of our neighborhoods. Yet, like residential tenants, they are vulnerable to sudden, unsustainable rent hikes that force them out of their locations, often with little recourse. Without protections, we risk losing long-standing businesses that provide jobs, services, and a sense of community. Additionally, it cannot be ignored how massive rent spikes for small businesses, especially in developing areas of our city historically home to Black and otherwise marginalized communities, contribute to an ongoing legacy of racist gentrification and displacement in Tacoma.

Why This Matters:

1. Preventing Displacement – Many small businesses cannot absorb sudden rent spikes and face closure or forced relocation, disrupting jobs and community services.
2. Curbing Commercial Gentrification – Unchecked rent increases push out local businesses in favor of national chains, eroding Tacoma’s unique character and economic diversity.
3. Protecting Minority-Owned Businesses – Many entrepreneurs from marginalized communities invest their savings into local businesses that serve as cultural hubs and economic lifelines. Without protections, they are disproportionately vulnerable to displacement.

4. Aligning Policy with Tacoma's Values – We already recognize the harm of unchecked and rapid rent increases for residential tenants—small businesses deserve the same stability and fairness.

I urge the Planning Commission to take action and help ensure that small businesses can continue to thrive in Tacoma. Thank you for your time and consideration.

Sincerely,

Zev Cook
Candidate for Tacoma City Council, District 5

Co-signed:

Mattice Hoyt,
Owner at Mattice Beauty Supply

Aundrea McCarthy,
Owner at Love-a-Latte Espresso

Michele Jones
Owner at Hive co.

Evan Soto,
Owner at McCoy Kids

Gisela Demko,
Owner at Hidden Destiny Glass

Hailey Hernandez,
Owner at Side Piece Kitchen

Benita Ki,
Owner at Civic Roasters

Christopher Miller,
The Red Hot

Siobhan Clio Hopp,
Owner at Little Knife Industries

Beverly Allen,
Owner at Nexus Legal Counsel

Timothy & Ileyana,
Owners at Dreamer Ice Cream

Dave Flatman,
Owner at Busy Body

Laurel Hightower,
Owner at Hightower Consulting Services

From: [J Corso](#)
To: [Planning](#)
Cc: [Rumbaugh, Sarah](#); [Diaz, Olgv](#); [Walker, Kristina](#)
Subject: Draft One Tacoma Comprehensive Plan: Chapter 10 Comments
Date: Friday, March 7, 2025 4:58:35 PM

Dear Tacoma Planning Commissioners,

Thank you for your service to the city.

I'm very happy to see that the City of Tacoma is coming into compliance with the GMA by elevating the profile of historic preservation from an addendum to Chapter 2 to its own element.

I strongly support the envisioned potential for integrating the city's housing goals and historic preservation goals as a strategy for creating more housing units. Clearly, economic incentives, available for restoring landmarked structures and contributing structures within historic districts, help finance the restoration of existing residential structures and the adaptive re-use of commercial structures for residential use. For details, see: https://www.cityoftacoma.org/government/city_departments/planning_and_development_services/historic_preservation/financial_incentives.

In contrast, why does Chapter 10 appear to omit any vision for the integration of the city's economic goals and historic preservation goals? Many cities embrace historic preservation as an important component of their economic engine. Tacoma has a large inventory of structures worthy of celebrating, if only the City of Tacoma could come to terms with this fact. For more info, see <https://preservewa.org/programs/mainstreet/>.

As stated on page 3, I agree that there are challenges to overcome regarding historic preservation policies and regulations. However, the argument presented is unbalanced and communicates sympathy to only one position in a community conversation with many points of view. To present a more complete description of the current challenges to historic preservation policies and regulations, consider including a visionary statement from the historic preservation community. As with purchasing any property, it's the buyer's responsibility to understand all of the terms of the agreement including the benefits and responsibilities of owning a property that is landmarked and/or a contributing structure to a local historic district.

Likewise, the pessimistic tone of the argument that historic designations have been perceived as a barrier to investment and development could be written in a more balanced tone by making explicit that historic designations create opportunities for investment and development too.

Similar bias is communicated in the phrase "historic preservation can be used to achieve other aims or be at odds with other policy priorities" when in fact it is a valid policy priority itself according to the GMA, and zoning and other land use tools can be used to achieve ends that are at odds with historic preservation. There are 11 elements in One Tacoma, with numerous conflicting policies and goals, and a more balanced statement would simply state this fact.

Last, while I strongly support Goal HP-10 "The historic preservation program protects more places of significance to underrepresented communities," there are several places in the element where the bias for some groups over others is problematic at best. In Chapter 10, it's divisive call out only some communities, implying that they're more worthy of attention in the realm of historic preservation while referring to other underrepresented communities as "People of Color" (POC). POC is not a community. Further, failing to refer to other underrepresented communities communicates that they're unvalued members of the community, if they're visible at all.

Sincerely,
John Geoffrey Corso
701 N J St., Tacoma

From: [Ryan Davis](#)
To: [Planning](#)
Subject: Transportation Master Plan
Date: Tuesday, March 4, 2025 3:24:09 PM

Thank you for such a thoughtful and progressive document. I fully support prioritizing pedestrians, cyclists, and transit! I hope it all gets funded and underway as soon as possible.
Ryan Davis

From: [Esther Day](#)
To: [Planning](#)
Cc: [City Clerk's Office](#); [Bingham, Debbie](#); [Boudet, Brian](#); [Pauli, Elizabeth](#)
Subject: Comprehensive Plan - One Tacoma Plan - Comments - "Affordable" - 05 Housing
Date: Wednesday, March 5, 2025 3:24:50 PM

I CONCUR WITH KIT BURN'S SUBMITTAL AND SECOND HIS COMMENTS.

Esther Day
Former Tacoma Planning Commissioner

Dear Planning Commission,

In several of the documents for the Comprehensive Plan the term "affordable" is misused, abused, and should be carefully considered when it is used.

The Washington State HB 1110 the term affordable is consistently, clearly, and simply defined as 60 percent of AMI for rentals (80 per cent for ownership)

The HIT2 for the City of Tacoma ignores this as does the Comprehensive Plan as currently presented. It should be modified throughout.

We should be consistent and follow the state in our use of the term **affordable**.

Doing otherwise is misleading and appears dishonest. We need to be consistent and follow state law. I recommend this be followed with the MFTE Multi Family Tax Exemption descriptions also.

The text from HB 110 is as follows for rentals:

(3) "Affordable housing" means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

(a) For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or

(b) For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

I request that the Comprehensive Plan documents be scoured to ensure we follow the state and are consistent with their terminology. This must be considered in documents, ordinances, and presentations throughout the City of Tacoma's

Ordinances, Resolutions, and presentations to the Community. This includes previous policy statements.

Sincerely,

Kit Burns
Tacoma

Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

From: [Esther Day](#)
To: [Planning](#)
Cc: [City Clerk's Office](#); [Rocio Chavez de Alvarado](#); [Pauli, Elizabeth](#)
Subject: Fw: Comments - One Tacoma Comprehensive Plan Update - 05 Transportation
Date: Wednesday, March 5, 2025 3:39:03 PM
Attachments: [2024-0827-SoundTransit-Letter of Concurrence TrafficMap.pdf](#)
[2025-0305-BridgeIndustrialWarehouse-MDNS-TruckingCompanies.pdf](#)
[WarehouseSitePlan-9.75-SIGNAL-9.75-Traffic-2025-0325.pdf](#)
[2025-0305-Bridge-B-27_PDR_T015239-103123_ExsB10etal-ROD-1994_480.pdf](#)

Dear Planning Commission,

Once again, I am concurring with the comments submitted by Kit Burns. As the voice of the Pacific Avenue Business District, I will tell you that you have issues in Tacoma that are impacting businesses in the Hilltop because the City does not have control parking. Folks are parking all day on the street and taking link to the Sounder and leaving businesses with no parking for their customers.

YOU NEED TO DO SOMETHING ABOUT THIS OR WE WILL LOSE BUSINESSES.

Sincerely,
 Esther Day, Former Planning Commissioner

From: Kit Burns <kburns.wcb@gmail.com>
Sent: Wednesday, March 5, 2025 12:16 PM
To: Planning <planning@cityoftacoma.org>
Cc: shirley.schultz@cityoftacoma.org <shirley.schultz@cityoftacoma.org>; Chavez, Ramiro <RChavez@cityoftacoma.org>
Subject: Comments - One Tacoma Comprehensive Plan Update - 05 Transportation

Dear Planning Commission,

Regarding the Comprehensive Plan Update and **06 Transportation Unit**.

The plan does not appear to address nor include sufficient information on the impact of several issues that affect the South Tacoma Area.

One is the **\$500 million Bridge Industrial Project** which will have significant impacts. I am including drawings from the Hearing Examiners Review (B-27), a drawing that shows probable traffic patterns and street/railroad crossing in the area (Warehouse Site Plan Signal 9.75), identifies multiple existing Trucking Companies that the City did not mention in their TENW traffic report nor MDNS.

Also missing is information for the planned **Sounder South Station Access Improvements** project which is a more than \$42 million dollar investment.

South 56th Street is a significant element and multiple conflicts need to be coordinated for all plans being considered. Tacoma has a 24 hour traffic analysis map which shows the high truck/vehicle traffic in this area. Unfortunately, it appears that the City and the Hearing Examiner did not consider this information in the analysis of the Bridge Industrial Warehouse Project. This information must be included in the Comprehensive Plan.

Information showing these known and significant impactful projects should be included as part of the report for it to be useful in the future. Someone referring to the Comprehensive plan should not be ignorant as they would be if these are *left out of the Comprehensive Plan documents*.

These two projects in particular affect multiple elements of the One Tacoma Comprehensive Plan, not just South Tacoma. They should not be ignored.

Sincerely,

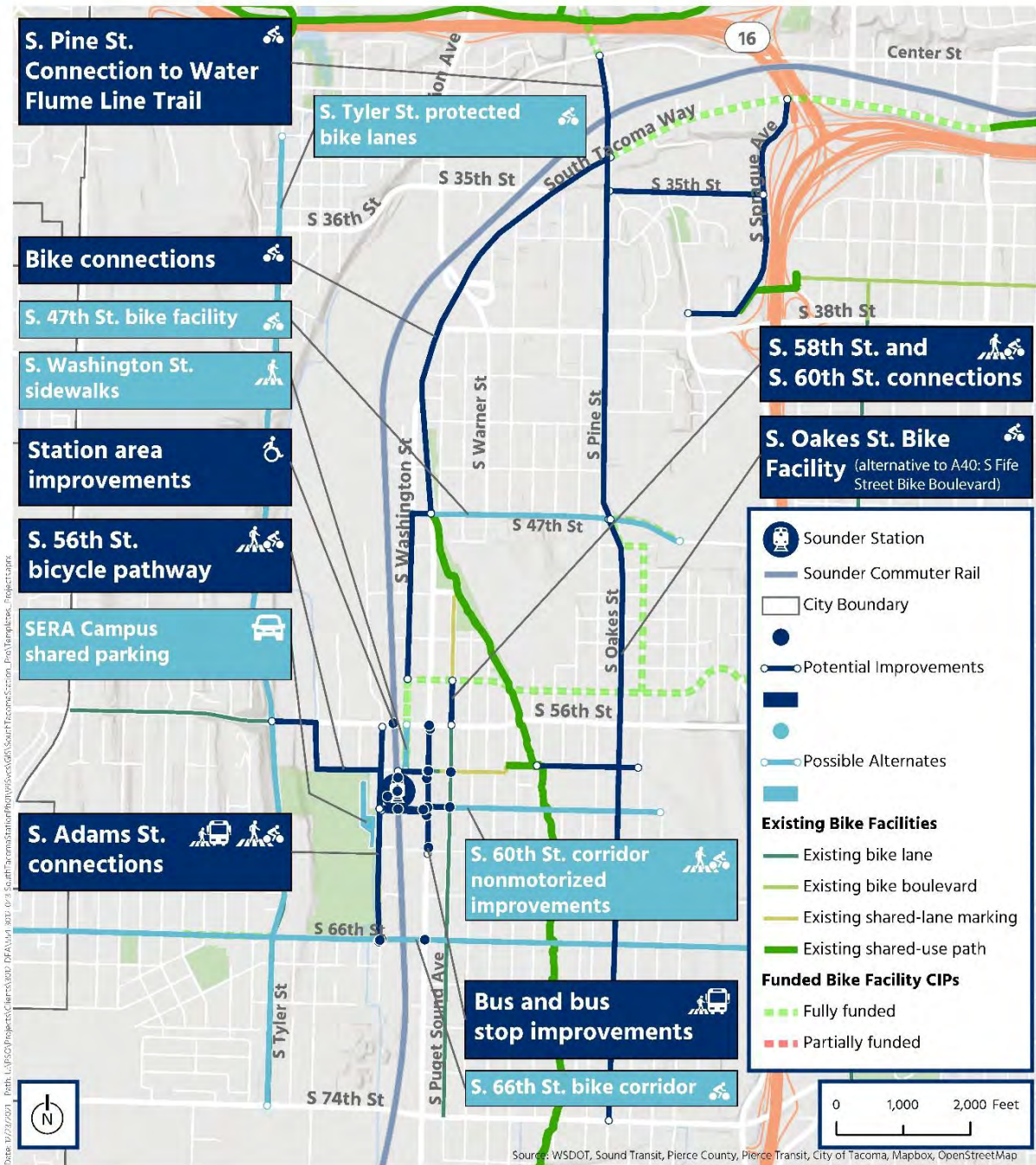
Kit Burns
Tacoma

Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

Appendix A – Proximate Location of Proposed Improvements

IMPROVEMENTS RECOMMENDED FOR STUDY IN PHASE 2 South Tacoma Station



Sounder South Station Access Improvements



S. BURLINGTON WAY - AREA TRUCKING COMPANIES - LU21-0125

147



S. TYLER WAY

TENW CLAIMS THAT 90% OF TRAFFIC WILL USE NEW NORTH ACCESS ROAD (NOT CONSTRUCTED AS OF TODAY)

AMTRAK/ SOUNDER RAIL PATH

SOUTH TACOMA WAY

NORTHWEST STEEL & PIPE

GENERAL PLASTICS

S.50TH ST.

GRAY LUMBER

SERVICE MASTER

UNITED SITE SERVICES

CASCADE ASPHALT OVERLAY

GREEN STATE TRUCKING LLC

SUTTER METALS

PACIFIC BOX

PIONEER BUILDING SUPPLY

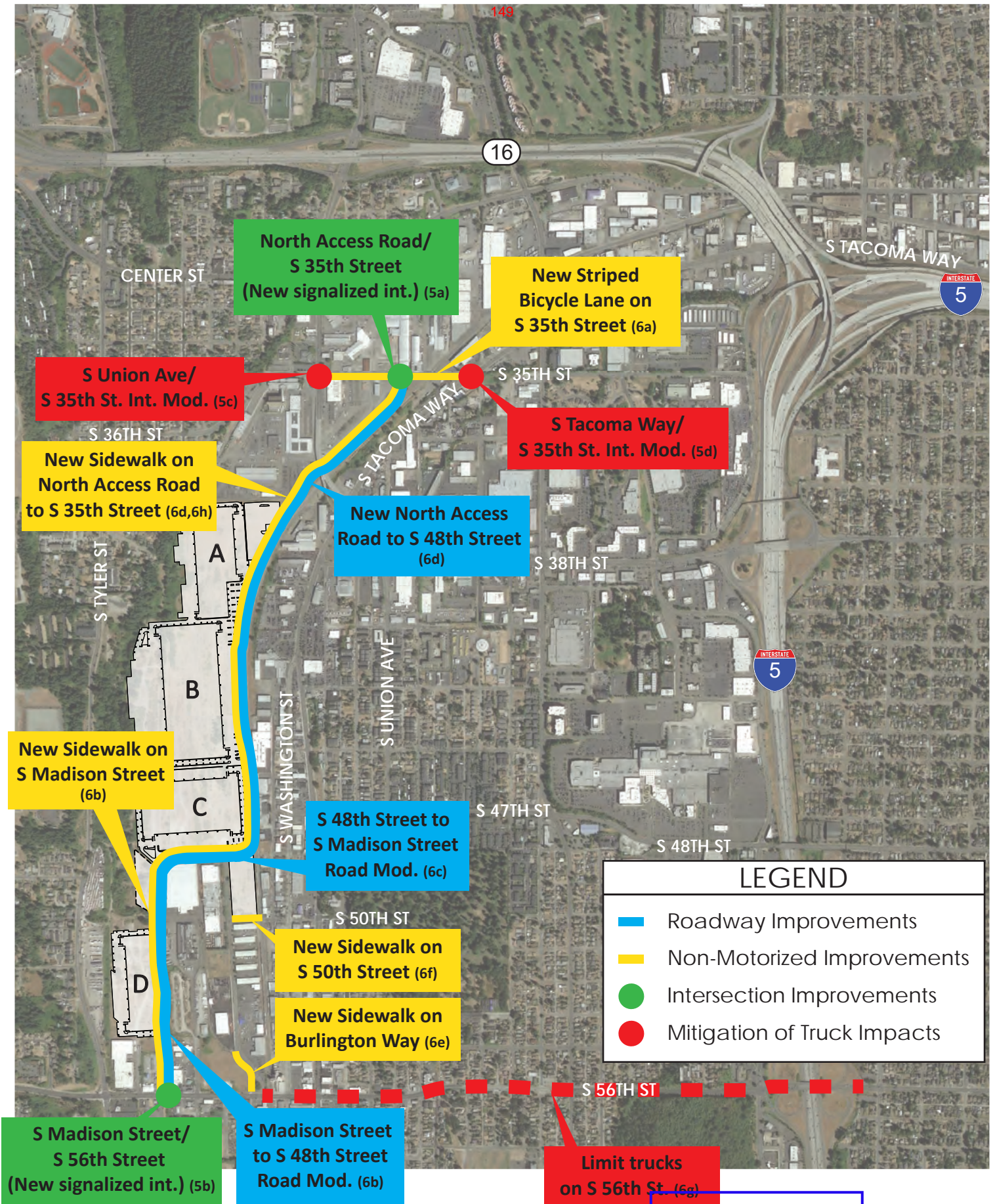
existing speed humps

NORTHERN FISH PRODUCTS

S. 56TH ST.

X-CEL FEED SUPPLY

PRIMARY SITE ACCESS LIKELY WILL BE FROM S.56TH



LEGEND	
	Roadway Improvements
	Non-Motorized Improvements
	Intersection Improvements
	Mitigation of Truck Impacts

RECEIVED
 JULY 18, 2023
 HEARING EXAMINER



Exhibit: Transportation Mitigation Elements

From: [Esther Day](#)
To: [Planning](#)
Cc: rchavez@tacomacommunityhouse.org; [City Clerk's Office](#); [Pauli, Elizabeth](#); [Huffman, Peter](#); [Scott, Jamika](#); [Diaz, Olgy](#)
Subject: Fw: Comprehensive Plan - One Tacoma - Sidewalk Standards - 06 Transportation
Date: Wednesday, March 5, 2025 4:01:46 PM
Attachments: [SU-04-notes.pdf](#)
[SU-04A-notes.pdf](#)

Dear Planning Commission,

This is another issue that is troubling and needs attention. I also concur with Kit Burn's submittal.

Sincerely,
 Esther Day, Former Planning Commissioner

From: Kit Burns <kburns.wcb@gmail.com>
Sent: Wednesday, March 5, 2025 3:46 PM
To: Planning <planning@cityoftacoma.org>
Cc: Chavez, Ramiro <RChavez@cityoftacoma.org>; Huffman Peter <phuffman@cityoftacoma.org>; shirley.schultz@cityoftacoma.org <shirley.schultz@cityoftacoma.org>; Scott, Jamika <JScott8@cityoftacoma.org>; Olgy Diaz <odiaz@cityoftacoma.org>; Kit Burns <kburns.wcb@gmail.com>
Subject: Comprehensive Plan - One Tacoma - Sidewalk Standards - 06 Transportation

Dear Planning Commission,

As the city updates its documents for the Comprehensive Plan, city sidewalks are a significant element of the plan. How they are constructed affects multiple documents, policies, and other related standards in the city.

Sidewalks are a core feature needed to achieve desired liveability outcomes. Their construction also affects outcomes of planned policies.

As I walk and look around the city I have a concern regarding sidewalk standards in all areas of the city.

However I want to bring your attention to issues I see in the South Tacoma Area in multiple areas and specifically S. 56th Street.

If you walk this area, S. 56th Street, from I-5 to Orchard Street and S. Burlington Way to S 50th to S. Adams Street and S. 47th Street, you will have a feel for my concerns. There appear to be no standards.

There are a considerable number of missing sidewalks and numerous instances where

the *City of Tacoma ROW standards have not been followed*. This is especially obvious along the busy *S. 56th Street Corridor*.

The combination walk should be constructed as shown on SU-04 (note 5) and SU-04a (note 4) in the ROW. It seems that sidewalks are not built per City Standards in many locations, particularly on S. 56th Street, only some parts follow the standard.

On arterial streets solid and immovable objects such as fire hydrants, trees, telephone and power poles, should not be next to the street curb. Solid immovable objects should be located at the back of sidewalks, 7 feet or more. It appears this requirement is not being adhered to. Power and telephone poles, signage, fire hydrants are hazards located too close to the traveled lane.

Currently S. 56th Street is posted at 30 mph and yet the city web page for 24 hour traffic shows average speed is around 37 mph. A serious concern regards fixed objects near the traveled lane.

This is in spite of school children walking along S. 56th St. to nearby schools.

S. 56th Street is a major highly traveled arterial. Although sometimes there may be considerations to allow variances and not follow standards, this should not be allowed on S. 56th Street.

I ask that the Planning Commission, the City of Tacoma Planning Department and Public Works Department follow recognized standards.

Please include this information and basic criteria in the Comprehensive Plan documents.

Sincerely,

Kit Burns
Tacoma

See attached details: SU-04 and SU-04a

What is going on along South Tacoma Way? Not following standards.

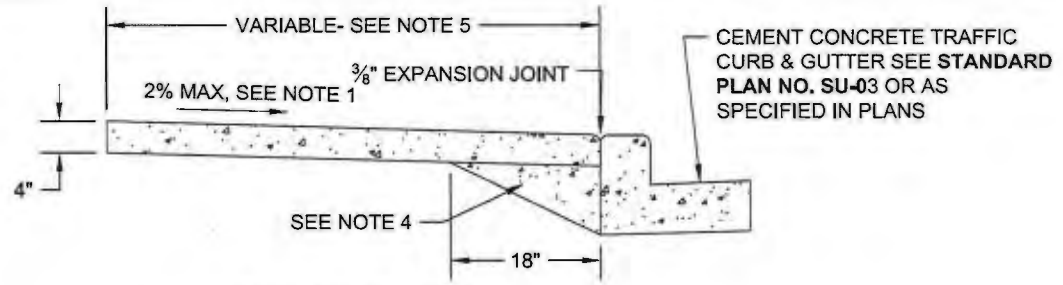
Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---John F. Kennedy

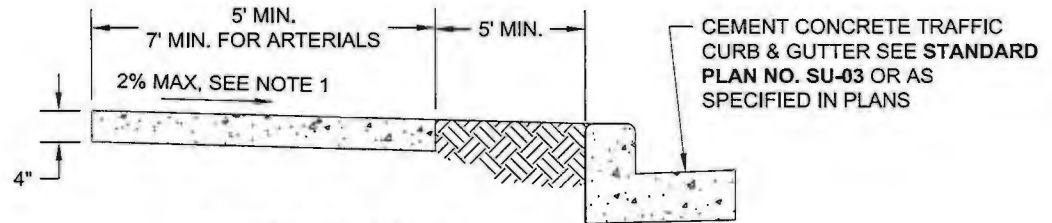
5. Combination walk shall be 7'-0" minimum on all commercial sites and arterial streets.

NOTES:

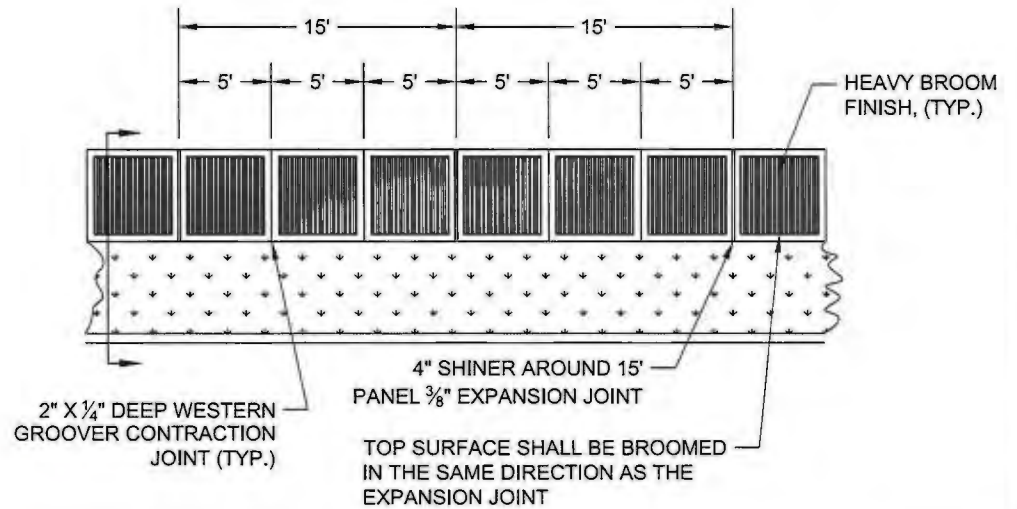
1. Sidewalks shall be designed and constructed in accordance with 2010 ADA Standards, 28 CFR, Part 35 and as supplemented by the Public Right of Way Accessibility Guidelines (PROWAG). City of Tacoma prefers sidewalk cross slopes to be designed to a maximum of 1.5% and a minimum of 1.0%
2. When placing walk adjacent to existing curb and gutter, curb and gutter will be repaired as necessary before placing concrete forms for walk.
3. Staking is required where no curb is present.
4. Thickened edge shall be constructed using cement concrete on all radii. All other locations shall be backfilled and compacted.
5. Combination walk shall be 7' min. on all commercial sites and arterial streets. Combination walk shall be a minimum of 5' on non arterial streets. Dimensions are from back of curb to back of walk. See contract plans for width and placement of sidewalk.
6. All expansion joints shall be full depth with $\frac{3}{8}$ " preformed joint filler.
7. All joints shall be cleaned and edged. External edges shall be $\frac{1}{2}$ " radius. Internal joints shall be $\frac{1}{4}$ " radius.
8. All soft and yielding foundation material shall be removed and replaced with crushed surfacing top course (CSTC) per Section 9-03.9(3) of the WSDOT Standard Specifications.
9. All sidewalk shall be replaced to the nearest expansion or contraction joint. All joints shall be saw cut full depth prior to restoration and $\frac{3}{8}$ " expansion joint installed. Cutting wheel run-out beyond the limits of the opening shall be filled in accordance with WSDOT Standard Specification 5-05.3(8)B for cement concrete surfaces and 5-04.3(5)C for asphalt concrete surfaces.
10. For sidewalks within the North Slope Historical District area use Standard Plan HD-NS03. See Standard Plan HD-NS01 for North Slope Historic District site map.



SECTION DETAIL A-A

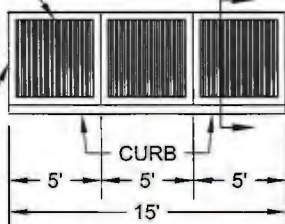


SECTION DETAIL B-B



TOP SURFACE SHALL BE BROOMED IN THE SAME DIRECTION AS THE EXPANSION JOINT

4" SHINER AROUND 15' PANEL $\frac{3}{8}$ " EXPANSION JOINT



$\frac{3}{8}$ " EXPANSION JOINT TO MATCH CURB JOINTS NOT TO EXCEED 15'

2" X $\frac{1}{4}$ " DEEP WESTERN GROOVER CONTRACTION JOINT (TYP.)

4" SHINER AROUND 15' PANEL $\frac{3}{8}$ " EXPANSION JOINT

TOP SURFACE SHALL BE BROOMED IN THE SAME DIRECTION AS THE EXPANSION JOINT

REVIEWED BY	
DCS PUBLIC WORKS N/A TACOMA POWER	Gmf ENVIRONMENTAL SERVICES N/A TACOMA WATER

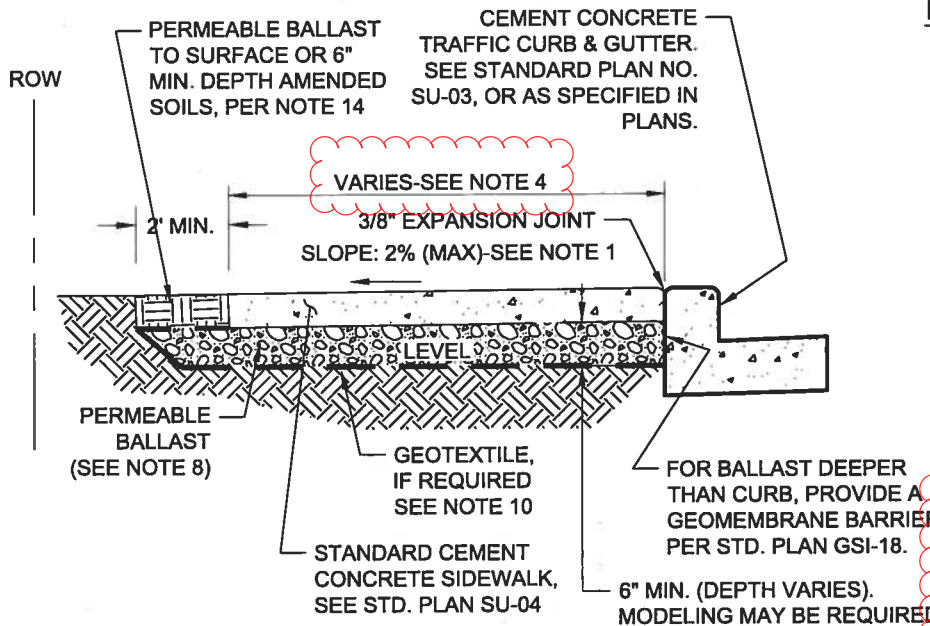


APPROVED FOR PUBLICATION
<i>[Signature]</i> CITY ENGINEER
4/25/19 DATE

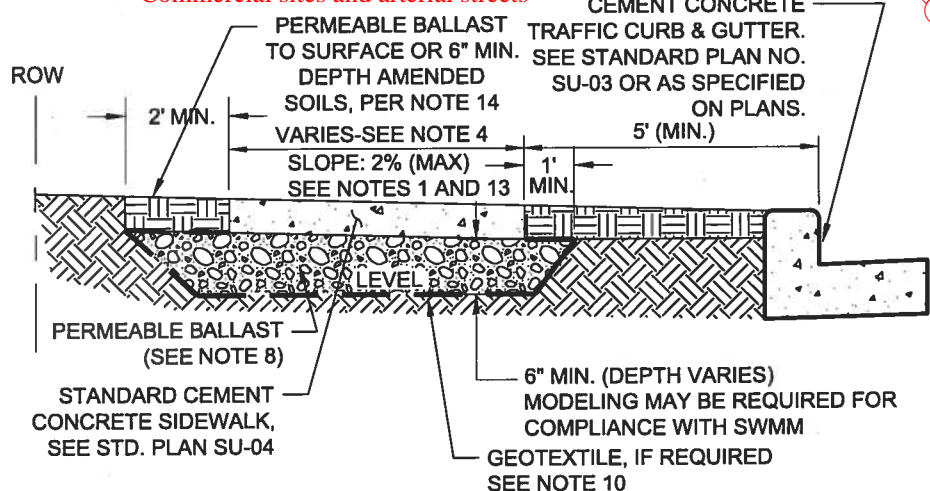
CITY OF TACOMA
CEMENT CONCRETE SIDEWALK
STANDARD PLAN NO. SU-04

4. Combination walk shall be 7'-0" minimum on all commercial sites and arterial streets.

163



COMBINATION WALK SECTION
Commercial sites and arterial streets



SIDEWALK WITH PLANTER STRIP SECTION
NTS

NOTES:

- Sidewalks shall be designed and constructed in accordance with ADA standards for accessible design, 28 CFR, Part 35 and as supplemented by the public right of way accessibility guidelines (PROWAG). City of Tacoma prefers sidewalk cross slopes to be designed to a maximum of 1.5% and a minimum of 1.0%.
- When placing walk adjacent to existing curb and gutter, curb and gutter will be repaired as necessary before placing concrete forms for walk per Right-of-Way Restoration Policy.
- Staking is required where no curb is present.
- Combination walk shall be 7' min. on all commercial sites and arterial streets. Combination walk shall be a minimum of 5' on non arterial streets. Dimensions are from back of curb to back of walk. See contract plans for width and placement of sidewalk.
- All expansion joints shall be full depth with 3/8" premolded joint filler.
- All joints shall be cleaned and edged. External edges shall be 1/2" radius. Internal joints shall be 1/4" radius.
- Subgrade preparation shall meet APWA GSP 2-06.3(3) Subgrade for Permeable Pavements.
- Permeable ballast shall meet APWA GSP 4-04.2 Gravel Base and 9-03.9(2).Opt1 Pavement Ballast.
- All soft and yielding foundation material shall be removed and replaced with ballast per APWA GSP 4-04.2 Gravel Base and 9-03.9(2).Opt1 Permeable Ballast.
- Geotextile fabric may be required between native soils or amended soils and permeable ballast per the recommendation of the geotechnical professional. Geotextile shall be per WSDOT 9.33.2(1), Tables 1 and 2, nonwoven, moderate survivability.
- For sidewalks within the North Slope Historic District area use Standard Plan ND-NS03. See Standard Plan HD-NS01 for North Slope Historic District site map.
- For plan view refer to City of Tacoma Standard Plan SU-04.
- Sidewalk with planter strip may slope in either direction.
- Planting strip soils shall be per BMP L613 (see Std. Plan GSI-01), if applicable; or scarify or till subgrade to 3 inch depth. Place 3-inches of topsoil on surface and till into 5-inches of site soil. Install 3-inches of arborist wood chip mulch or as specified on plans. Topsoil layer with a minimum organic matter content of 10% dry weight in planting beds, and 5% in turf areas, and a pH from 6.0 to 8.0 or matching the pH of the original undisturbed soil.
- All disturbed areas not covered with hard surfaces shall be stabilized by planting or mulching.
- Where needed, adjust ballast in planting strip to accommodate plants. Keep permeable ballast a minimum 2 feet from trunk of trees.
- Where ballasted sidewalk is installed adjacent to permeable roadway, the permeable ballast may extend from the sidewalk to the roadway section. See Std. Plan SU-31b.
- Refer to Std. Plan SU-32 for subgrade terracing, as applicable.

REVIEWED BY

DCS PUBLIC WORKS

NA TACOMA POWER

ENVIRONMENTAL SERVICES

NA TACOMA WATER



APPROVED FOR PUBLICATION

CITY ENGINEER

DATE

CITY OF TACOMA

BALLASTED CEMENT CONCRETE SIDEWALK

STANDARD PLAN NO. SU-04a

From: [Esther Day](#)
To: [Planning](#)
Cc: [Carey, Mike](#); [City Clerk's Office](#); [Chavez, Ramiro](#)
Subject: Fw: Comprehensive Plan - One Tacoma - Small Trees UFM - 04 Environment + Health - Comments
Date: Wednesday, March 5, 2025 5:46:36 PM

Dear Planning Commission,

I am in concurrence with the response that Kit Burns has submitted. I would also like to add that as the wife of a disabled Vietnam War Veteran who suffers from Agent Orange, trees help to reduce the amount of sunshine that our home gets. So, I am asking that you consider taking these recommendations seriously and that you just put yourselves in the walking shoes of a Veteran who suffers from Agent Orange and others.

Trees provide so much to our ecology. Study the science of trees and you will be informed.

I will add something else here - I've been seeing apartment houses that are built with no trees and they are right on the lot lines of the property. Sadly, too much reliance on sprinklers is made and not enough for fire safety. Too many apartment houses have had multiple units burned as a result of sprinklers not working. The Fire Marshal should have input on this. The life you save may be that of one of Your LOVED ones.

Sincerely,
Esther Day, former Planning Commissioner

From: Kit Burns <kburns.wcb@gmail.com>
Sent: Wednesday, March 5, 2025 4:28 PM
To: Planning <planning@cityoftacoma.org>
Cc: Carey, Mike <mcarey@cityoftacoma.org>; shirley.schultz@cityoftacoma.org <shirley.schultz@cityoftacoma.org>; Chavez, Ramiro <RChavez@cityoftacoma.org>
Subject: Comprehensive Plan - One Tacoma - Small Trees UFM - 04 Environment + Health - Comments

Dear Planning Commission,

I would like to bring to your attention an issue regarding the intent to build up Tacoma's Urban Forest. Small trees do little to help.

This is related to the Environment, Stormwater Management, Urban Forest, Heat Island Effect, Livability, among other factors.

The Urban Forestry Manual UFM and Home in Tacoma allows for Small Trees. I have looked at endless areas of Tacoma where "small trees" have been accepted in projects as "trees". Many of these locations, even after 30 years or more, still have "small trees" and do not do anything to reduce the Heat Island Effect.

I ask that in recognizing this that you revise the UFM and Home in Tacoma 2 are both revised to eliminate the use of small trees. Instead remove that term and revise documents to read instead "ornamental trees" and not allow any tree credits for such trees.

Many examples of small trees exist throughout the city. Costco Parking Lot, Target-Home Depot, Evergreen State College, Tacoma Mall JC Penny to only name a few. The parking lot at 6th Avenue and MLK for MultiCare.

Small trees can still be allowed but should be called "ornamental trees" and with zero Tree Credits for their use.

Change "small" to "ornamental" keeping the list in the UFM but noting that there are zero Credits for them. In order to build a "Tree City for the future" and increase livability will need medium and large trees.

This should be made clear in the Comprehensive Plan and elsewhere in city documents and TMC. I hope that you will make these revisions as needed.

Sincerely,

Kit Burns
Tacoma

Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

From: karend@harbornet.com
To: [Planning](#)
Subject: One Tacoma Update
Date: Friday, March 7, 2025 4:20:16 PM

Dear Planning Commission and Department Staff,

I'm writing to share my concerns with the One Tacoma Comprehensive Plan Update. These are not exhaustive comments, time was lacking to adequately review the plan, and here is the deadline. I would appreciate an opportunity to follow up with appropriate staff as comments are considered and revisions made.

I applaud the city's efforts to reach out to typically underserved residents, but caution that providing and extending outreach and services cannot be a zero sum game. Tacoma's most charming neighborhoods do not have to degrade in order for less desirable neighborhoods to improve. Make sure to follow the neighborhood plans. Hundreds of comments provided during HiT were not credibly addressed and those plans offered an opportunity to ameliorate that.

Overall, on trees: Tree canopy is sorely lacking *throughout* the city (including the relatively treed north end) except in gulches and some parks. While the emphasis on the worst areas of Tacoma is understandable, the failure to address this issue city-wide will inevitably lead to us coming up short of the 30% goal. We need trees in all public ROWs. And we don't just need trees; we also need rain gardens.

- Address the ROW (set a policy goal of tree lined streets city wide) and charge impact fees on projects that remove trees.
- To Policy EN-4.16: add requirement to provide pedestrian shade (i.e., awnings) if no trees are planted along ROW to shade the sidewalks.
- We also need a strategy to provide shade at every bus stop in the city, whether by trees or by structures.
- Across the city, incentivize private parking lot depavement and replacement of portions of parking areas with permeable surfaces and trees.

Overall, on cars: Growth is not just people- where are their cars going to spend the night? 137K people 60K homes... realistically at least 50K cars. Tacoma is delusional about residents transitioning away from cars particularly with our mediocre transit system. Recognize that people will continue to own and operate cars into the foreseeable future; each car needs a place to stay the night so ease parking requirements for businesses and other destinations instead of residences.

Specifically, on Environmental Protection: Ch 4 - no net loss policy, and goal to see improvements and on Ch 9 public facilities and services - can we continue to provide LOS, do we have adequate capacity? The answer is going to be NO in the time period this plan is intended to cover.

- Creating a Habitat restoration plan for Commencement Bay is wasted energy and resources without improved water quality protection, meaning upgrades in wastewater treatment and more treatment of runoff from streets and parking areas.
- **Why is wastewater missing from this update?** It is precisely because "Tacoma's population is anticipated to grow significantly in the coming years" that it is completely irresponsible for the City to fail to include expansion and upgrades to the sewage collection and treatment systems in this comprehensive plan. The prior director of Environmental Services made it clear to the ES Commission that the treatment plant on the tideflats needs to be completely rebuilt by 2050, and the State Department of Ecology has clearly communicated to ES that it expects upgrades to

the both treatment plants the City operates by 2040.

- We do NOT have state of the art sewage treatment systems. The city is currently under clean water act requirements to plan for improvements in our treatment technology. The 30-40 mg/L of Nitrogen discharged 24/7 into Commencement Bay will have to be reduced to about 1/10 that level. It is irresponsible planning to put our heads in the sand and hope this issue will go away.
- The city must start NOW to plan for these costs, and it must do so equitably and even more so at the expense of development that will inevitably increase the loads to these systems. Do not continue to put the burden of these costs on current residents and ratepayers; it is past time to **assess impact fees on new development** and redevelopment like a responsible jurisdiction.
- Aside from localized flooding issues that need to be addressed, it doesn't really matter what community members observe; the **biggest stormwater problem is cars**: deposition of fuel combustion products, tire wear particles, brake pads, lead wheel weights, and toxic fluids leaked from several vehicle components (oil, hydraulic, radiator). The city's emphasis on treatment retrofits is sorely lacking.
 - We are NOT treating stormwater runoff from the MUCs that are being developed in a series of small redevelopment projects over time. These areas will see increased traffic and there needs to be a plan to address this as a whole for each MUC, not piecemeal for each individual development project. Let them pay into a facility or set of facilities to capture and treat their runoff.
 - To complement the comment above, the city needs to incentivize private parking lot depavement not only for tree planting but also for installation of rain gardens and other treatment devices to improve water quality of runoff.

And a question: Why are all Ch 4 priority actions listed as being the responsibility of the Environmental Services Department? (Ch 4.3 pp. 46-48) It especially doesn't make sense for ES to be the lead on reducing GHG emissions from future development - that is the Planning Department and office of sustainability.

Thank you for considering these comments,
Karen Dinicola, Tacoma resident

From: [Chris Eberhardt](#)
To: [Planning](#)
Subject: One Tacoma: Comprehensive Plan Public Comment
Date: Friday, March 7, 2025 4:51:59 PM

Dear Planning Commission,

I am writing to comment on the Transportation Plan of the One Tacoma : Comprehensive Plan.

By the breadth of the plan, it is clear Tacoma city officials have done quite extensive work. This work should significantly move us literally and figuratively towards a Tacoma that is safer for all.

I would like the plan to more explicitly call out what is meant by a 15 minute city within Tacoma. A starting point would be to use the physical center of business district boundaries as a point from which to measure a 15 minute city catchment area.

Further, if we are serious about creating 15 minute areas, language should be added that limits car arterials to one lane in each direction through 15 minute city catchment areas. Second, language should be added that seeks to reduce the city-wide speed limit baseline within 15 minute catchment areas, not just through targeted measures.

Finally, In terms of transit support, it should be within scope of the City of Tacoma to work with partners to explicitly address obstacles including housing costs, that prevent transit employment from being a viable career path for current and/or future residents of Tacoma.

Thank you for your time and service.

--

chris eberhardt, ph.d.

--

chris eberhardt, ph.d.

From: [Tom Giske](#)
To: [Kit Burns](#)
Cc: [Planning](#); [Chavez, Ramiro](#); [Schultz, Shirley](#)
Subject: Re: Comprehensive Plan - One Tacoma - Comments - Sidewalks - 06 Transportation
Date: Wednesday, March 5, 2025 2:41:34 PM

Dear planning commission,

As one who recently tripped over a sidewalk, buckled by tree roots, breaking a bone in my neck, plus stitches in my head, and as one who is advocating that the city reforest its streets, I wholeheartedly endorse this suggestion by Mr. Burns.

Tom Giske

Sent from my iPhone

On Mar 5, 2025, at 2:33 PM, Kit Burns <kburns.wcb@gmail.com> wrote:

Dear Planning Commission,

The City of Tacoma has many plans and policies that are certainly desirable for transportation and mobility.

Complete Streets, Vision Zero Tacoma, Safe Routes to School with Suggested Walking Routes are some of those programs.

Having safe and complete sidewalks built to city standards is one critical component of the **Transportation Mobility Plan - TMP**.

There is great difficulty for many residents to pay for surprise repair of existing sidewalks or to add sidewalks. This occurs throughout all areas of the city; such unforeseen costs can easily become a problem.

TPU has a program that allows a homeowner to make improvements such as having a heat-pump installed *whereby the cost is not paid by the owner until the property is sold or transferred*.

This TPU program where a low interest loan is made for homeowner improvements or the amount is tied to the property sale, similar to a lien paid to be later, is something *Tacoma Public Works* could consider doing. It could possibly be part of the Streets Initiative II. All costs would eventually be paid by the homeowner at a future date.

I believe a program within Public Works should be considered.

The city could identify sidewalks requiring replacement and allow

payment to be a part of the property sale/transfer. Thus the work could be completed immediately on the city's schedule without burdening the homeowner.

Such a program would be done by the City at direct cost to the homeowner by city crews on a pre-planned schedule.

The Public Works crew would be familiar with city standards and requirements for sidewalks and related work. Thus no insurmountable massive surprise bill for a "new sidewalk replacement". The cost for the work would be the direct cost to the city and thus paid later by the homeowner.

Such a program would be consistent with improving the city in all areas, increasing walkability, helping to Complete Streets, add to Vision Zero Safety, and help immensely with Safe Routes to School.

This should be considered as a part of Tacoma's Comprehensive Plan Update.

Sincerely,

Kit Burns

Kit Burns
PO Box 2341
Tacoma, WA 98401

"Things don't just happen. They are made to happen."
---**John F. Kennedy**

From: [quadgamer](#)
To: [Planning](#)
Subject: One Tacoma Public Feedback
Date: Friday, March 7, 2025 8:14:09 AM

Regarding the State Route 7 proposed trail between 25th Street and 38th Street: Please keep the rails between Tacoma Dome and Frederickson. It would be fine to put a fence and add a trail for safety but it would be a really big mistake to remove those tracks because a future passenger rail service serving Tacoma Dome, South End, Frederickson, and even Graham in the future would be massive in terms of restoring pieces of lost passenger rail infrastructure. RAILS AND TRAILS.

From: [Comprehensive Plan update](#)
To: [Planning](#)
Subject: FW: One Tacoma Plan Feedback
Date: Tuesday, February 18, 2025 10:22:54 AM

For inclusion in Panning Commission Comp Plan Public Comment period.

Alyssa

From: Brian Gr <bfgreenhalgh@gmail.com>
Sent: Friday, February 14, 2025 8:00 AM
To: Comprehensive Plan update <OneTacoma@cityoftacoma.org>
Subject: One Tacoma Plan Feedback

Good Morning,

I have noticed many comments on the One Tacoma board that address infrastructure and the lack of support. How much weight will that be given as this moves forward or will the concerns be ignored in the same regard as Home In Tacoma? I ask this because many of the same issues were brought up during that time and subsequently were ignored. I was an active member of the Home In Tacoma, Home Equity Champion and attended several events where I engaged with the public. I get the impression that the City Council is just going through the motions and has already determined which direction they would like to go.

I have strong opinions on the lack of funding for our streets, most notable with the Arterial Streets. The lack of parking in the mixed-use centers as well as for new construction is also concerning. I would also like to highlight the failed direction of the City with regards to trees and the failure to meet its own goals for increasing tree canopy.

It seems as though everyone involved with this is more concerned with the future of Tacoma rather than the things that need to be fixed now.

Our Arterial Streets have been ignored for the past decade due to the Tacoma Streets Initiative and the lack of funding for maintenance. The lack of maintenance is creating inequity across the City as the streets degrade faster than they are maintained. I would ask that you take into consideration that if the City is unable to address the concerns of today's residents, then it is clearly unable to foresee the short sidedness of today's policies.

The lack of Parking that was adopted is pushing more and more vehicles to surface streets making them more congested. The area's surrounding the mixed uses centers have woefully inadequate capacity to handle the number of people that may be conducting business in these areas. With the new construction eliminating parking requirements for ADU's or DADU's, this pushes more cars to the surface streets. How did the city determine that ½ mile was the distance to a major transit stop and therefore eliminated the parking requirement?

Why would the City state the goal of increasing tree canopy and then subsequently fail to adopt a policy that supports this? I am watching old growth trees across the city be removed to make room for more structures.

Thank You for your time concerning this.

Sincerely,
Brian Greenhalgh

From: [Troy H](#)
To: [Planning](#)
Subject: DRAFT 2025 Transportation and Mobility Plan - Comment
Date: Wednesday, March 5, 2025 7:22:58 PM

Hello,

I'm excited to see the update to the 2025 Transportation and Mobility Plan. I'm excited to see our roads change to make them more safe for all users. I appreciate our cities work toward Vision Zero, and recognition that words are not enough as deaths continue to rise. Thank you for prioritizing safety and climate change as these plans are formed.

As I look through the documents two comments I would like to suggest:

The first is with regard to the Residential Pedestrian Network Vision & Tacoma's Bicycle Network Vision's jewel of our regional network, Ruston Way. If you have traveled it recently you will see that it is a condition making it dangerous for wheel chairs and other multi-modal users. I hope repairs (and ideally widening) of the pedestrian facilities will be prioritized.

Also with regard to the Residential Pedestrian Network Vision & Tacoma's Bicycle Network Vision, Lowell elementary its orientation with new construction. Part of this shift is have all drop-off, car parking and busses shift from Yakima Ave to North I St. North I St. is labeled as a neighborhood greenway, however it is clear N I St. was an early attempt at a neighborhood greenway. It is exciting to see how more recent greenways like Fawcett have been built. I'm curious how the 2025 Transportation and Mobility Plan could work to include traffic calming, and safe routes to school to ensure North I St builds the initial work to make it a Neighborhood Greenway.

Thanks
Troy Hashagen

From: [Deborah Hill](#)
To: [Planning](#)
Subject: Public Hearing on Draft 'One Tacoma' Comprehensive Plan
Date: Tuesday, February 11, 2025 6:21:10 PM

Dear City of Tacoma Planning Committee,

I am contacting you regarding the Draft 'One Tacoma' Comprehensive Plan.

Specifically, I am very concerned that this draft does not mention the Cushman Station in the North End, and the need for a small park, trees, public space, and a public facility in that area. As you know, the University of Puget Sound campus nearby is a university/school, not a public park. And Puget Park on North Proctor is miniscule with no public facility. Point Defiance is not nearby and the public facility there, though nice, can only accommodate smaller gatherings.

Tacoma is out of balance. Tacoma now has loads of disturbingly uninteresting, boring, aesthetically unappealing condos (and let's be honest — how many of them are affordable by locals?) and huge buildings, but not enough human-scale buildings and no additional parks and/or green spaces or public spaces. I see many ideas for future such human-scale projects in the One Tacoma Plan which is good, and lots of ideas for parks — why not include this one?

Honor Tacoma's amazing heritage of stylish and architecturally significant buildings and spaces. Cushman Station could not be built today. It is just one of Tacoma's many unique historic buildings. Please do not bury Cushman Station in an ever-increasing sea of grim condos.

Tacoma can and must do better. Maybe the quick bucks the city gets from developers are enticing, but the city must consider the long term. There is a choice now. In 30-40 years, the park and public facility at the Cushman Station could be one of the jewels in the crown of north Tacoma or just another dreary condo, no better or different than all the rest. And the 6-10 people that live there will not make that much of a difference to the housing shortage.

Use Goal P-3 of the One Tacoma Plan to establish the Cushman Station Park and Public Space. The building and space already exist. Why not enhance what is already there? Surely acquisition of the land would be minimal? I note that this area does not show as anything on any of the One Tacoma Plan maps. Why?

I therefore write you to urge you to **consider the common good here**. The developers have endless projects and no discernable limits to what they can do. They build then leave, sticking Tacoma with the ever-increasing traffic, congestion and fewer and fewer parking places, rising prices and housing costs, and no benefit for the public as a whole. **Please add ways such as this Cushman park and public space to a) increase green breathing areas; b) be an area to decompress in the ever more frenetic pace of city life; c) add a place where people don't have to do anything other than sit and reflect or let their kids play where they can keep watch; d) enjoy some really nice plantings that are not connected with some commercial enterprise; e) rest while walking to or from the Proctor area. The more hectic the pace of life becomes, the more people need this.**

Please do the right thing this time and consider the public in this matter. The One Tacoma Plans are very complete with proposals and plans for so many areas of Tacoma function, development, living, and space. Why is this one item left to chance?

Thank you for your consideration.

Deborah Hill
98406

From: [Parker Hill](#)
To: [Planning](#)
Subject: Transportation plan
Date: Saturday, March 1, 2025 2:09:27 PM

Could the city consider preserving the Rail corridor from Tacoma Dome Station - Fredrickson for future transit rail use, currently it's planned to remove it and replace it with a trail, I'm hopeful that they can just leave the rail corridor and build the trail next to it.

Add a Protected bike lane on Milwaukee Way between Pacific Highway and E 11th Street (Road diet from Pacific Highway - Lincoln)
Lincoln to 11th would be a shared use trail along the side of th public ROW
(it would require no land acquisition!!)

Following are roads that currently have no transit access but would be useful to have but no plans to add it:

Could they consider a bus route connection from North East Tacoma - Downtown Tacoma (along SR99 same routing as the 63 that's deleted)

Also a bus route from Downtown Tacoma to West Tacoma via Old Town (old Route 13 that was deleted)

Could they consider a bus route along S 96th (from Hosmer street - Portland Avenue

Also add North / South Bus routes on Tyler and Orchard streets

Bus route on Jackson Ave / Narrows drive.

Transit access serving Titlow Beach area.

Get [Outlook for Android](#)

From: [Comprehensive Plan update](#)
To: [Planning](#)
Cc: [Crabtree, Mary](#)
Subject: FW: Appreciation for the One Tacoma Plan and Key Community Priorities
Date: Thursday, March 6, 2025 11:11:36 AM

For inclusion in the Planning Commission Comp Plan Public Comments.

Alyssa

From: Melissa G. Hoffman <melissaghoffman@gmail.com>
Sent: Wednesday, March 5, 2025 5:56 PM
To: Comprehensive Plan update <OneTacoma@cityoftacoma.org>
Subject: Appreciation for the One Tacoma Plan and Key Community Priorities

Good evening,

Thank you for sharing the One Tacoma plan. I appreciate the City's efforts in shaping a more livable, inclusive, and sustainable community.

I'd like to express my strong support for expanding mixed-use housing, particularly in areas like Proctor and Ruston. It's crucial to create housing opportunities for those in the middle class—people who cannot afford to buy single-family homes but also do not qualify for housing assistance. Ensuring a range of housing options in walkable, transit-accessible neighborhoods will help maintain Tacoma's diversity and vibrancy.

I also appreciate the emphasis on parks and community spaces, and I encourage more programming that goes beyond just seniors and children. Many people who have recently moved to Tacoma, especially those in the 30-54 age bracket, would benefit from activities that help them connect and build community.

Finally, I'd love to see increased public transit options to the airport and other destinations around Tacoma that reduce the need for car dependence. Enhancing transit accessibility would be a major step toward a more connected and sustainable city.

Thank you again for your work on this important initiative. I look forward to seeing how these priorities evolve in Tacoma's future.

Melissa

From: [Torrez, Alyssa](#)
To: [Planning](#)
Subject: FW: One Tacoma
Date: Wednesday, March 5, 2025 6:01:50 PM
Attachments: [One tacoma feedbacks.docx](#)

For inclusion in the Planning Commission Comp Plan Public Hearing.

Alyssa

From: Huynh, Katelyn (MIL) <Cam.Huynh@mil.wa.gov>
Sent: Wednesday, March 5, 2025 3:16 PM
To: Torrez, Alyssa <ATorrez@cityoftacoma.org>; Gamez, Maria Teresa <MGamez@cityoftacoma.org>
Subject: One Tacoma

Good afternoon, Ladies,

Hope all is well. I have attached a word document here of what I can get within the Vietnamese community for this round. I do apologize for not having much. Everyone are not up to talking at this point due to everything that going on in the community regarding "ICE". These are what people are concerned about and have thoughts more on about. I hope it is something can help with this round. There is one person that I talked to was really getting emotional because her son got ran over while biking home from work. That is why in the transportation area you saw there is a "have rail to section off bike lane on street". The person thought that it would be safer for the community to have those rails to help prevent cars hitting people on bike lane. Thought I should share that with the team for consideration. Please let me know if this is sufficient and I will continue to hopefully gather more information since I still have a couple of hours left to spare. Have a great day and hope to chat soon.

Housing:

- Community would like to see more senior housing developments in a diverse area.
- More affordable housing since the cost of living is skyrocketing
- Senior housing with elevators access for citizen with mobility issue

Parks & Rec'

- Parks within walking distance for older citizens and for citizens that are not driving
- More picnic/BBQ areas for outdoor gatherings for families that can't afford to buy a house
- Safe play areas for families with children (maybe fencing or gate)

Engagement & Administration

- Signs with different languages if possible
- Keep the language simple and easy to understand

Historic Preservation

- Have signs translated in different languages about historical places
- Museum to showcase our city historic areas and building

Transportation:

- Have rail to section off bike lane on street
- Introducing more cameras on the street for pedestrians' safety

Economic Development:

- Would like to see more jobs that are available to the community especially person of color
- Offer free job training for immigrants

Growth Strategy:

- Safe space for the community to meet and chat
- Have more community gardens for healthier vegetables

From: [Peter Jung](#)
To: [Planning](#)
Subject: Public Comment - Public Facilities and Services - One Tacoma Plan Update
Date: Wednesday, March 5, 2025 9:46:07 AM

Hi,

My name is Peter Jung, a local disability advocate and lifetime Tacoma resident, currently living in the hilltop area. I am here to voice support for protecting Click! and returning it to the control of Tacoma, rather than a foreign corporation. The taxpayers of Tacoma paid for Click, we should have full control. By giving control to Tacoma's elected officials, we have the ability to support low income broadband, something that was desperately needed during the COVID pandemic and was not possible due to the extreme short sightedness of decision makers at the time. It's time to make things right. Digital equity is a huge need in Tacoma, and this is a powerful way to ensure this happens.

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Thanks,

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Peter Jung M.Ed.

(He/Him pronouns)

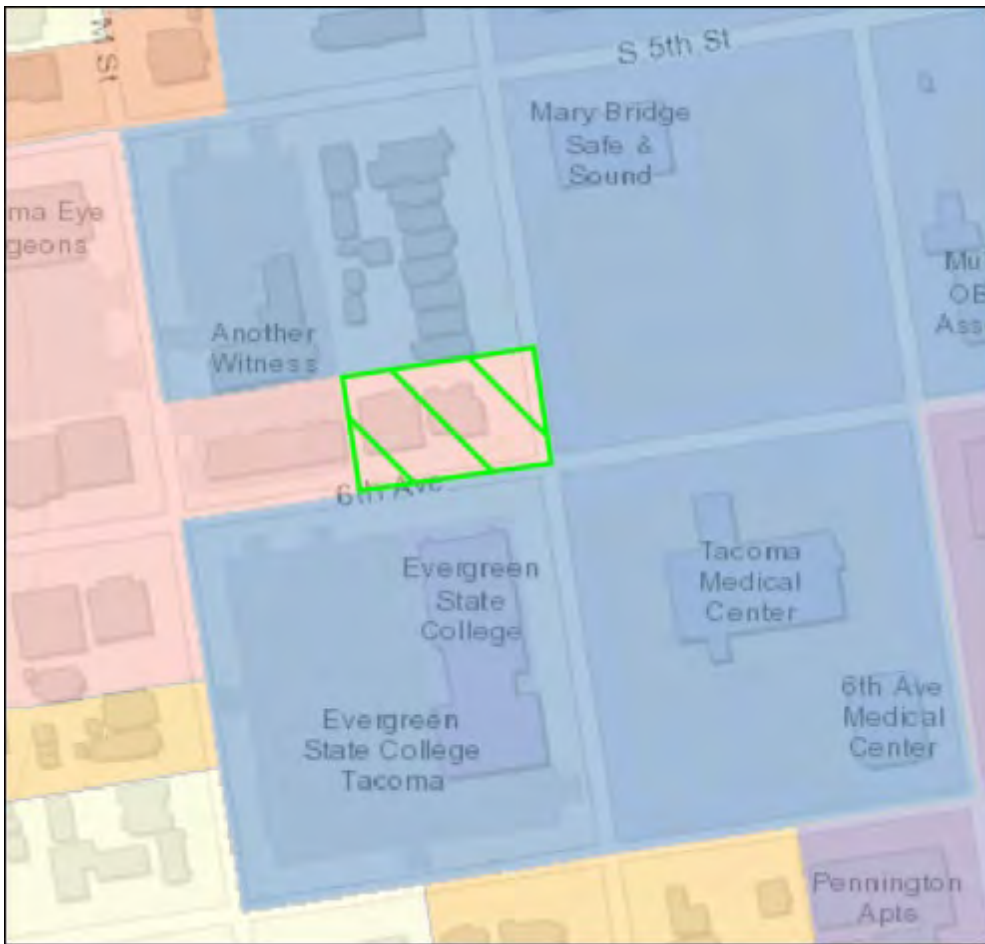
From: [Kevin Jussel](#)
To: [Planning](#)
Cc: [Torrez, Alyssa](#); [Moeinian, Maryam](#); [Ingrid Gourley Mungia](#)
Subject: One Tacoma Comment // Future Land Use
Date: Friday, March 7, 2025 12:16:25 PM
Attachments: [image001.png](#)

Dear City of Tacoma,

In response to your invitation for public comment related to the One Tacoma: Comprehensive Plan, MultiCare Health System submits the following comment:

- MultiCare is the owner of 512 S. L Street, Tacoma, Washington (APN 2005240091) (the “MultiCare Parcel”), which was previously a series of parcels that was recently aggregated.
- The future land use One Tacoma Plan Map retains split-zoning on the MultiCare Parcel – part of the property would be within the Major Institutional Campus zoning district with the remaining designated as Neighborhood Commercial. The figure below depicts the split-zoning created by the future land use map, with the future land use designation of Neighborhood Commercial marked in green hatch.
- For consistency across MultiCare’s Tacoma General campus, MultiCare recommends that the split-zoning issue be addressed in the future land use map to designate the entire MultiCare Parcel within the Major Institutional Campus zoning district.

If you have any questions or concerns about this comment, please do not hesitate to reach out to me at the contact information in my signature line.



Kevin Jussel | Associate General Counsel – Real Estate
MultiCare Health System
Mobile: 206-694-9182 | **Email:** kevin.jussel@multicare.org
Mailing: PO Box 5299, MS: 820-4-LEG, Tacoma, WA 98415

From: [Comprehensive Plan update](#)
To: [Planning](#)
Subject: FW: Tacoma comp plan panning services
Date: Tuesday, February 18, 2025 12:43:54 PM

For inclusion in Planning Commission Comp Plan Public comment.

Alyssa

-----Original Message-----

From: Brenda Loomis <loomisbrenda6@gmail.com>
Sent: Tuesday, February 18, 2025 12:03 PM
To: Comprehensive Plan update <OneTacoma@cityoftacoma.org>
Subject: Tacoma comp plan panning services

2/18/2025

Hi i have attended zoom with meeting i ask with growth if fire dept police dept schools parking street maintenance were equipped for growth ? As your city continues to do what you want these departments are impacted negatively the city is not hiring or maintenance of dept and equipment-know man power the community is suffering and depts the big shots in a desk making decision getting higher wages yearly is foolish stop depts need help fire dept truck break down not enough employees union telling city state with depts fix issues before doing anything else my voice on zoom was recorded past meeting no one told truth this means alot to me safety health and taking care of city departments then can help city fix problems now Thanks Brenda Loomis resident city tacoma Sent from my iPhone

From: [Comprehensive Plan update](#)
To: [Planning](#)
Subject: FW: Feedback
Date: Thursday, February 13, 2025 2:45:20 PM

Public Hearing comment for Comprehensive Plan Update.

From: pcmagnussen@harboret.com <pcmagnussen@harboret.com>
Sent: Tuesday, February 11, 2025 1:44 PM
To: Comprehensive Plan update <OneTacoma@cityoftacoma.org>
Subject: Feedback

To Whom it may concern:

I am writing to urge you to REQUIRE all developers who build multi-family housing on arterials according to your One Tacoma Plan, to also provide adequate parking in their plans for ALL their tenants. The last thing we individual property owners need in neighboring blocks off of the arterials is people stealing our parking spaces! If I own a single family home in Tacoma, I should be able to park IN FRONT of my house without competing with some apartment complex in the next block. Particularly since my wife and I are senior citizens and should not have to walk very far to our front door.

In His Majesty's service:

Paul Magnussen

From: [Wilhelme, Carrie](#)
To: [Planning](#)
Subject: FW: Comments and thoughts Transportation and Mobility Plan
Date: Wednesday, February 26, 2025 1:17:43 PM

From: Christiano Martinez <martinez.christiano@gmail.com>
Sent: Wednesday, February 26, 2025 12:43 AM
To: planningtacoma@cityoftacoma.org; Wilhelme, Carrie <cwilhelme@cityoftacoma.org>
Subject: Comments and thoughts Transportation and Mobility Plan

Thank you for your incredible work on the TMP!
 Below are some thoughts and comments (**bold**) are my editions:

Under Mode Shift:

I would like to see a stated goal of specially reducing VMT in Tacoma and how targeted tactics of VMT reduction can make our mode shift goals a reality by 2050.

Under Key Opportunities:

Encourage a culture of movement beyond driving:

OR “Active promotion of non-auto oriented mobility”:

In Tacoma, 23% of trips are just one mile or less—creating livable neighborhoods and mixed-use districts which have basic necessities such as grocers, pharmacies and other essentials that can be reached without a car.

Under Transit Strategies:

7. **Begin planning efforts to prepare for future high-speed rail in Tacoma as well as foot ferry passenger-only service.**

A city with the 2nd largest population in the Puget Sound with a rich maritime history and a thriving port; we are an ideal candidate for such service. Implementing passenger only ferry service connecting downtown Tacoma Foss Waterway & downtown Seattle should be a stated goal.

Other cities and counties in the Puget Sound have seen remarkable success in implementing local foot ferry routes such as the case with Kitsap fast ferry service connecting Kingston, Southworth, Bremerton and Port Orchard. For reference, Kitsap Ferry services only began in 2017 with a single boat between Seattle and Bremerton and now boasts an annual ridership of 1,343,800 with 4 routes and 9 vessels. Kitsap County as of the 2020 census had 275,611 residents vs. Pierce County’s 921,130.

We have a great case for foot ferry service as the TDLE is still a decade or more away and even when completed, will provide a considerably longer and slower trip between Tacoma and Seattle when compared to ferry service.

Now, with House Bill 1923 introduced by Rep. Greg Nance we have a tremendous opportunity to participate in this proposed grant program and seek funding for foot ferry service with potential grant money available by July 1 < see link>. According to this article, The Port of Tacoma spoke in favor of such service at the House Transportation Committee hearing this past Wednesday. Other landlocked urban centers of our nation have no aquatic means of alternative transportation and I believe it is an asset that we must take

full advantage of. Given that the TMP will guide the next 25 years, this kind of bold envisioning can be transformative and create another element in our transportation network.

<https://www.seattletimes.com/seattle-news/transportation/bainbridge-lawmaker-proposes-21st-century-mosquito-fleet-ferry-service/>

Concerning Vision Zero:

Alcohol-related vehicle deaths in the United States are a leading cause of traffic fatalities. In reaching our future Vision Zero goals, I would like to see a declared intention to provide significantly better transit service along corridors identified in the high risk network where we have a high concentration of bars & businesses which serve alcohol; 6th Avenue and South Tacoma Way being perhaps our largest concentrations. Further, we can encourage future liquor permitting in areas of our city which have higher-capacity transit such as along the T-line and downtown. If we can increase transit service and duration past 8pm, we can provide an alternative to drinking & driving: encouraging folks to leave the car and home and take transit instead.

Thank you for taking the time to read over my thoughts and considerations AND for all of your hard work!

--
Christiano Martínez

From: [David Meredith](#)
To: [Planning](#)
Subject: Planning Commission Public Hearing Comment
Date: Wednesday, March 5, 2025 8:23:38 AM

Planning Commission,

I am echoing the reply my wife, Stephanie Meredith sent earlier.

I want to send my support for expanding public transportation. I worry about climate change, but it is also extremely hard to haul my children around on the buses. I would love to see a move expansive train system. Our family also love riding bikes and we would love more bike lanes and trails.

Thanks so much!

David Meredith

Please excuse any errors, This was sent from an iPhone

From: [Stephanie Meredith](#)
To: [Planning](#)
Subject: Planning Commission Public Hearing Comment
Date: Wednesday, March 5, 2025 6:34:56 AM

Planning Commission,

I just want to send my support for expanding public transportation. I worry about climate change, but it is also extremely hard to haul my children around on the buses. I would love to see a more expansive train system. Our family also love riding bikes and we would love more bike lanes and trails.

Thanks so much!
Stephanie Meredith

From: [Devin Kelly](#)
To: [Planning](#); [Atkinson, Stephen](#); [Crabtree, Mary](#)
Cc: [Ty Moore](#)
Subject: Fwd: Letter from Tacoma for All Steering Committee
Date: Wednesday, March 19, 2025 1:45:23 PM

Hi Planning Commission folks and City of Tacoma staff.

This is Devin Rydel Kelly from Tacoma For All reaching out. Commission Chair Chris Karnes emailed us this morning saying that staff didn't receive our email about the OneTacoma plan from Tuesday, 03/04, and that we needed to get it submitted by noon today. We unfortunately just noticed his email, but we're hoping we can still submit late, as we actually did submit before the first deadline.

I'm forwarding the letter below, including evidence that Tyron Moore submitted it to planning@cityoftacoma.org on Tuesday, 03/04. We apologize if that was somehow the wrong email.

Please let us know what else you need to get this feedback recorded.

Thanks for your patience and understanding,
 Devin Rydel Kelly
 Tacoma For All Steering Committee

----- Forwarded message -----

From: **Ty Moore** <tytymo@gmail.com>
Date: Tue, Mar 4, 2025 at 2:28 PM
Subject: Letter from Tacoma for All Steering Committee
To: <planning@cityoftacoma.org>
Cc: Devin Kelly <peopleofearth@gmail.com>

To Tacoma Planning Commissioners:

The new draft [OneTacoma Comprehensive Plan](#) acknowledges the need to build over 35,000 affordable homes by 2050 but lacks a viable strategy to achieve this scale of development. This is despite state law ([HB 1220](#)) requiring cities to “make adequate provisions for all housing needs” for all economic segments of the population and to “document barriers to housing availability such as gaps in local funding...”

Similarly, the new draft OneTacoma Plan highlights state law requiring cities to establish “anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing... [and] tenant protections...” However, the plan fails to spell out the critical tenant protections that low-income renters need to defend their families against predatory investors, landlords, and other economic forces driving displacement.

To address these major gaps, Tacoma for All urges amendments to the OneTacoma Plan to:

-

Create and fund a social housing developer as a central tool to build enough new affordable housing to fully meet Tacoma’s needs, preserve existing affordable housing in perpetuity, and provide city planners a powerful tool to achieve development goals in every corner of Tacoma.

- **Commit Tacoma to protect and strengthen tenant rights** including relocation assistance for rent increases over 5%, limits on excessive fees, rent-to-income ratio caps, and eviction moratoriums that disrupt the eviction-to-homelessness pipeline, and robust city enforcement.

We Can’t Rely on For-Profit Development

The draft OneTacoma plan is clear about what’s needed: “Visioning a future without housing cost burden or homelessness in Tacoma, 30% of all new units should be affordable to extremely low-income households, 34% for low- and very low-income households...” Unfortunately, the draft plan’s reliance on for-profit development and inadequate public financing appears unlikely to meet these goals.

We should be clear: this goal of ensuring 64% of new construction is affordable to households earning under 80% of the area median income (AMI) would require a radical reversal of current development trends. Right now, 73% of Tacoma’s housing stock is unaffordable to households under 80% AMI ([Exhibit 40 in the OneTacoma draft](#)). This goal would require building 1,400 affordable units each year through 2050. But that is [five times the rate of production](#) in Tacoma between 2019–2024, meaning we are already far short of OneTacoma goals initially set out in 2017.

Even with new zoning laws and tax breaks, city planners acknowledge that relying on private developers to suddenly prioritize affordable housing at the necessary scale is unrealistic. **This strategic over-reliance on market incentives for private developers is clearly failing to deliver affordable housing at scale all across the country.** With global real estate speculation driving up prices everywhere, alongside the boom & bust character of the housing market, we believe that the near total reliance on the private market in the OneTacoma Plan is a big mistake. While a step forward, it seems unlikely Tacoma’s new zoning laws will be enough to meet our affordable housing needs over the next 25 years.

The new incentives are focused on nudging developers to build the 8,650 affordable homes needed for households between 50%-80% AMI, but we are deeply skeptical that profit-driven development will achieve this by 2050 ([Exhibit 40 in the OneTacoma draft](#)). **However, the largest gap is for the 11,000 affordable homes needed for 30%-50% AMI. The OneTacoma draft plan doesn’t expect private developers to build housing for these low-wage workers, yet public financing is almost non-existent for them.** Understandably, public investments are almost exclusively focused on building deeply affordable housing for tenants making under 30% AMI. But even here, the draft fails to spell out where the money will come from to build the 20,000 units needed for the lowest-income Tacomans by 2050.

The Promise of Social Housing

We urge the City to adopt the innovative model of a mixed-income social housing developer (SHD) as a primary tool to fill the anticipated gap in affordable housing construction. From the [pioneering](#)

[work of Montgomery County, Maryland](#), to Seattle voters’ [overwhelming support](#) for funding their new SHD, numerous municipalities and states are turning to SHDs to address their affordable housing crisis. **The model has a long international history, with widely-lauded successes from Vienna to Singapore.** In fact, early public housing in the US in the 1930s was built on this mixed-income model until real estate and landlord interests, fearful of public competition and ideologically motivated by McCarthyism, passed laws to [restrict public housing to just warehouses for the poor](#).

In sharp contrast to traditional public housing—which is limited to housing just the very poor—a public social housing developer is designed to create racially and economically integrated communities spanning a broad income spectrum, from 0% to 120% of AMI.

This mixed-income model means rent from middle and higher income residents can be reinvested in subsidizing lower-income residents or expansion projects, rather than this community wealth being siphoned out of Tacoma as profits for billionaire real estate investors and corporate landlords.

Projects that are financially unfeasible for private developers—who require sizable profit margins—are much easier to implement with an SHD, which does not have the same constraints.

Social housing also allows public financing to stretch much further than vouchers, traditional public housing, or other current models. The combination of dedicated public financing and steady rental income allows an SHD to use bonding authority to finance a cycle of continuous expansion. In the long run, this model [creates significantly more affordable housing per public dollar spent](#).

An SHD is a powerful and flexible tool to drive forward our City’s housing goals. It can buy and preserve existing affordable housing and build new housing complexes. It would allow city planners to add density and affordability where it is most needed—not just where private developers can make a profit. An SHD would be far more democratically accountable and responsive to neighborhood concerns, including preserving diversity and neighborhood character, helping community members otherwise skeptical of density to become supportive. For instance, the developer could buy and build on portions of single family home lots, allowing for older homeowners struggling with property or care costs to age in place.

Tenant Protections Needed to Slow Displacement

While social housing must be a core component of meeting Tacoma’s 2050 goals, we face much more immediate needs to address the mounting affordability and displacement crisis. [Recent data](#) suggests Tacoma’s median rent increase over the last year outpaced both Washington State and the country. Pierce County and statewide eviction rates have rebounded dramatically since the COVID-19 pandemic, and homelessness is likely at least 7% higher than the previous year.

Rent increases are the single biggest drivers of displacement and economic eviction and are disproportionately impactful on low income families and Black, Latino, and immigrant communities. Rent hikes drive gentrification and, when coupled with major development waves, can quickly change the character of whole neighborhoods. A primary strategy of big predatory real estate investors is to buy “distressed” properties—affordable housing in most cases—then drive out existing residents with excessive rent hikes in order to renovate and attract higher wage renters.

While we applaud the Home In Tacoma rezone for encouraging density, **we are deeply concerned that if it isn’t coupled with robust tenant protections, predatory landlords, developers and real**

estate speculators will see it as an opportunity for rent gouging and “renoviction” to get rid of existing working class tenants. The last thing Tacoma needs is more tragedies like the Tiki or Merkle Hotel mass evictions, which forced many tenants into homelessness, some of whom later died as a result.

Moreover, landlords are inherently a more organized, better funded political force, both when it comes to lobbying for legislation and navigating administrations and court systems. They use this leverage to drive pro-landlord and anti-tenant state laws and city ordinances, and to try and overturn what limited tenant protections have been won (this push is happening now, for example, in Kirkland, Seattle, and with Tacoma’s own Landlord Fairness Code). Crucially, they also look for and exploit ambiguities in jurisdictions’ stances on enforcing protections.

That’s why we call on City Council to enshrine Tacoma voters’ proven commitment to tenant protections into the OneTacoma comprehensive plan, as it does with tools such as pass through rental supports (which we understand may be necessary given current market conditions, but are far from sufficient). The draft should enshrine the City’s commitment to protecting major gains achieved in 2023 via its own Rental Housing Code reform process, and the protections passed by voters in the Landlord Fairness Code. This should reiterate the city’s language about rent to income ratios, move-in and other fees, notifications of rent increases, eviction protections, and landlord-provided relocation assistance.

Moreover, the plan should urge the city to take a forward-thinking approach to tenant protections, including understanding and adopting effective tenant protections from other jurisdictions—and especially those in racially diverse or integrated communities. The plan should explicitly call for Tacoma to follow the lead of emerging Washington State tenant protections, treating them as a floor to be built upon, rather than a requirement to be followed.

In short, the OneTacoma plan should advance policies that, in practice and not just in words, ensure Tacoma remains a racially and economically integrated city and leads the way in tenant protections.

Sincerely,

Tyron Moore & Devin Rydell Kelly
For the **Tacoma for All** Steering Committee

--

Ty Moore | 612.760.1980

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"If I can't dance, I don't want to be part of your revolution" - Emma Goldman

From: [Ty Moore](#)
To: [Planning](#)
Subject: Additional comment for OneTacoma amendments
Date: Wednesday, March 5, 2025 11:58:52 AM

Hello Planning Commissioners,

Yesterday I sent you all a letter from Tacoma for All urging a number of amendments to the OneTacoma draft.

One thing we felt may be important to add is that, if we understand correctly, HB 1220 modifies RCW 36.70a, the Growth Management Act, which is what gives the Planning Commission purview and jurisdiction to respond to your comments as they relate to the One Tacoma Plan.

We would welcome dialogue and feedback on our letter from Planning Commissioners as you work toward amendments in the month ahead.

Thanks,

--

Ty Moore | 612.760.1980

From: [Comprehensive Plan update](#)
To: [Planning](#)
Subject: FW: One Tacoma Comprehensive Plan
Date: Monday, March 10, 2025 4:54:50 PM

For inclusion in Planning Commission Comp Plan Public comment.

Alyssa

From: Katherine Mulholland <kbmulholland@gmail.com>
Sent: Thursday, March 6, 2025 5:09 PM
To: Comprehensive Plan update <OneTacoma@cityoftacoma.org>
Subject: One Tacoma Comprehensive Plan

PIIIIIIIIIIIlease for the love of God make this happen

I don't know if this is already in the plan, but my only request is that bicycle lanes have barriers between the roads.

- Signed a small business owner and Lincoln District resident

From: [Comprehensive Plan update](#)
To: [Planning](#)
Subject: FW: One Tacoma Plan
Date: Monday, February 24, 2025 10:08:31 AM

For inclusion in the Planning Commission Comp Plan Public Comment period.

Best,
Alyssa

From: JENNIFER PHILLIPS <phillipsj@comcast.net>
Sent: Sunday, February 23, 2025 6:00 PM
To: Comprehensive Plan update <OneTacoma@cityoftacoma.org>
Subject: One Tacoma Plan

Hello,

Thank-you for providing an opportunity to provide feedback to the One Tacoma Plan.

I am particularly concerned about the changes to zoning in an effort to increase housing density in Tacoma. Some options blend with the neighborhoods. Examples include ADU, duplexes, and multi-family homes. Other options dramatically change the neighborhood. My neighborhood has been changing and I have observed all of these options nearby. The 3-6 story buildings with limited parking and landscaping, have significantly changed my neighborhood in a negative way.

Other aspects of the program, such as adding green spaces, I fully support!

Thank-you!

Jennifer Phillips

From: [Torrez, Alyssa](#)
To: [Planning](#)
Subject: FW: 15 minute City thoughts
Date: Monday, March 3, 2025 1:50:36 PM

For inclusion in Planning Commission Comprehensive Plan update Public Hering.

Best,
Alyssa

From: Rachel Porter <marachelporther@gmail.com>
Sent: Friday, February 28, 2025 9:59 AM
To: Torrez, Alyssa <ATorrez@cityoftacoma.org>
Subject: 15 minute City thoughts

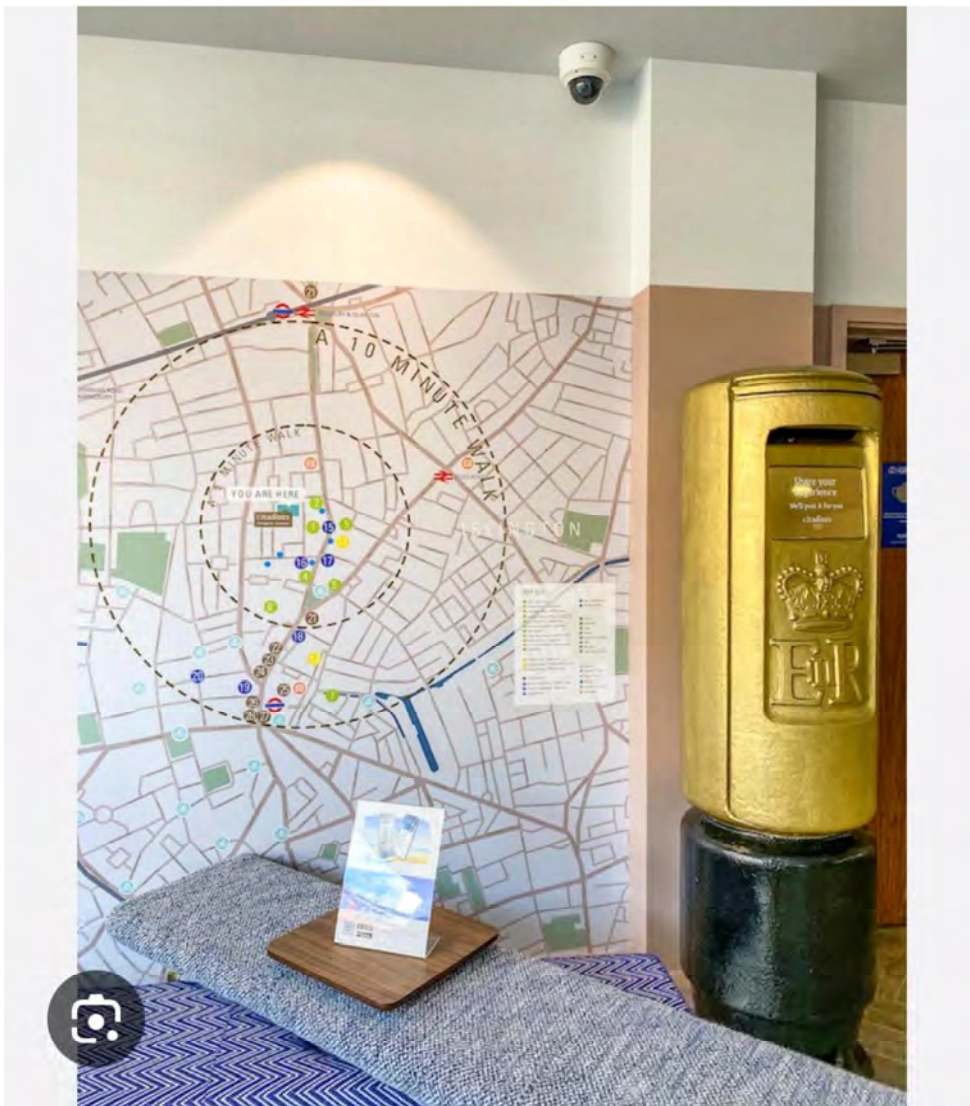
Hi Alyssa,

We spoke briefly at Wheelock library yesterday. When I was visited London last year, I stayed at a hotel that had a map of the City on the wall. At the center was where I was staying and points of interest indicated on the map. Two circles were drawn, the outer circle indicated a 10 minute walk.

Taking a page out of their playbook, I think having such a map in as many places as is feasible would wake people up to just how close many things are in Tacoma.

Having graduated from the Strong Towns Academy, I am VERY impressed with how far Tacoma has come in reshaping Tacoma to be more humancentric. Keep up the great work!

Rachel Porter
Proctor District



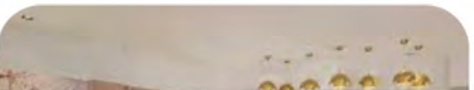
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From: pbenji@aol.com
To: [Planning](#)
Subject: Zoom mtg 2/24, etc
Date: Monday, February 24, 2025 9:01:56 PM

Tonight I heard about goals and considerations/excuses for meeting those goals. I was looking for examples and specific actions from One Tacoma for providing safety, housing, transportation, etc. for the new residents predicted for the area.

Housing talks mention "affordable" as one goal, however, "affordable" pricing severely blocks minimum wage earners from housing and the added minor percent of "low income housing" does little to truly address the housing needs now or the future. The "affordable" term is laughable if not downright cruel! The years past of tax abatement/tax exemptions handed out to developers and condo owners (12 years in some cases) certainly missed the mark of housing needed and should not be considered again. In those cases the "low income" homeowners or renters were paying more for fire/police/library/etc to make up for the developers and condo owners NOT paying for those services. The city is facing shortages of funds and I don't know of any developer that has gone under; in fact many have done exceedingly well on the backs of the rest of the people paying their taxes or increased rent due to taxes.

Transportation discussions along with the goal of "within 15 minutes" to services is so foreign to the northeast Tacoma area. Pierce Transit cut their #61 bus service over 15 years ago. Now it is one very early bus and one very late bus weekdays and nothing on the weekends and is mostly impossible for any disabled person to utilize. In the past Tacoma Schools partnered with Pierce Transit so at least there was more service because the routes included students bound for Stadium High School and back and people needing to work or visit downtown.. Now we have teen drivers racing down 509 to high school and school buses both emitting pollution that could be avoided by a consolidated and more comprehensive Pierce Transit route really servicing the northeast Tacoma/Browns Point/Dash Point area for high school students and others working downtown, going to medical appointments, visiting museums, restaurants in the core of the city, etc.

Safety especially around school zones is another problem. California and other states have laws prohibiting U-turns in school zones. Washington does not, and multiple requests for such signage on 51st. St. NE across from Browns Point Elementary School has been ignored. Parents drop off students and make U-turns to the opposite side of the street where there is no parking strip and the students are walking immediately next to traffic. As students are prone to do with shoving and pushing one day there is bound to be an accident as the student is pushed into the street and a vehicle is making a U-turn at the same time. Common sense would have been to set the sidewalk back with a parking strip between walking students and traffic but that did not happen. Also at the southeast corner of the school property is an area with no sidewalks and only a dirt path no more than 12 inches from the road with no curb and often tire tracks in the dirt path. Walking in the area I have almost been hit by cars rounding the corner; kids not paying close attention are even more at

risk.

Some people in the northeast area have talked about incorporating Browns Point and Dash Point due to lack of services in the area. I do not support that idea at this time but do understand the frustration people do have about the area providing lots of tax revenue but not commensurate services.

Pat Richmond
District 2

From: [Logan Roth](#)
To: [Planning](#)
Subject: Do NOT Kowtow, Please
Date: Saturday, March 1, 2025 11:02:44 AM

Hello Planning Commission ,

I'm a resident, home-owner of Tacoma and an active voter locally. After reviewing the comprehensive plan I find myself supporting a lot of initiatives found within it. I fully support expanding multifamily housing and affordable housing, the plans to connect Tacoma with a stronger transit system, environmental goals and more.

In this turbulent political landscape, you have undoubtedly received feedback requesting less "DEI" or a less "woke" agenda in this plan. This is not the time to reach across the aisle and listen to these insane concerns. I'm writing to both show support and to also warn that any kowtowing to these asinine cultists on any issue and reeling back progressive reform to Tacoma will lose votes from me and my peers.

Thank you,
Logan

From: [Atkinson, Stephen](#)
To: [Planning; Crabtree, Mary](#)
Subject: FW: One Tacoma Draft - public comment
Date: Monday, March 10, 2025 10:06:17 AM
Attachments: [One Tacoma Draft 2025Mar04 - Public Comment.pdf](#)

From: Jeffrey J. Ryan <jjryan@harbornet.com>
Sent: Wednesday, March 5, 2025 8:54 AM
To: Atkinson, Stephen <satkinson@cityoftacoma.org>
Subject: One Tacoma Draft - public comment

Please find my comments on the One Tacoma Draft attached for inclusion in the public comments for upcoming meetings.

Thanks,
Jeff

Jeffrey J. Ryan, Architect
LEED AP, BD+C

March 4, 2025

Re: One Tacoma Draft – Public Comments

To whom it may concern:

Thank you for the opportunity to comment on the draft copy of the 2025 One Tacoma Comprehensive Plan. In general I feel the comprehensive plan should be aspirational and objective framing the goals and possibilities for the city in the next 10 years and beyond unfortunately in at least one section I found the wording to be subjective, expressing fears and doubts without substantiating the observations with facts or references for the statement. It is my hope that in the final version of the comprehensive plan will be more positive and expressive in regards to the community's wishes for their neighborhoods and city.

The projected population growth of 58% over the next 25 years along with the job creation projections should be reviewed in more detail. At the current rate of growth it will take over 100 years to gain the population suggested in this draft statement. The growth projections from the last two comprehensive plans should be reviewed to find a reasonable growth rate for the latest comprehensive plan to be successful. In my review of the city projections over the past 70 years, none have come close to the actual growth rate of the city over time. Would it not be better to project a high, medium and low growth rates based on actual growth rates over time and work towards the average growth, not the maximum growth to find appropriate solutions for the city's needs. The current projections are not reasonable based on past growth rates of the city.

I would also like to see more community based conversations within the comprehensive plan. Each neighborhood has different needs and wishes for their community and these should be included within the city plans. In the last comprehensive plan this was included but that section of the comprehensive plan appears to have been dropped this time around.

The following are few items of note from two of the sections I reviewed prior to this letter, chapter 8, Parks and Recreation and 10, Historic Preservation.

8 - Parks and Recreation

- There was no mention of needs for parks based on the Trust for Public Lands review of the city including the need for parks and open space in North End east of the University of Puget Sound.
- There was no reference noted for the overwhelming support for a park at the Cushman and Adams substation site, currently under review by the City.
- There appears to be no reference to the need for Community or Senior centers in general to meet national standards.
- The Privately owned University of Puget Sound was a gain listed as a "Public School" site on multiple maps as it was in error in 2015, while the maps did not list UWT or Evergreen College nor any K-12 private school sites.
Maps that include this reference:

- Exhibit 1, 2015 Notes UPS as a public school, does not show Evergreen or UWT as public or any other private schools.
 - Exhibit 2, 2015 Comprehensive plan – Service gap. Notes UPS as a public school, does not show Evergreen or UWT as public or any other private schools. Omits gap in North end east of UPS due to mapping error. Also Metro parks at Browns Point and Dash Point would have changed NE Tacoma's coverage.
 - p. 8-241 exhibit 63 Tacoma Parks and Open Space Vision Map. Notes UPS as a School Site, does not show Evergreen or UWT and does not appear to show K-12 private schools
 - p. 8-243 exhibit 63 Tacoma Parks and Open Space Vision Map. Notes UPS as a School Site, does not show Evergreen or UWT and does not appear to show K-12 private schools. Map does not show private parks in housing developments. Does not show golf courses or sport fields as park. Notes industrial land and Golf courses as gap areas (Highland Hill, Allenmore and North Shore Golf Course are all shown as gap areas? TCC is not shown as a publically owned site?
 - p. 8-251 exhibit 65 Tacoma Natural and signature trails networks Map. Notes UPS as a School Site, does not show Evergreen or UWT and does not appear to show other k-12 private schools. Mason Loop is the only trail system that is not connected to the rest of the trails in Tacoma.
- p. 8-242 The North End is listed as a second tier priority for gaps in coverage along with West end and NE Tacoma. While the South End, East Side and South Tacoma are considered focus areas again. Why is the North End listed as a second tier area for parks? This appears to be a continuation of disinvestment in older neighborhoods.
 - I was unable to find a reference to the Cushman substation in this draft or the previous comprehensive plan goal for reuse of former electrical substations for parks and open space found in the 2015 comprehensive plan. With the recent study underway for the site it should have received at least a foot note reference in the new comprehensive plan and the 2015 goal for reuse of utility sites should be preserved for the Cushman Substation discussion.

10 - Historic Preservations.

- On p. 6 of the document, Community Input, it lists a sampling of comments received including one for the West End, Central Tacoma, south end and south side but nothing about the Cushman site in North Tacoma or North Tacoma in general.
- On page 10-324 The College Park National Historic and State Heritage District was not listed under State and National districts?
- Why was the Hilltop Neighborhood MPN, National Registers not listed it was signed in 1995? Shouldn't all the thematic sites be listed such as the Fire Stations, Bridges and schools that are found in many parts of the city?
- I noticed that the sustainability information was not noted as a benefit for historic preservation there is a lot of reference data that supports the value of saving and maintaining existing structures and the sustainable practices of reuse.

- There appears to be a fair amount of implied concern about possible negative impacts of Historic Preservations, but without any reference information to support these claims. This kind of statement is not found in other sections of the Comprehensive Plan. Who is concerned and the reason for the concern back by facts would be informative. Historic Preservation has over a 50 years record of possible benefits for those cities that embrace it. While it makes up a very small part of the city, its what makes the city unique and brings people together, not to mention the positive economic impacts to the community.
- The Word “perceived” was used in this section to imply an unsubstantiated negative impacts, this is subjective and implies a personal option. Who perceives the negative impacts from HP? There are plenty of supporting benefits for HP, why are they not noted in this section. The use of subjective language appears to be an attempt by a few and to cloud the issues around Historic Preservation, with misinformation to create a negative atmosphere towards preservation of heritage sites and structures. The use of misinformation rather than factual information should be avoided in public document. It’s okay to be subjective in a comprehensive plan to support a positive goal, it is not appropriate in support of myths and false statements to diminish the role Historic Preservation plans in the life of a community and the city as a whole.
- Lastly I saw no reference to the value of HP in providing multifamily housing for example most of the housing in the downtown found within older structures happened due to tax credits from HP programs. This has been a benefit to the core of the city and has also assisted in the renovation of housing in the Hilltop and Stadium. These areas of the city with older apartment buildings and structures for adaptive reuse have benefited from tax credits do to their historic listing or being within a historic district.

Please include these comments along with the questions asked at the online presentation of the One Tacoma Draft in the Public comments for both the upcoming Planning Commission meeting and the meeting of the City Council that follow.

Thank you for your time.

Sincerely

Jeff Ryan, Architect
Resident of the City of Tacoma.

From: [Comprehensive Plan update](#)
To: [Planning](#)
Subject: FW: One Tacoma Comprehensive Plan Comments
Date: Monday, March 10, 2025 9:04:28 AM

Public comment for inclusion in the Planning Commission packet.

Alyssa

From: Jennifer Schaal <jenniferschaal@gmail.com>
Sent: Friday, March 7, 2025 3:25 PM
To: Comprehensive Plan update <OneTacoma@cityoftacoma.org>
Subject: One Tacoma Comprehensive Plan Comments

Hello--

I have four comments regarding the One Tacoma Plan:

1- The Plan does not address litter anywhere that I can find. The city has well documented its acknowledgement of the litter problems throughout Tacoma and the problems litter causes, from higher crime to public health issues to poorer quality of life. Tacoma has a more serious litter problem than any of the communities that surround it. "Tidy Up Tacoma" does little to fix the problem. Many, many more trash receptacles are needed and they need regular emptying. Pierce Transit needs to be required to have receptacles at every bus stop and they need to be emptied at least every other day.

2- The Plan mentions Downtown Regional Growth Center Plans as a Program but does not indicate how those plans interact with this One Tacoma Comprehensive Plan update. There are many goals and actions in the Hilltop Subarea Plan, for example, that have not come to pass in the decade since that plan was created. How do we track the status of these plans?

3- How do we track the status of the One Tacoma Plan goals and objectives?

4- Anything the city can do to strengthen protections for its urban forest and to plant more trees is ESSENTIAL to our quality of life. Please do not do anything more to weaken these protections as happened in the Home In Tacoma ordinance passing. Please focus on strengthening protections.

Thank you for your time.

Jennifer Schaal
Hilltop Resident

From: [Cody Scovel](#)
To: [Planning](#)
Subject: Planning Commission Public Hearing Comment
Date: Monday, March 3, 2025 8:58:19 PM

My name is Cody Scovel.

My wife and I lived in Tacoma from 2020 to 2022. We then moved back to the East Coast for work until May 2024 when we decided to return to Tacoma because we had fallen in love with the city in the area.

While we love the city of Tacoma, there is problems that have not dealt with will cause us to move away from this area. Specifically the homeless/ unhoused population in tacoma, and the way that the city deals with is unacceptable.

The pierce county housing and homeless fund was allocated \$99.8 million dollars over a 2 year period.

13 million of this went towards the “homeless document recording fee fund” which develops, implements and monitors County plans and activities to end homelessness.

Why does this take \$13 million to achieve? Where is this money going?

Additionally , 6.5 million was spent on just on “a comprehensive plan to end homelessness” of which there was no further information on how this money was being allocated for this “comprehensive plan”

8 million of this was spent on opioid treatment. Which I find extremely interesting given that since I have come back in 2024, the level of opioid abuse that I see has skyrocketed. I live in a residential neighborhood in the north end and consistently have individuals smoking, fentanyl and shooting up in my back alleyway where there are children and families around this is not downtown, or in the traditional areas where public transport is easily accessible, which means that this problem is spreading and getting worse.

1 million of this was spent on what was called a “Unified regional approach” which stated that “this appropriation shall be used for the County/Council to contract with a third-party consultant to advance a unified regional approach to coordinate a homelessness response throughout Pierce County.

Why does the city of Tacoma need to pay a third-party consultant \$1 million dollars to help a “regional approach throughout Pierce County” shouldn’t that be the job of the elected officials?

Despite all of these expenses included in the Pierce County housing and homelessness fund, only \$500,000 of this fund was allocated to community cleanup in the city of Tacoma. That is a half of a percent of the entire fund: This all while trash continues to increase in our city.

Over a single month period in Tacoma in 2023, there was 284,605 pounds of trash removed from Tacoma streets. Of these, 177,400 pounds were removed from homeless encampments. In a one year period in 2024, 1,920,320 pounds of trash were removed from Tacoma homeless encampments. This trash is not only an eyesore, but it is also an environmental risk. All around town the drains say that everything goes to the sound. Where do you think the chemicals and toxic waste from this trash is leeching into? For individuals who say that they are so dedicated to environmental protection this is unacceptable. You consistently put the needs of these particular individuals above the needs of your own city. And this can go on no longer or you are going to lose the faith from your citizens, that you can achieve anything at all.

From: [David Seaman](#)
To: [Planning](#)
Subject: One Tacoma Feedback
Date: Friday, March 7, 2025 4:59:53 PM

Hello,

I am greatly in favor of expanding Tacoma's housing to allow for a wider variety of housing in much higher densities that can help solve our housing crisis that's hurting far too many people these days.

In addition to allowing for more dense housing, I hope that the Tacoma can open up the opportunity for other forms of ownership and development, including social housing that is owned by the people and is for the people.

I am glad to see the focus on changing the urban form that aims to reduce car-dependence. I hope that we can focus on expanding bus service over prioritizing flashy new technologies. I am all for electric buses, but not at the expense of reducing system capacity. Getting drivers out of cars into reliable buses is enough of an environmental benefit over electrifying a service that is already much more energy efficient than driving.

I hope we can improve the sidewalks throughout the city, many are missing curb cuts and that makes navigating the city much more difficult for people in wheelchairs, folks using strollers, and more.

We should minimize parking and even require permits near downtown and the hospital. There are many ways we can do this that doesn't immediately hurt residents, but makes our streets safer and more comfortable to navigate.

I believe that we need to save and improve greenspace, and that should be done by prioritizing and densifying housing in places that already exist. We aren't forcing people to build giant apartments, we should allow people to pursue that development.

Best,
David Seaman

From: [Roan Shaffer](#)
To: [Planning](#)
Subject: Public Hearing Comment
Date: Friday, March 7, 2025 7:48:58 AM

Hello,

My name is Roan, I'm a tenant in South Tacoma, and a volunteer for Tacoma for All. I want to talk about the economic benefit of social housing.

When rent is affordable, it saves people two important resources: money, and time. With affordable rent, people will have more disposable income to spend at local businesses.

I am someone, and I'm certainly not alone in this, who much prefers going to a restaurant where someone else cooks my meal and I'm not left to clean up afterwards. If I were able, I would go out for dinner more days than not; but as it stands, I can't eat out more than a few times a month if I want to stay within my budget.

That's one way affordable rent also saves people time. The ability to pay others for services frees up the time that, otherwise, they would have needed to spend to accomplish that task. It also saves a ton of time and energy for the folks who need to work multiple jobs to cover their rent as it currently stands.

Time is a valuable thing. In my experience, the number one reason people give for not doing something -- be it visiting the zoo, going on a hike, starting/finishing a project, starting a business, or even volunteering for a cause they care about -- is that they just don't have the time.

Excessive rent funnels these resources into corporate real estate profits, while making rent affordable allows for people's time and money to be invested into local businesses and parks, as well as, more broadly, increasing civil engagement.

Not only would social housing negate the need for some folks to have to work multiple jobs to get by, but it would also provide stable, good-paying jobs in construction and property management. Thereby keeping more of the population employed and economically productive, while at the same time ensuring that housing remains permanently affordable.

All of this is to say that an investment in social housing is an investment in increased economic activity within Tacoma. The City should see social housing not as just a housing solution, but also as a long-term economic development strategy.

From: [Cathie Raine](#)
To: [Planning](#)
Subject: ONE TACOMA PLAN (2025)..Statements/comments after Public Hearing March 5th, 2025
Date: Friday, March 7, 2025 4:59:33 PM

Dear Planning Commissioners,

This ONE TACOMA PLAN presents the appearance that ALL areas/neighborhoods within Tacoma have few differences or special considerations for development of Policies, Procedures and future Plans. Instead of using the City of Tacoma's 'Equity Index' tool, this ONE TACOMA PLAN report has created a new tool/'measure' to be used by City Planners and officials: 'Equity Analysis'.

The 'goal' with using this 'Equity Analysis' approach seems to be to minimize the gross disparities that exist between the areas of Tacoma. For example, the well-documented (by State health agencies)'poor air quality' neighborhoods in Tacoma..impacts from industry and traffic-related pollutants...are minimized.

'Existing conditions' of the neighborhoods/regions of Tacoma are not described in much detail.

Information on major development changes that have occurred in Tacoma over the past 10 years is not shared in this ONE TACOMA PLAN. This PLAN (2025) is apparently based on an "audit" of the 2015 Comprehensive Plan "to identify opportunities for improvement..and determining priority outcomes.

How can this ONE TACOMA PLAN be considered a 'blueprint' for the future if the current/upcoming conditions within Tacoma are not shared and discussed??!

The City of Tacoma has several major projects and decisions (related to 'Economic Development') that impact the 'equity index'/'equity assessment' of several areas of Tacoma. The City of Tacoma officials made a decision to continue with a 'Heavy Industrial'/MIC zoning in South Tacoma..and, then were able to approve the permit application for a 2.5 million sq ft "Warehouse" project in an area with residential neighborhoods. In addition, the LNG plant operation (Permit approval and construction) is in the Port area that impacts both the environment and the health of the neighborhoods..especially close to this site.

These major projects' impacts require mitigation for the impacts anticipated on these areas of Tacoma.

The ONE TACOMA PLAN 'transportation' element makes no mention of the additional infrastructure needed in South Tacoma..roads, intersections, traffic diversion strategies? If this information..relating to massive projects is not included in this ONE TACOMA PLAN, what assurances do the Tacoma residents have for the future of Tacoma neighborhoods.

There are so many additional concerns with this ONE TACOMA PLAN...mainly around topics and issues not addressed at all, lack of coordination of complex transportation situations (South Tacoma alone: the construction of the Sounder Train station and access routes planning for area streets, the Bridge Industrial Warehouse site with projected 10,000+ vehicle trips daily in the same area, the 'baseline' neighborhood activity levels..)

One other item missing...with this Tacoma Plan..STGPD code updates that includes protection of our groundwater resources (quality and quantity).

I seem to remember statements made by the Planners (to the PC members) that the reason that these STGPD Code updates needed to be delayed was to coordinate with this ONE TACOMA PLAN 2025.

Please recognize that a number of 'protective' elements are missing from this PLAN.

Cathie (Raine) Urwin

From: [Comprehensive Plan update](#)
To: [Planning](#)
Subject: FW: Recent brochure and flier feedback and some suggestions
Date: Tuesday, February 18, 2025 10:21:13 AM

For inclusion in Planning Commission Comp Plan Public Comment.

Alyssa

From: jennifer wymanclemons md <jgiroux2@yahoo.com>
Sent: Saturday, February 15, 2025 1:47 PM
To: Comprehensive Plan update <OneTacoma@cityoftacoma.org>
Subject: Recent brochure and flier feedback and some suggestions

Hi,

I received your flier about Tacoma's Comprehensive Plan for shared vision and shared future. You wanted some constructive feedback, so I'm sharing this with you.

Just from the picture on the front though, makes me think I should move. Here's why:

1. You have a picture of a woman wearing a hijab on a bicycle. She isn't wearing a helmet. In other words, your vision is of a Muslim setting a bad example for the little guy in the back. Lol, I've yet to see a single woman wearing a hijab on a bicycle. Mostly I see grown men in spandex and logo shirts. So, this is particularly nonsensical (at least so far). Yesterday I saw some women in hijabs at the supermarket - they were being escorted by an older woman who wasn't wearing one. It was clear she was there for their safety. (She might have even been bearing arms.) No woman in a hijab, let alone burka or niqab, feels welcome in this town. Plus the University Place mosque, which was burned by arson a couple of years ago, hasn't been repaired or reopened.
2. You have a picture of an overweight black man holding onto a walker. He is almost the most prominent figure in your picture. Is that really the demographic you're focusing on? So this is what Tacoma wants more of? An ~invalid (or, for productive society, in-valid). Must he represent the majority of Tacoma's aging men? Weak and physically unfit - too weak to put one foot in front of the other? And yet very well fed?! I guess Tacoma isn't focusing on any movement or longevity programs for the populace. I have yet to see any Par Course -which should be in every single park! Instead you focus building fun things for tots - that outgrow them in a couple of years. Would that you might underwrite Tai Chi or similar programs at the community center(s) and make them freely available.
3. The woman in the back of the postcard is striving along, firmly grasping her child's hand while he looks away from her. Must children be seen as being led by a rushing mom -

instead of learning to observe? Why is she in such a hurry that her gait is pressured. Oh, maybe because the criminal and homeless make Tacoma unsafe- which everyday policies support and create?! (Here's my "letter to the superintendent of schools") <https://drjenwyman-clemons.com/2024/12/04/a-letter-to-the-superintendent-of-schools/>

[A letter to the Superintendent of Schools](#)

To Superintendent of schools CC. my blog page and website, drjenwyman-clemons.com
Dear Mr. Garcia, I read with interest your publication and "message from your superintendent". All the ways your mandates support special programs and giving

drjenwyman-clemons.com

- 4.
- 5.
6. If you want to support the thriving infrastructure of a city's population, your efforts should focus on the middle. Those between school and employment age- including those in active retirement. The home collective is important for the very young; domestic challenges are but a reflection of a demographic's greater frustrations and truths. Making policies directly to impact the home is a waste of time- other than putting an empath in charge of your police domestic responses and making sure she's known to be unarmed (will lessen the fear/aggression response when the cruiser pulls up in front of the house). For the very old without families who want them, sure, build more assisted living. I'll be there soon. Please include music, art rooms and group kitchens along with an exercise room for my on-line dance classes.
7. Focus on giving the middle group (12-75) more opportunity. Create staffed community centers (like the army's welfare and morale programs) offering sewing, cooking, carpentry and metal/glass blowing. They get certified to use equipment once they've demonstrated and receive badges by the paid teachers (retirees like me who don't need more than an acknowledgement check). Teach people useful skills that they can come back to and improve after a pause, injury, or gap. Teach children how to be in flow with a curriculum that is "hands on" (like my souk school vision on drjenwyman-clemons.com). Meeting people in bars favors trauma-bonding - which doesn't sustain healthy relationships.
8. With that, you'll lessen the need for dis-ability. You'll cut way down on drug seeking

behaviors.

Which right now, yes, is a need- when all we focus on as a culture is our tangible footprint, and how to enlarge it - meanwhile naming those who don't have much 'not-wants'. And creating my "C-D" culture as I alluded to in my 'letter' essay.

Good luck, you're going to need it. Meanwhile I'll to move elsewhere. To where Muslims actually are welcome; where black men feel useful and wanted - and stay embodied with a sense of humor; and where moms don't feel threatened or rushed and kids get to grow up by being aware of the world they're walking in.

Sincere blessings,

Dr. Jennifer Wyman-Clemons

P.S. And no, I'm not going to waste any time in meetings with the 120-240 character Twitter generation. Their minds are unfortunately vapid from being inculcated in utter non-sense. That is- intangible, un-useful information from digesting books that suggest life is filled with imaginary figures like talking animals and algebraic equations while awash in a milieu that outsources their sense of strength, power and creativity to swat teams, sports figures, and "others" as presidents instead of being usefully e-duced.

P.s.s. - I also sent this by "snail mail" to the address recommended.

From: [Torrez, Alyssa](#)
To: [Planning](#)
Subject: Comp Plan comment
Date: Monday, March 10, 2025 2:14:25 PM

One comment from the Ideas Wall

Affordable housing. Stop rent increases. Please do something about homelessness. It became unsafe in the Fred Meyer's on S. 72 St neighborhood.

2025 Seattle Proposition 1A (formerly Initiative 137)

AN ACT to levy an excess compensation payroll expense tax to fund the Seattle Social Housing Developer.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF SEATTLE:

Section 1. A new Chapter 5.37 is added to Title 5 of the Seattle Municipal Code as follows:

Chapter 5.37 SOCIAL HOUSING TAX

5.37.000 Purpose

On February 14, 2023, Seattle voters approved Initiative 135 by a 14-point margin. I-135 created the Seattle Social Housing Developer to develop, own, and maintain social housing developments in the City of Seattle and for all related lawful purposes or public functions within the limits of the City of Seattle and outside of the City to the extent provided by state law. Social housing is available to all, permanently affordable, and publicly owned in perpetuity. Social housing will increase the supply of permanent, truly affordable housing for Seattle residents. Social housing is an internationally proven model that spans multiple countries and continents, including but not limited to: Maryland's Montgomery County, Toronto, Finland, Singapore, France, Vienna, and New Zealand to name a few. The social housing tax levied through this initiative provides a progressive revenue source that will support the Seattle Social Housing Developer's efforts to expand access to affordable social housing in Seattle by funding the construction and acquisition of social housing, operation costs, maintenance costs, rehabilitation of acquisitions, making control investments in housing developments, and other functions that advance its mission. The housing developed under this ordinance will be permanently protected for public use, dedicated to workforce and community housing, and will thereby increase the supply of permanent, truly affordable housing. The social housing payroll tax will provide a critical, ongoing revenue stream for the Seattle Social Housing Developer to fulfill its mission as outlined in Initiative 135. This revenue stream should eventually complement other sources of funding as the Seattle Social Housing Developer looks to federal grants, State of Washington revenue streams, and other sources to accelerate its ability to build and acquire social housing.

5.37.010 Administrative provisions

The provisions contained in Chapter 5.55 shall apply to the taxes imposed in this Chapter except as expressly stated to the contrary herein.

5.37.020 Definitions

The definitions applicable to Chapter 5.38, as in effect on January 1, 2024, shall be fully applicable to this Chapter except as may be expressly stated to the contrary herein. The following additional definition shall apply throughout this Chapter 5.37:

"Excess compensation" means annual compensation to an employee in excess of \$1,000,000.

5.37.030. Determining excess compensation paid in Seattle to employees

For employees who receive excess compensation, the taxpayer shall determine the amount of excess compensation subject to the tax levied in this Chapter by calculating the portion of such excess compensation paid in Seattle using the method for making such determination with respect to compensation under Section 5.38.025, as in effect on January 1, 2024.

5.37.040 Tax Imposed – Rate

1. An excess compensation payroll expense tax is hereby levied upon and shall be collected from persons engaging in business within Seattle.
2. The amount of tax due shall be 5% of the excess compensation paid in Seattle for each employee of the taxpayer.

3. The tax imposed by this Chapter is levied on businesses. A business may not make any deductions from the employees' compensation to pay for this tax.
4. The tax imposed by this Chapter is in addition to the payroll expense tax levied under Chapter 5.38.

5.37.050 Exemptions from the tax

1. The following are exempt from the tax imposed by this Chapter:
 1. Any individual who is an independent contractor for purposes of the business license tax under subsection 5.45.090.S and whose excess compensation is included in the tax paid by another business pursuant to Section 5.37.040.
 2. Businesses that are preempted from taxation by cities pursuant to federal or state statutes or regulations, including the businesses identified in subsection 5.38.040.A.4, as in effect on January 1, 2024.

5.37.060 Allocation and apportionment

The provisions of Section 5.38.050, as in effect on January 1, 2024, shall have full force and application with respect to the tax imposed in this Chapter.

5.37.070 Allocation of proceeds

1. All revenue received through the tax levied in this Chapter shall be allocated as follows:
 1. At least 95% of the tax revenue shall be allocated and promptly transferred to Seattle's Social Housing Developer, the Public Development Authority established by Initiative 135.
 2. Up to 5% of the tax revenue may be allocated to administer the tax, but in no event shall the amount so allocated exceed \$2,000,000 per year.

5.37.080 When due

1. The tax imposed by this Chapter shall take effect as of January 1, 2025, and shall be due and payable in quarterly installments in accordance with Section 5.55.040.
2. The Director may use discretion to assign businesses to an annual reporting period. Forms for such filings shall be prescribed by the Director. Persons discontinuing their business activities in Seattle shall report and pay the excess compensation payroll expense tax at the same time as they file their final business license tax return under Chapter 5.45.

5.37.090 Tax in addition to other license fees or taxes

The tax imposed herein shall be in addition to any license fee or tax imposed or levied under any other law, statute, or ordinance, whether imposed or levied by the City, the State, or other governmental entity or political subdivision.

5.37.100 Tax part of operating overhead

It is not the intention of this Chapter that the taxes herein levied upon persons engaging in business be construed as taxes upon the customers of such businesses, but that taxes shall be levied upon, and collectible from, the person engaging in the business activities herein designated and that such taxes or fees shall constitute a part of the operating overhead or cost of doing business of such persons.

5.37.110 Rules and regulations

The Director shall adopt, publish, and enforce rules and regulations not inconsistent with this Chapter for the purpose of carrying out the provisions of this Chapter, including but not limited to rules to ensure that businesses subject to both the payroll expense tax under Chapter 5.38 and the tax under this Chapter are able to streamline and consolidate their filings for those taxes.

Section 2. Section 5.30.010 of the Seattle Municipal Code, last amended by Ordinance 126880, is amended as follows:

5.30.010 - Definition provisions

The definitions contained in this Chapter 5.30 shall apply to Chapters 5.35 (Commercial Parking Tax), 5.37 (Social Housing Tax), 5.38 (Payroll Expense Tax), 5.39 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax), 5.46 (Square Footage Tax), 5.48 (Business Tax—Utilities), 5.50 (Firearms and Ammunition Tax), 5.52 (Gambling Tax), 5.53 (Sweetened Beverage Tax), and 5.55 (General Administrative Provisions) unless expressly provided for otherwise therein, and shall also apply to other chapters and sections as expressly indicated in each chapter or section. Words in the singular number shall include the plural and the plural shall include the singular. Words in one gender shall include all other genders.

Section 3. Subsection 5.30.060.C of the Seattle Municipal Code, which section was last amended by Ordinance 126880 is amended as follows:

5.30.060 Definitions, T—Z

C. “Taxpayer” means any person required by Chapter 5.55 to have a business license tax certificate, or liable for any license, tax, or fee, or for the collection of any tax or fee, under Chapters 5.35 (Commercial Parking Tax), 5.37 (Social Housing Tax), 5.38 (Payroll Expense Tax), 5.39 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax), 5.46 (Square Footage Tax), 5.47 (Heating Oil Tax), 5.48 (Business Tax—Utilities), 5.50 (Firearms and Ammunition Tax), 5.52 (Gambling Tax), and 5.53 (Sweetened Beverage Tax), or who engages in any business or who performs any act for which a tax or fee is imposed under those chapters.

Section 4. Section 5.55.010 of the Seattle Municipal Code, last amended by Ordinance 126880, is amended as follows:

5.55.010 Application of chapter stated

Unless expressly stated to the contrary in each chapter, the provisions of this Chapter 5.55 shall apply with respect to the licenses and taxes imposed under this Chapter 5.55 and Chapters 5.35 (Commercial Parking Tax), 5.37 (Social Housing Tax), 5.38 (Payroll Expense Tax), 5.39 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax), 5.46 (Square Footage Tax), 5.48 (Business Tax—Utilities), 5.50 (Firearms and Ammunition Tax), 5.52 (Gambling Tax), 5.53 (Sweetened Beverage Tax), and under other titles, chapters, and sections in such manner and to such extent as indicated in each such title, chapter, or section.

Section 5. Subsection 5.55.040.A of the Seattle Municipal Code, which section was last amended by Ordinance 126880, is amended as follows:

5.55.040 When due and payable—Reporting periods—Monthly, quarterly, and annual returns—Threshold provisions—Computing time periods—Failure to file returns

A. Other than any annual license fee or registration fee assessed under this Chapter 5.55, the taxes imposed by Chapters 5.35 (Commercial Parking Tax), 5.37 (Social Housing Tax), 5.38 (Payroll Expense Tax), 5.39 (Transportation Network Company Tax), 5.40 (Admission Tax), 5.45 (Business License Tax), 5.46 (Square Footage Tax), 5.48 (Business Tax—Utilities), 5.50 (Firearms and Ammunition Tax), 5.52 (Gambling Tax), and 5.53 (Sweetened Beverage Tax) shall be due and payable in quarterly installments. The Director may use discretion to assign businesses to a monthly or annual reporting period depending on the tax amount owing or type of tax. Taxes imposed by subsections 5.52.030.A.2 and 5.52.030.B.2 for punch boards and pull-tabs shall be due and payable in monthly installments. Tax returns and payments are due on or before the last day of the next month following the end of the assigned reporting period covered by the return. Effective January 1, 2021, tax returns and payments are due on or before the time as provided in RCW 82.32.045(1), (2), and (3).

Section 6. Subsection 5.55.060.A of the Seattle Municipal Code, which section was last amended by Ordinance 126880, is amended as follows:

5.55.060 Records to be preserved—Examination—Inspection—Search warrants—Estoppel to question assessment

A. Every person liable for any fee or tax imposed by this Chapter 5.55 and Chapters 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53 shall keep and preserve, for a period of five years after filing a tax return, such records as may be necessary to determine the amount of any fee or tax for which the person may be liable; which records shall include copies of all federal income tax and state tax returns and reports made by the person. All books, records, papers, invoices, ticket stubs, vendor lists, gambling games, and payout information, inventories, stocks of merchandise, and other data, including federal income tax and state tax returns, and reports needed to determine the accuracy of any taxes due, shall be open for inspection or examination at any time by the Director or a duly authorized agent. Every person's business premises shall be open for inspection or examination by the Director or a duly authorized agent. For the purposes of this Section 5.55.060, for the tax imposed by Chapter 5.53, "business premises" means wherever the person's business records and tax documents are maintained and does not mean every site owned or operated by the person.

Section 7. Section 5.55.150 of the Seattle Municipal Code, which section was last amended by Ordinance 126880, is amended as follows:

5.55.150 Appeal to the Hearing Examiner

E. The Hearing Examiner shall ascertain the correct amount of the tax, fee, interest, or penalty due either by affirming, reversing, or modifying an action of the Director. Reversal or modification is proper if the Director's assessment or refund denial violates the terms of this Chapter 5.55, or Chapters 5.30, 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or 5.53.

Section 8. Section 5.55.165 of the Seattle Municipal Code, last amended by Ordinance 126880, is amended as follows:

5.55.165 Director of Finance and Administrative Services to make rules

The Director of Finance and Administrative Services shall have the power and it shall be the Director's duty, from time to time, to adopt, publish, and enforce rules and regulations not inconsistent with this Chapter 5.55, with Chapters 5.30, 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or 5.53, or with law for the purpose of carrying out the provisions of such chapters, and it shall be unlawful to violate or fail to comply with any such rule or regulation.

Section 9. Subsections 5.55.220.A and 5.55.220.B of the Seattle Municipal Code, which section was last amended by Ordinance 126880, are amended as follows:

5.55.220 Unlawful actions—Violation—Penalties

A. It shall be unlawful for any person subject to the provisions of this Chapter 5.55 or Chapters 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53:

1. To violate or fail to comply with any of the provisions of this Chapter 5.55, or Chapters 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53, or any lawful rule or regulation adopted by the Director;
2. To make or manufacture any license required by this Chapter 5.55 except upon authority of the Director;
3. To make any false statement on any license, application, or tax return;
4. To aid or abet any person in any attempt to evade payment of a license fee or tax;

5. To refuse admission to the Director to inspect the premises and/or records as required by this Chapter 5.55, or to otherwise interfere with the Director in the performance of duties imposed by Chapters 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53;

6. To fail to appear or testify in response to a subpoena issued pursuant to Section 3.02.120 in any proceeding to determine compliance with this Chapter 5.55 and Chapters 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53;

7. To testify falsely in any investigation, audit, or proceeding conducted pursuant to this Chapter 5.55;

8. To continue to engage in any business activity, profession, trade, or occupation after the revocation of or during a period of suspension of a business license tax certificate issued under Section 5.55.030; or

9. In any manner, to hinder or delay the City or any of its officers in carrying out the provisions of this Chapter 5.55 or Chapters 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, and 5.53.

B. Each violation of or failure to comply with the provisions of this Chapter 5.55, or Chapters 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or 5.53 shall constitute a separate offense. Except as provided in subsection 5.55.220.C, any person who commits an act defined in subsection 5.55.220.A is guilty of a gross misdemeanor, punishable in accordance with Section 12A.02.070. The provisions of Chapters 12A.02 and 12A.04 apply to the offenses defined in subsection 5.55.220.A, except that liability is absolute and none of the mental states described in Section 12A.04.030 need be proved.

Section 10. Subsection 5.55.230.A of the Seattle Municipal Code, which section was last amended by Ordinance 126880, is amended as follows:

5.55.230 Denial, revocation of, or refusal to renew business license tax certificate

A. The Director, or the Director's designee, has the power and authority to deny, revoke, or refuse to renew any business license tax certificate issued under the provisions of this Chapter 5.55. The Director, or the Director's designee, shall notify such applicant or licensee in writing by mail in accordance with Section 5.55.180 of the denial of, revocation of, or refusal to renew the license and on what grounds such a decision was based. The Director may deny, revoke, or refuse to renew any business license tax certificate or other license issued under this Chapter 5.55 on one or more of the following grounds:

1. The license was procured by fraud or false representation of fact.
2. The licensee has failed to comply with any provisions of this Chapter 5.55.
3. The licensee has failed to comply with any provisions of Chapters 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, 5.52, or 5.53.
4. The licensee is in default in any payment of any license fee or tax under Title 5 or Title 6.

Section 11. Subsection 6.208.020.A of the Seattle Municipal Code, which section was last amended by Ordinance 126880, is amended as follows:

6.208.020 Denial, revocation of, or refusal to renew business license

A. In addition to any other powers and authority provided under this Title 6, the Director, or the Director's designee, has the power and authority to deny, revoke, or refuse to renew any business license issued under the provisions of this Chapter 6.208. The Director, or the Director's designee, shall notify such applicant or licensee in writing by mail of the denial, revocation of, or refusal to renew the license and on what grounds such a decision was based. The Director may deny, revoke, or refuse to renew any license issued under this Chapter 6.208 on one or more of the following grounds:

1. The license was procured by fraud or false representation of fact.
2. The licensee has failed to comply with any provisions of this Chapter 6.208.

3. The licensee has failed to comply with any provisions of Chapters 5.35, 5.37, 5.38, 5.39, 5.40, 5.45, 5.46, 5.48, 5.50, or 5.52.
4. The licensee is in default in any payment of any license fee or tax under Title 5 or Title 6.
5. The property at which the business is located has been determined by a court to be a chronic nuisance property as provided in Chapter 10.09.
6. The applicant or licensee has been convicted of theft under subsection 12A.08.060.A.4 within the last ten years.
7. The applicant or licensee is a person subject within the last ten years to a court order entering final judgment for violations of chapters 49.46, 49.48, or 49.52 RCW, or 29 U.S.C. 206 or 29 U.S.C. 207, and the judgment was not satisfied within 30 days of the later of either:
 - a. The expiration of the time for filing an appeal from the final judgment order under the court rules in effect at the time of the final judgment order; or
 - b. If a timely appeal is made, the date of the final resolution of that appeal and any subsequent appeals resulting in final judicial affirmation of the findings of violations of chapters 49.46, 49.48, or 49.52 RCW, or 29 U.S.C. 206 or 29 U.S.C. 207.
8. The applicant or licensee is a person subject within the last ten years to a final and binding citation and notice of assessment from the Washington Department of Labor and Industries for violations of chapters 49.46, 49.48, or 49.52 RCW, and the citation amount and penalties assessed therewith were not satisfied within 30 days of the date the citation became final and binding.
9. Pursuant to relevant provisions in Title 8, subsections 14.16.100.A.4, 14.17.075.A, 14.19.100.A.4, 14.20.080.A.4, 14.22.115.A.4, 14.23.115.A.4, 14.26.210.A.4, 14.27.210.A.4, 14.28.210.A.4, 14.30.180.A.4, 14.33.210.A.4, and 14.34.210.A.4, subsection 100.240.A.4 of Ordinance 126091, subsection 100.240.A.4 of Ordinance 126094, and subsection 100.240.A.4 of Ordinance 126274, the applicant or licensee has failed to comply, within 30 days of service of any settlement agreement, with any final order issued by the Director of the Office of Labor Standards, or any final order issued by the Hearing Examiner under Title 8, Chapters 14.16, 14.17, 14.19, 14.20, 14.22, 14.23, 14.26, 14.27, 14.28, 14.29, 14.30, 14.33, and 14.34, Ordinance 126091, Ordinance 126094, and Ordinance 126274 for which all appeal rights have been exhausted, and the Director of the Office of Labor Standards has requested that the Director deny, refuse to renew, or revoke any business license held or requested by the applicant or licensee. The denial, refusal to renew, or revocation shall remain in effect until such time as the violation(s) under Title 8, Chapters 14.16, 14.17, 14.19, 14.20, 14.22, 14.23, 14.26, 14.27, 14.28, 14.29, 14.30, 14.33, and 14.34, Ordinance 126091, Ordinance 126094, and Ordinance 126274 are remedied.
10. The business is one that requires an additional license under this Title 6 and the business does not hold that license.
11. The business has been determined under a separate enforcement process to be operating in violation of law.

Section 12. Section 12 of City of Seattle Initiative Measure 135 shall be amended as follows:

Section 12. City Startup Support.

The City shall provide the Public Developer limited in-kind assistance as necessary for the first 18 months of startup, including but not limited to office space, staffing, supplies, insurance and bonding, and legal services. This in-kind support shall include hiring and retaining the Public Developer's chief executive officer and chief financial officer. This in-kind support shall not derive from any existing housing funding or reduce any City support for other housing projects. The City Council or the people acting through the initiative power shall ~~will~~ decide the amount of subsequent City support for the Public Developer, which may include funds from any source available to do so including, without limitation, the general fund, grant funds, and by issuing Councilmanic Revenue Bonds.

Section 13. Severability. The provisions of this ballot initiative are declared to be separate and severable. If any clause, sentence, paragraph, section, or portion of this ballot initiative, or the application thereof to any person or circumstances is held to be invalid, it shall not affect the validity of the remainder, or the validity of its application to other persons or circumstances.



Seattle Voters Approve Ballot Initiative to Fund Social Housing Developer

Feb 18, 2025

Voters in Seattle, WA, approved a [ballot initiative](#) that will fund the Seattle Social Housing Developer with revenues from a new payroll tax. The special election, which took place Tuesday, February 11, first asked voters whether the city should use payroll tax revenues to fund social housing programs and then asked them to choose between two policy alternatives. Overall, [71% of voters](#) expressed their support for using payroll tax revenues to fund the development and maintenance of social housing. Sixty percent of voters preferred Proposition 1A, a citizen-led initiative to fund mixed-income social housing with a new “excess compensation” tax and 40% of voters preferred Proposition 1B, an alternative proposed by the Seattle City Council to allocate some existing payroll tax revenues to social housing.

Initiative I-135 (I-135), a ballot initiative approved by Seattle voters in February 2023, established the Seattle Social Housing Developer, a new agency tasked with building, acquiring, and managing publicly owned affordable homes for low- and moderate-income tenants (see [Memo, 3/6/23](#)). The Seattle Social Housing Developer’s purpose is to create mixed-income housing for people earning between 0% and 120% of Area Median Income (AMI), in which tenants’ rents are capped at 30% of their income. I-135 also included strong provisions for resident voice, autonomy, and representation in the social housing developer’s governance structure.

Because I-135 did not provide a sustained funding mechanism for the social housing developer, advocates soon launched the campaign for another ballot initiative that would allocate resources to the new housing program. House Our Neighbors, the coalition that led the campaign for I-135, developed a [proposal](#) for a 5% “excess compensation” tax on employer payroll expenses. Businesses would pay the 5% payroll tax for each Seattle-based employee paid over \$1 million annually (including salary, stock, and bonuses). House Our Neighbors estimates that the tax will raise about \$53 million each year for the social housing developer. A successful signature-gathering campaign brought the proposal, known as I-137, to the Seattle City Council, which could have adopted the proposal directly or referred it to the ballot. Councilmembers voted to place I-137 on the ballot in a February 2025 special election, rather than adopt the proposal or place it on the November 2024 general election ballot.

Councilmembers also developed an alternative proposal ([City Ordinance 127101](#)) and placed it on the special election ballot. The Council-backed alternative would not have established a new payroll tax, but rather, would have allocated \$10 million from the city's existing payroll expense tax revenues to social housing programs in the next five city budgets. In total, this allocation would have amounted to 20% of the funding that the excess compensation tax is estimated to provide within the same period. Ordinance 127101 would have introduced new accountability mechanisms for the Seattle Social Housing Developer, including a requirement that the developer hire a chief executive officer and chief financial officer in order to be eligible for funds. The proposal would have also amended the social housing developer's mixed-income model: under the proposal that voters approved in 2023, renters making up to 120% of AMI are eligible to live in social housing, with middle-income tenants' rents cross-subsidizing the rents of the lowest-income tenants. Under the council's proposal, all city funds would have been required to serve low-income renters at or below 80% of AMI.

NLIHC's annual [Gap report](#) shows that the housing shortage in the Seattle metropolitan area is most concentrated among the lowest-income renters: there are only 26 affordable and available homes for every 100 extremely low-income renter households, compared to 99 affordable and available rental homes for every 100 median income renter households. While 76% of households making at or below 30% of AMI are severely cost-burdened, only 2% of households making between 81% and 100% of AMI are severely cost-burdened.

On the ballot, voters were confronted with [two questions](#). First, Question 1 asked voters whether to use revenue from payroll taxes to fund the development and maintenance of social housing. Question 2 then asked voters to choose between Proposition 1A, the citizen-initiated excess compensation tax proposal, or Proposition 1B, the Council-backed alternative. Because voters approved Question 1 and Proposition 1A received the higher number of votes, the citizen-led initiative will be enacted.

NLIHC's *Our Homes, Our Votes* campaign tracks, reports on, and analyzes housing and homelessness ballot measures. For an archive of *Our Homes, Our Votes* ballot measures summaries and analyses, visit: www.ourhomes-ourvotes.org/ballot-measures.

<https://nlihc.org/resource/seattle-voters-approve-ballot-initiative-fund-social-housing-developer>

Homebuyer Education for Community Land Trust Buyers

- Jessie Baines – Certified Credit Coach & Pre-Purchase Housing Counselor
- Daniel Abrego – WaFd Bank-Community Lending Officer
- Titus Davis – Washington Trust Bank-Community Lending Officer
- D'nika Emanuel– Mesnick Dalto Group-Real Estate Officer

PCCLT Board Members

1. Pastor Tony Montgomery
2. Joyce Price
3. David Combs
4. Alyssa Torrez
5. Antavius Mitchell
6. Jessie Baines

What is a Community Land Trust?



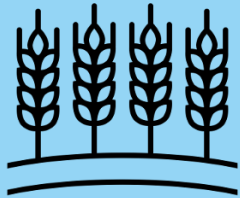
Community Land Trust Housing Model



Community Land Trust Non-Housing Uses

Beyond Housing

**Urban
Agriculture**



**Small
Businesses**



**Open
Spaces**



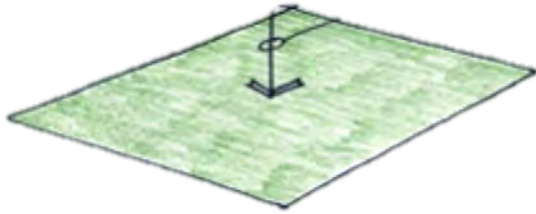
**Community
Spaces**



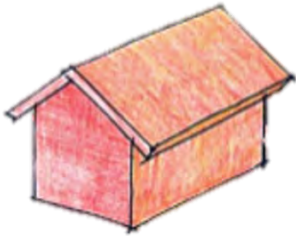
99 YEAR GROUND LEASE

COMMUNITY OWNERSHIP OF LAND

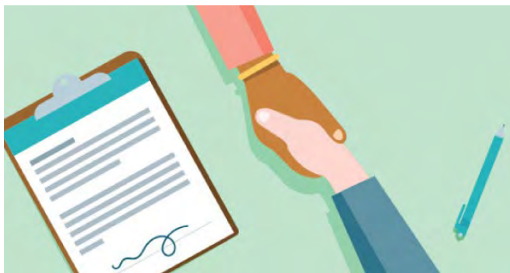
Split Ownership



CLT's retain ownership of land, enabling them to serve their communities across decades.



The “improvements” (aka whatever is on the land – often housing) is owned separately.

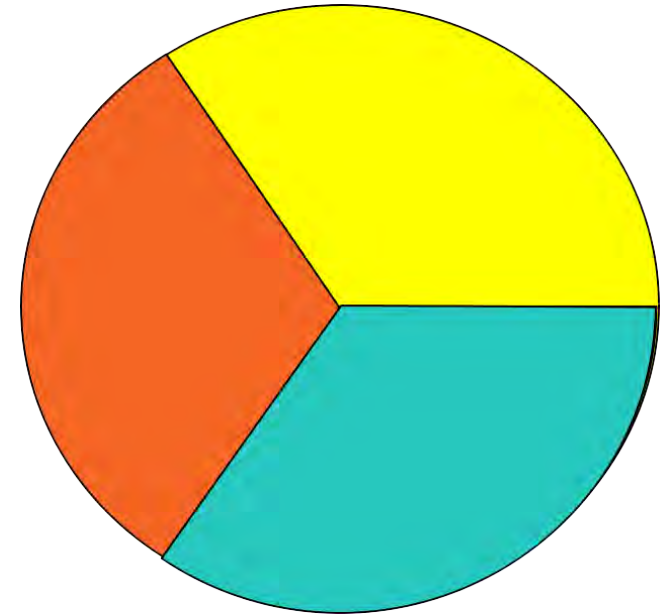


A “ground lease” lays out the mutual responsibilities of the CLT and the owner of the improvements, legally ensuring that both will upkeep their commitment to permanent affordability for low-income people

Community Control

Residents and community members guide their CLTs through membership structures and 3 part boards:

- CLT Residents
- Community members
- Stakeholders representing the public interest and/or bringing community development expertise



Many CLTs have 1/3 of each category, but there are many variations, and startup CLTs often don't have residents for some period.

CLT Stewardship

Stewardship = Support Services + Monitoring and Enforcement

Financial counseling

Foreclosure prevention

Community organizing

Resource pooling

Occupancy requirements

Rent and resale restrictions

Property maintenance

Ability to intervene in emergencies

Goal: the long-term stability, affordability, and financial wellbeing of both buildings and their residents

Homebuyer Purchasing Power

Buyer purchasing power is a homebuyer's ability to purchase property funded by mortgage money. The amount of mortgage funds a homebuyer can borrow is based on:

- the homebuyer's **income**, which usually adjusts annually at the rate of inflation; and
- current **mortgage rates**, which change constantly.
- Maximum mortgage amount + down payment = Your Home-Purchase Price Range

Homebuyer Purchasing Power

Diane Doe (Example)

Yearly Income \$68,000 =

\$32.69/hour =

\$5,230.77/month

Maximum monthly mortgage Diane Doe can afford

30% of Monthly Income **\$1,569.23** =

Homebuyer Purchasing Power

What can Diane Doe afford with a monthly mortgage of \$1,569.23

- With a 7.69% Interest rate and a 30 year mortgage, Diane can afford a house up to \$265,000.00
- Cost of House that Diane desires: \$475,000.00
- Subsidies or Down Payment Assistance needed to purchase the home: \$210,000.

\$475,000—Cost of the Home

- \$265,000—Mortgage Home Buyer Can Qualify For

- \$210,000—Needed to Purchase the House

\$60,000—Down Payment Assistance from City of Tacoma

\$95,000—Down Payment Assistance from Homeownership Covenant ACT

\$155,000—In Total Down Payment Assistance

\$55,000—Subsidy Provided by Pierce County Community Land Trust

Resale formula overview

PCCLT homes appreciate at a set rate which is typically slower than the rate of appreciation in the open market. But homeowners still build equity.

PCCLT ground lease formula determines the sale price to subsequent buyers so that homes remain perpetually affordable:

Purchase price plus 2.2% compounded annually.

Example: Your home is sold after 10 years.

- Initial purchase of home - \$425,000
- $2.2\% \times 10 \text{ yrs} = 22\%$
- $22\% \times 425,000 = \$93,500$
- Potential resale price - \$518,500
- Approximate profit from appreciation \$93,500



Is a CLT home right for you?

- We separate the ownership of the land from the ownership of the house. We then lease the land to the homeowner for a 99-year term.
- Homes must be owner occupied and cannot be rented.
- Price upon selling is based on the resale formula, not the market rate.
- Home must be sold to another owner based on income and other requirements of PCCLT.
- Homes are inheritable.

Ground Lease overview

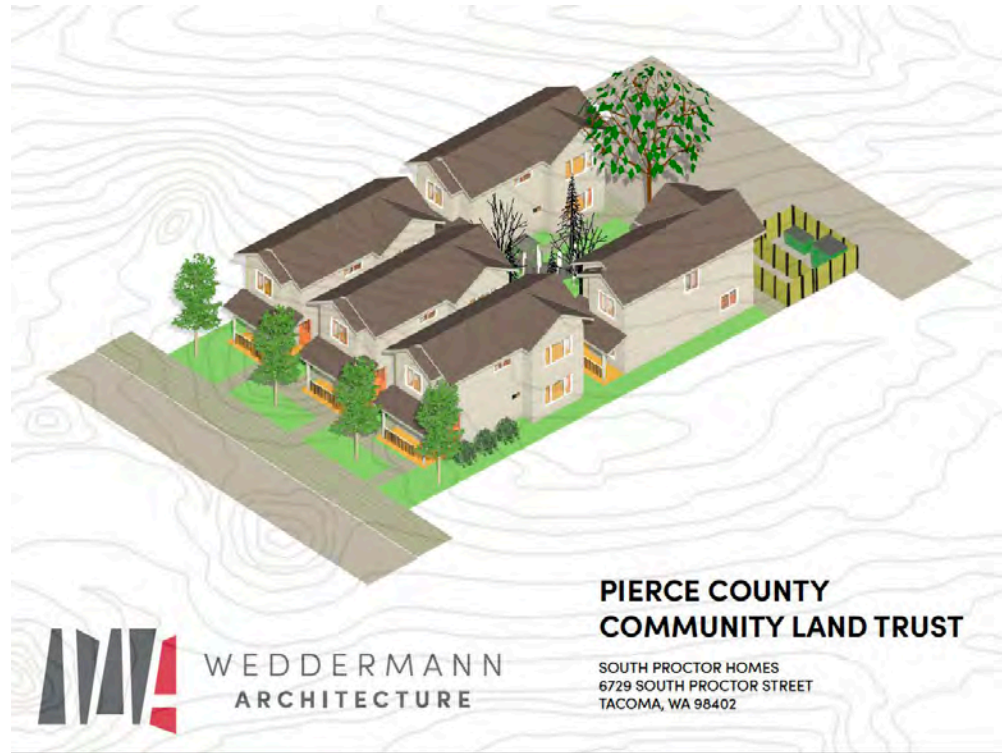


- Legal document the buyer and CLT sign.
- Recorded along with the deeds and defines the ongoing relationship between the owner and the CLT.
- Renewable 99-year term.
- Defines the ground lease fee and resale formula.
- Outlines process to follow if/when owner decides to sell.
- States that owner agrees to pay property taxes and insurance and maintain the home.
- Each buyer will read the ground lease in its entirety and have an opportunity to ask questions before signing.
- It's important all owners fully understand the ground lease.



**CLT homes are
affordable
forever**

- If the home is sold, it must go to another low-income household.
- You agree to a limited profit on the sale to ensure that it is affordable to the next buyer.



Who can buy an affordable PCCLT Townhome?

Income

Homebuyers must have a steady income that is at or below 80% area median income. Total housing costs can be no more than 35% of gross monthly income. The AMI limit is currently \$60,200 for a household of 1 and \$86,000 for a household of 4.

Debt

Total debt (including housing costs) should be no more than 40% of gross monthly income.

Assets

Total assets after closing are limited to \$300,000.

Homeownership

Property must be primary residence. Homeowners cannot own other real estate.

Credit Rating

Score of 640 or higher, no significant delinquencies the past year, and no bankruptcies or foreclosures in the last four years. (If your score is less than 640 due to lack of history, alternate review may be available.)

City of Tacoma HOME Program Income, Rent and Homeownership Value Limits effective as of June 15, 2023

Income Limits: Effective June 15, 2023

source: https://www.hudexchange.info/programs/home/home-income-limits/?&filter_year=&filter_scope=&filter_state=¤t_page=2

<i>Household Size</i>	<i>Median Income</i>	<i>30% of Median Income</i>	<i>50% of Median Income (VERY LOW)</i>	<i>60% of Median Income</i>	<i>65% of Median Income</i>	<i>80% of Median Income (LOW)</i>	<i>120% of Median Income (AG)</i>
1	\$75,300	\$22,600	\$37,650	\$45,180	\$48,945	\$60,200	\$90,360
2	\$86,000	\$25,800	\$43,000	\$51,600	\$55,900	\$68,800	\$103,200
3	\$96,800	\$29,050	\$48,400	\$58,080	\$62,920	\$77,400	\$116,160
4	\$107,500	\$32,250	\$53,750	\$64,500	\$69,875	\$86,000	\$129,000
5	\$116,100	\$34,850	\$58,050	\$69,660	\$75,465	\$92,900	\$139,320
6	\$124,700	\$37,450	\$62,350	\$74,820	\$81,055	\$99,800	\$149,640
7	\$133,300	\$40,000	\$66,650	\$79,980	\$86,645	\$106,650	\$159,960
8	\$141,900	\$42,600	\$70,950	\$85,140	\$92,235	\$113,550	\$170,280

Rent Limits: Effective June 15, 2023

source: https://www.hudexchange.info/programs/home/home-rent-limits/?&filter_year=&filter_scope=&filter_state=¤t_page=2

	Studio	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom	5-Bedroom	6-Bedroom
Fair Market	\$1,174	\$1,308	\$1,643	\$2,335	\$2,740	\$3,151	\$3,562
Low Home Rent	\$941	\$1,008	\$1,210	\$1,397	\$1,558	\$1,720	\$1,881
High Home Rent	\$1,174	\$1,291	\$1,552	\$1,784	\$1,970	\$2,156	\$2,341

Next Steps...

Join as a general member of PCCLT at www.pclandtrust.org

Complete the Homeownership Eligibility Form

Continue to work with us at our Financial Empowerment Classes in 2025

Questions??

Jessie Baines

Homeownership Program Director

JessieB@pclandtrust.org

253-444-7435



City of Tacoma
Planning and Development Services

**Agenda Item
F3**

To: Planning Commission
From: Carl Metz, Long Range Planning
Subject: 2025 Annual Amendment Package – Public Hearing Debrief
Memo Date: March 13, 2025
Meeting Date: March 19, 2025

Action Requested:

Provide direction to staff.

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.

The proposed amendments are considered to be “minor” in that they 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.

Discussion:

The Planning Commission conducted a public hearing on March 5, 2025, to receive oral testimony, and kept the hearing record open through March 7, 2025, to accept additional written comments, concerning the 2025 Annual Amendment to the [One Tacoma Comprehensive Plan](#) and [Land Use Regulatory Code](#) (or “2025 Amendment”), which only includes a set of Minor Code Amendments. These minor amendments consist of the following items:

- (1) Add definition of “development site.”
- (2) Repeal of Residential Infill Pilot Program.
- (3) Conditional Use Permit uses and height Code reference correction.
- (4) Land use permit code enforcement – Replace existing Title 13 enforcement provisions with the city’s Uniform Enforcement Code for greater consistency citywide.
- (5) Pedestrian Street amendments to reflect changes made with Home in Tacoma phase I related to the locations of Mid-Scale Residential land use designations and other corrections and clarifications.



- (6) Add split zoning applicability to development sites consisting of more than one parcel of land.
- (7) Tacoma Mall residential use prohibition clarification.
- (8) Mixed-Use Center districts residential use maximum building setback correction.
- (9) Add retail marijuana limit exemption to be consistent with State law.
- (10) Shoreline sign regulation clarification.
- (11) Mass reduction building design standards clarification within Mixed-Use Center and Downtown zoning districts.
- (12) Add Commercial districts maximum setbacks exception for conflicts with public easements.

At the next meeting on March 19, 2025, the Commission will review comments received from the Planning Commission and the public and consider modifications, specifically to items 5, 6, and 9 listed above.

Home in Tacoma Minor Amendments

Separately, staff have become aware of a number of corrections and adjustment that should be made to items included in the recently adopted Home in Tacoma code amendments ([Ordinance No. 28986](#)). Most of these are in response to comments from the Washington Dept. of Commerce's review of the Home in Tacoma code amendments. Unfortunately, these were not identified before the Planning Commission's public release of the Minor Amendment package but can still be considered for inclusion. Like the amendments outlined above, these are also minor in nature, correcting errors and inconsistencies and do not reflect policy-level changes. This set of amendments consist of the following items and are discussed in greater detail in Attachment 2.

- (1) Correct "Day care center" allowances in the Residential zoning use table
- (2) Address inconsistency between garage setbacks on alleys and parking stall sizes
- (3) Modify ADU standards
- (4) Clarification regarding density allowed in the JBLM Airport Compatibility Overlay District (ACD)
- (5) Expand Use Limitations in the Port of Tacoma Transition Overlay District to Reflect Home in Tacoma
- (6) Adjust the "Major Transit Stop" definition
- (7) Clarify definition for Middle Housing
- (8) Clarify density allowance for pre-existing lots
- (9) Adjust housing type design standards
- (10) Adjust the "Backyard Building" Definition
- (11) Adjust the Backyard Building Access Requirements
- (12) Adjust Backyard Building Setback Requirements

To facilitate the Commission's review and discussion, staff has included the following materials in the agenda packet:

- Staff responses to questions from Planning Commission and public
- Compilation of written comments

- Home in Tacoma-related minor amendments

Staff is seeking comments and direction from the Commission, which will be used to prepare draft documents of “Planning Commission’s Letter of Recommendations” and “Planning Commission’s Findings of Fact and Recommendations Report” for the Commission’s consideration for approval at the meeting on April 23, 2025.

Next Steps:

Tentatively, next steps for the 2025 Annual Amendment include the following dates and actions:

- April 2 – Commission direction
- April 23 – Commission recommendations to the City Council
- May 6 – City Council resolution to set the public hearing
- June 3 – Council conduct a public hearing
- June 10 – Council debrief and propose amendments
- June 17 – Council first reading
- June 24 – Final reading

Prior Actions:

- February 5, 2025 – Staff introduced 13 potential minor amendments to the Planning Commission. At this meeting, the Commission released 12 of the amendments for public review and scheduled a public hearing for March 5, 2025.
- March 5, 2025 – The Planning Commission conducted a public hearing to receive oral and written public comments. Written comments were accepted until 3/07/2025.

Staff Contacts:

- Carl Metz, cmetz@cityoftacoma.org

Attachments:

- Attachment 1 – Staff Responses to Questions from Planning Commission and Public
 - Exhibit A – Compilation of Written Comments
- Attachment 2 – Home in Tacoma-related Minor Amendments

c. Peter Huffman, Director



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

Staff Response to Question from Planning Commission and Public
March 19, 2025

At the February 5, 2025, and March 5, 2025, meetings, the Planning Commission raised questions pertaining to a few of the minor Code amendment items. Staff also received a question/comment from the public (**Exhibit A**). The amendments in question pertain to the removal of the Pedestrian Street designation along N 26th St (amendment no. 5), revisions to split zoning provisions (amendment no. 6), and raising retail marijuana limits (amendment no. 9). These questions, along with potential revision options, are discussed below.

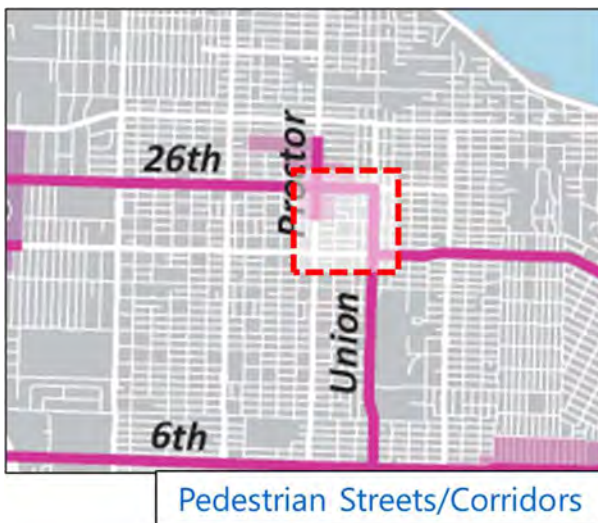
(5) Pedestrian Streets

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 (see the Pedestrian Street/Corridors Map and Future Land Use Map (FLUM) images below) and make other corrections and clarifications. Questions regarding two of the Pedestrian Street amendments were raised.

Proctor MUC: N 21st St / N 26th St / N Proctor St /N Union Ave

This amendment would do two things:

- Remove the Pedestrian Street designation of N Union Ave. between N 21st St and N 26th St and N 26th St between N Union Ave and N Washington St (the eastern boundary of the Proctor MUC)
- Add the Pedestrian Street designation of N 21st St between N Union Ave and N Proctor St and N Proctor St between N 21st St and N 24th St (the southern boundary of the Proctor MUC).



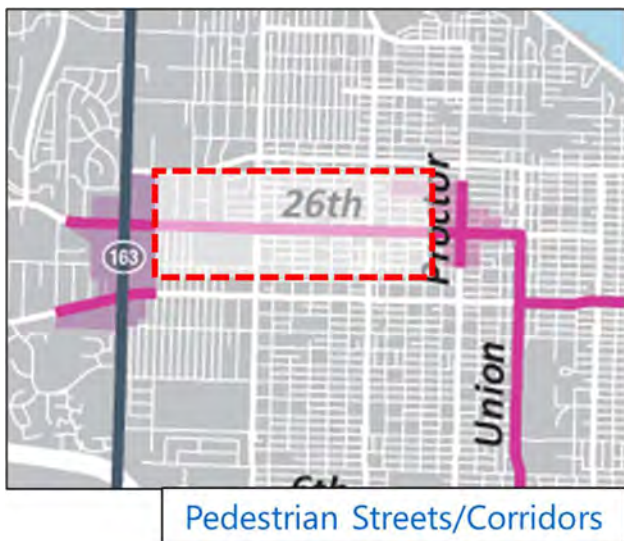
Questions from the Public:

- “Will the N Union (UR2) “corridor-main street - pedestrian” current map be changed...to reflect moving the “pedestrian” designation over to N 21st St to N Proctor which are now UR3 zoned?”

Staff Response: While a revised map has not been created to reflect the proposed changes, staff expect a new map to be created to reflect any adopted changes to the Pedestrian Street designation table.

N 26th St

This amendment would remove the segment of N 26th St between the Proctor and Westgate Mixed-Use Centers from the Pedestrian Streets table (13.06.010.D.1). This change is responsive to the City’s decision to designate the lands that previously had a FLUM designation of Single Family Residential along this segment as Low-Scale Residential instead of Mid-Scale Residential, which was inconsistent with how these designations were generally made elsewhere along Pedestrian Streets.



Questions from the Commission:

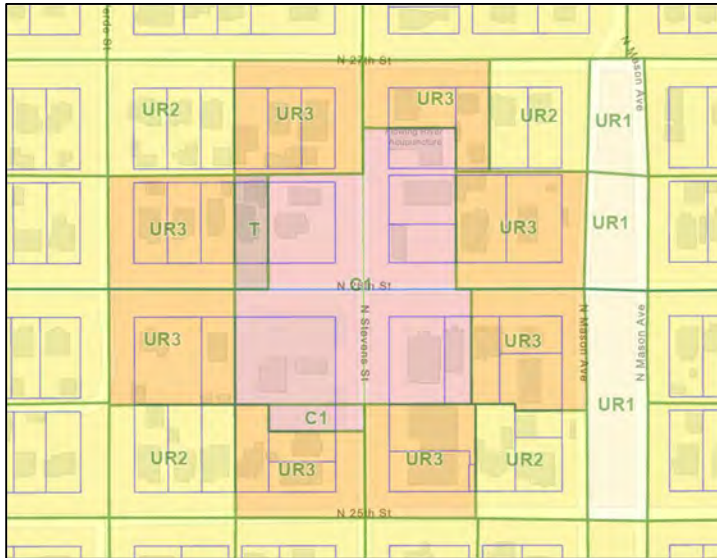
- What impact does the Pedestrian Street designation have on right-of-way improvements and private development?

Staff Response: Per the current right-of-way design manual, a Pedestrian Street designation requires wider sidewalks within Mixed-Use Centers and Downtown. However, this is not the case outside of mapped Centers and the sidewalk width is determined by the street’s functional classification as either a “residential” or “arterial” street. This segment of N 26th St is an Arterial Collector. Planning staff have consulted with Public Works staff and it appears no other right-of-way improvement standards are determined by a Pedestrian Street designation.

While a Pedestrian Street designation has limited to no impact on public improvements outside of Centers, it can have a significant influence on building design - requiring enhanced pedestrian orientation features and building massing and articulation. However, similar to sidewalk requirements, these types of requirements only apply within mapped Centers (Mixed-Use Center and Downtown zoning) and Commercial zoning districts and do not apply within Urban Residential (UR) zones.

One other way the Pedestrian Street designation affects development is by allowing certain non-residential uses within mixed-use residential development in the UR-3 zone (13.06.080.U). These non-residential uses include craft production, eating and drinking establishments, office, and retail subject to specific limitations.

While the vast majority of zoning adjacent to this street segment is zoned UR-2, it is worth noting there is a cluster of C-1 and UR-3 at the intersection of N 26th St and N Stevens St (see below).



Current Zoning at N 26th St and N Stevens St

Questions from the Commission:

- **Clarification of other designations for this segment of N 26th St and how they might inform future right-of-way improvements and investments.**

Questions from the Public:

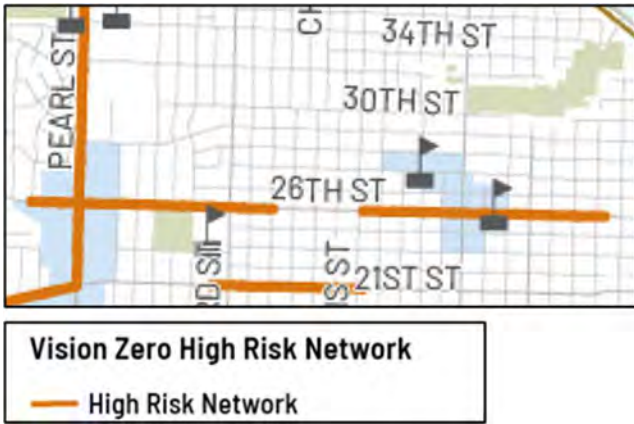
- **Will the N 26th St Pedestrian Street designation change even though the 16 bus route still runs along this segment?**

Staff Response: Both of these questions seek clarity to the relationship of the Pedestrian Street designation and other existing or envisioned facilities for pedestrians, bicycles, and transit. Generally, these types of improvements are determined by the street's functional classification and any adopted plans related to mode-specific facilities. As previously mentioned, this segment of N 26th St is classified as an Arterial Collector. It also contains the Route 16 bus service.

Further, the draft One Tacoma: Comprehensive Plan update's Transportation and Mobility Plan (TMP) element establishes the city's vision for future pedestrian, bicycle, and transit networks. How these plans envision this segment of N 26th St and how they might guide infrastructure improvements, including mode-specific facilities, is outlined below.

High Risk Network

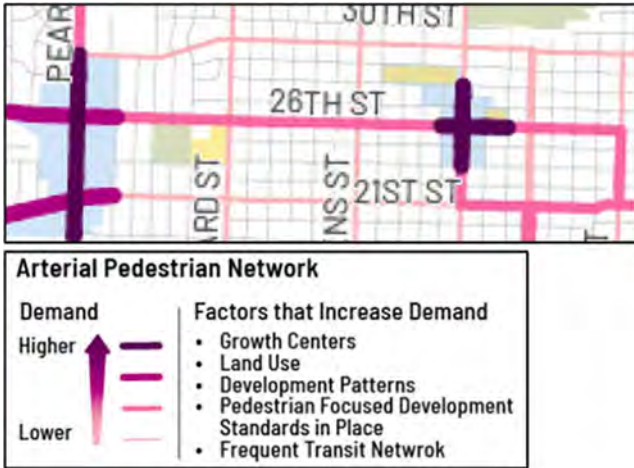
"High Risk Network corridors and intersections identified in the Vision Zero Action Plan are critical to defining TMP needs and prioritizing projects. Tacoma's Equity Index and High Risk Network mapped together are key indicators of where we can invest to build a safe and equitable transportation system."



Arterial Pedestrian Network

Two relevant strategies include:

1. Build out a safe, connected, equitable, and comfortable pedestrian network—including sidewalks, street crossings, and shared-use paths—for all ages and abilities which allows people to meet their daily needs by walking and rolling to schools, parks, jobs, businesses, mixed use centers, health care, and community destinations.
2. Prioritize Tacoma’s pedestrian investments based on safety, equity, and connectivity to address disparities in safety and access and maximize the impact of City investments. Use a data-driven Vision Zero Safe Systems Approach to proactively address the greatest barriers to pedestrian safety and accessibility.



Bicycle Network Vision

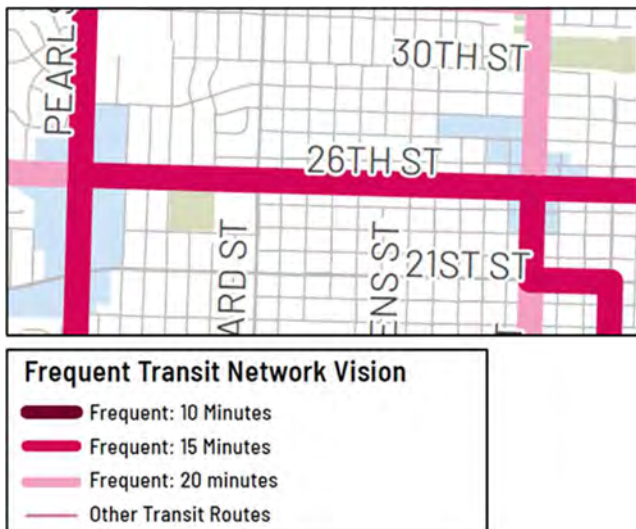
The associated map reflects the existing bike lane.



Frequent Transit Network Vision

The Frequent Transit Network Visions designates this segment of street as having a 15-minute transit frequency, which is more frequent than current service levels. However, the draft Plan addresses this as follows:

“The Frequent Transit Network (FTN) is an aspirational vision for a network of high-quality transit providing freedom for people moving around the city to travel easily and when needed. “Transit” refers to bus transit and light rail transit. Meeting this vision requires substantially more operating resources than are available today, yet the FTN can guide City partnerships with Pierce Transit and Sound Transit.”



This potential amendment would not change this street’s functional classification or bus service and the TMP would serve as the primary basis in guiding necessary public infrastructure and investment.

(6) **Split zoning**

This amendment would expand the applicability of split zoning provisions for development sites consisting of more than one parcel of land so long as more than 50 percent of the development site is located within the least restrictive zone.

Questions from the Commission:

- **Some general concern was expressed regarding the potential of the proposed amendment to have unintended consequences, particularly allowing the expansion of high-intensity use zones adjacent to low-intensity use zones (i.e. industrial zones adjacent to residential zones) through property acquisition.**

Staff Response: Staff identified a few revisions might alleviate some of these concerns or at least minimize the risk or mitigate potential impacts.

- Increase the amount of the development site that must be located within the least restrictive zone from more than 50% to a higher amount (i.e. 90%).
- Prohibit this provision from applying to Industrial zones.
- Require all parcels be contiguous and not separated by alleys and streets.

(9) Retail marijuana limits

This amendment expands the maximum number of retail marijuana stores to be consistent with the State's Cannabis Social Equity program.

Questions from the Commission:

- **Questions were raised pertaining to how this program considers current retail business license holders as it relates to the Social Equity program qualifications and how local location requirements apply to Social Equity program licensees.**

Staff Response: While staff proposed this amendment with the understanding that it was necessary to comply with the State Cannabis Social Equity program, staff has since learned that there actually is not a compliance mandate for cities and counties with this program.

In response to Planning Commission questions, additional background on the Cannabis Social Equity program is provided here. Prior to a 2023 law that added 52 new retail licenses statewide for the Cannabis Social Equity program, the statewide retail license capacity was 471 and Tacoma was allocated a proportional number of 16 retail licenses based on population. These new Social Equity licenses are reviewed and distributed at the state-level, where the recipients must then find a suitable location subject to the local regulations, including license limitations. Staff have confirmed with Liquor and Cannabis Board staff that there is no requirement for cities or counties to increase their maximum retail limitations to accommodate this statewide license expansion. It is also worth noting the Tacoma currently has 15 licensed retailers, leaving one available citywide.

Metz, Carl

Subject: FW: Comprehensive Plan 2025 - question on Minor Amendments

From: Jodi Cook <jodicook.nenc@gmail.com>

Sent: Monday, March 3, 2025 4:30 PM

To: Atkinson, Stephen <satkinson@cityoftacoma.org>

Subject: Comprehensive Plan 2025 - question on Minor Amendments

Hello Steve,

Good to see you last Saturday at Wheelock.

I just listened to the Feb 5th Planning Commission meeting and have a few questions.

Specifically regarding the Minor Amendments, two slides attached.

From a NENC perspective regarding proposed changes within our boundaries as a neighborhood council.

Will the N Union (UR2) "corridor-main street - pedestrian" current map be changed and shown at the March 5th meeting, to reflect moving the "pedestrian" designation over to N 21st St to N Proctor which are now UR3 zoned?

Regarding N 26th from N Proctor to N Pearl, even though it is not UR3 the pedestrian designation will remain a "pedestrian" as it's apart of the Rt 16 bus transit? Or what?

Best,
Jodi Cook
NENC

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Bob City TREES HIT Family History Transit Bookmarks Use Upzoning Spa...

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Proctor MUC: N 21st St / I



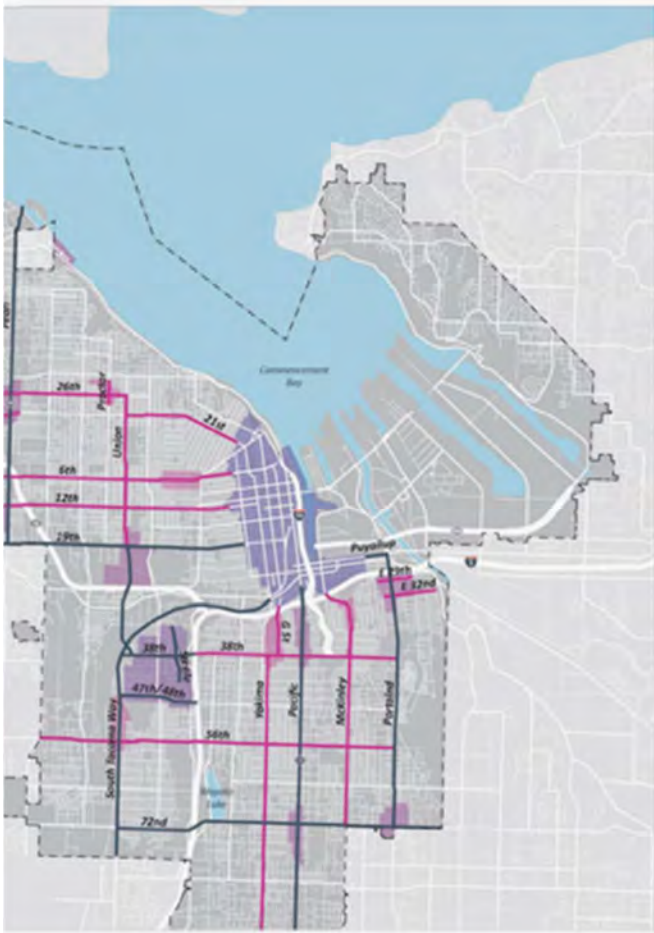
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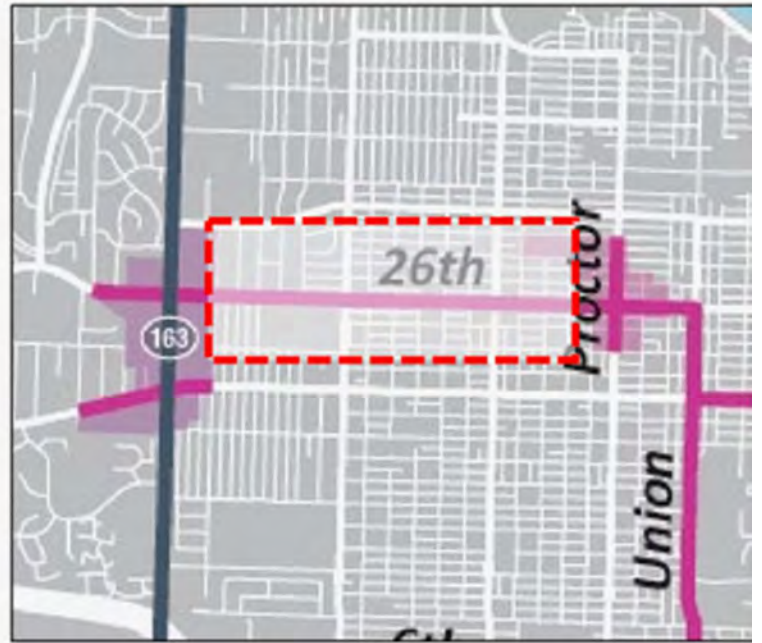
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PEDESTRIAN STREETS: HOME IN TACOMA



N 26th St





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

Home in Tacoma-related Minor Amendments
March 19, 2025

(13) Correct Day Care Allowances in the Residential Use Table

Issue: There is an inconsistency within the Residential Use Table regarding Day Care Centers, where the use allowances in the UR-3 District does not agree with the special notes for Day Care Centers. The special notes reflect the intent and the use table needs to be corrected to be consistent.

Proposed Code Amendment:

TMC 13.06.020.E.4 – District Use Table – Residential Districts

Uses (See Footnote 3)	UR-1	UR-2	UR-3	R-4	R-5	Additional Regulations (See Footnotes 1, 2)
Commercial Uses						
Day care center	CU	CU	<u>P/</u> CU	P/ CU	P	Subject to additional requirements contained in Section 13.06.080.E. For UR-3, day care centers with an enrollment limited to 50 or fewer children or adults are permitted, while day care centers for more than 50 children or adults may be allowed subject to the approval of a conditional use permit.

(14) Address Inconsistency Between Garage Setbacks on Alleys and Parking Stall Sizes

Issue: The Code indicates that the minimum size for standard parking stalls is 8-feet by 16.5-feet (these dimensions were recently reduced as part of the Home in Tacoma Ordinance, to ensure consistency with new State law). However, an inconsistency has been identified between this maximum stall size requirement (16.5-feet deep) and the garage setback requirement in the new residential building design standards (20-feet), specifically along alleys, where new parking is strongly encouraged (if not required in most cases).

Proposed Code Amendment:

TMC 13.06.100.F. Urban Residential (UR) Minimum Design Standards
3.b. Housing Type Standards – Backyard Building
(5) Access and Parking.

(D) Pedestrian Access: Sidewalk or pedestrian path required from street.

(E) Parking: Limited to access from an alley or existing driveway if exists. Prohibited between building and street. Prohibited within front setback. Garage doors must be setback 20' from lot lines abutting streets. Refer to Site Development Standards (TMC 13.06.090.C for vehicle and TMC 13.06.090.G for bike parking ratios).

(F) Driveway: Max number: 1 per 12,000 SF of lot area shared with street-facing buildings. Required to be shared with driveways serving street-facing buildings, or must occur from alley if one exists. Refer to Site Development Standards TMC 13.06.090.C.

(15) Modify ADU Standards to Ensure Consistency with State Law

Issue: State Law (HB 1337, RCW 36.70A.681(1)(j)) requires that the City allow for the conversion of existing accessory structures, such as a garage, to an ADU even if that existing accessory building doesn't meet certain basic development standards, such as setbacks and height limits. This exception was inadvertently left out of the Home in Tacoma Ordinance.

TMC 13.06.080.A – Special Use Standards - Accessory Dwelling Units

4. Use Standards, not subject to variance.

i. Conversion of existing accessory structures to residential use

Permitted or legally nonconforming accessory structures, existing as of February 1, 2025, in a UR or an R district may be converted to a dwelling unit regardless of conformance to setback, location, maximum height, or other development regulation. The building must be brought into compliance with current Building Code requirements and required pedestrian access shall be provided.

(16) Clarification regarding density allowed in the JBLM Airport Compatibility Overlay District (ACD)

Issue: One of the primary intents of the ACD is to limit any significant increases in density in this area. While Home in Tacoma did not modify the underlying residential limitation in the ACD (only allows single-unit dwellings and accessory dwelling units) the fact that Home in Tacoma significantly reduced minimum lot sizes throughout the UR zones could inadvertently allow for a significant increase in density in the ACOD. This proposal would add a provision in the ACD standards to ensure the density is not significantly increased. The note about the ACD provisions superseding the general allowances is already provided in the use table but should be repeated in the development standards table for clarity.

Proposed Code Amendment:

13.06.020.F – Urban Residential Districts (UR-1, 2 and 3) Development Standards

1. Housing types, densities, scale, and lot standards.¹

ZONE NAME	Urban Residential 1 (UR-1)	Urban Residential 2 (UR-2)	Urban Residential 3 (UR-3)
<p><u>Footnotes:</u></p> <p><u>1. Within the JBLM Airport Compatibility Overlay District (ACD), the land use and development standards of this section are modified as specified in TMC 13.06.070.F, which shall prevail in the case of any conflict. Bonuses are not available in the ACD.</u></p>			

TMC 13.06.070.F – Overlay Districts – Joint Base Lewis McChord Airport Compatibility Overlay District (ACD)

4. District development standards.

a. The following characteristics, when proposed as part of any development, are not allowed in the Overlay District:

- (1) Generation of air pollution, electronic interference, or glare that could negatively affect pilots or aircraft.
- (2) Structures taller than permitted outright in the base zoning districts (i.e., no height variances).
- (3) Manufacturing or processing of apparel, chemicals, petroleum, rubber, or plastic.

b. The following standards apply to residential development within the Overlay District:

- (1) Density, maximum units per site area, is limited to one dwelling unit per 5,000 square feet of lot area, regardless of zoning district. For purposes of this provision, accessory dwelling units are not counted toward this density limit.

(17) Expand Use Limitations in the Port of Tacoma Transition Overlay District to Reflect Home in Tacoma

Issue: The Port of Tacoma Transition Overlay District (PTD) is designed to limit residential density in this transition area. To meet that goal, one thing the overlay does is limit the types of residential uses allowed. However, the existing provision does not reflect the new housing types (and terminology) created in Home in Tacoma and needs to be modified to ensure clarity.

Proposed Code Amendment:

TMC 13.06.070.G – Overlay Districts – Port of Tacoma Transition Overlay District (PTD)

3. District Development Standards.

a. Prohibited uses. Multi-unit dwellings ~~units, including~~ duplex, triplex, cottage housing, ~~and fourplex~~, townhouse, houseplexes with more than one unit (except an ADU), rowhouses, courtyard housing, and multiplexes are prohibited as stand-alone primary uses or as part of a mixed-use development

(18) Adjust the Major Transit Stop Definition to Ensure Consistency with State Law

Issue: State Law provides two different definitions of “major transit stops” (in RCW 36.70A.696(8) and RCW 36.70A.030(25)), which are slightly different. The primary use of this concept in the City’s Code was in the expansion of the Reduce Parking Area (RPA), which was done as part of the recent Home in Tacoma Ordinance and applies to an area well beyond either State definition. While this will have no substantive effect, to ensure consistency between the City’s definition and the State’s it is appropriate to expand our definitions to the most expansive of the State’s definitions.

Proposed Code Amendment:

TMC 13.01.060.M – Zoning Definitions

“Major transit stop.”

- (a) A stop on a high capacity transportation ~~service~~-[system](#) funded or expanded under the provisions of chapter 81.104 RCW;
- (b) Commuter rail stops;
- (c) Stops on rail or fixed guideway systems, including transitways;
- (d) Stops on bus rapid transit routes or routes that run on high occupancy vehicle lanes;
- [\(e\) Stops for a bus or other transit mode providing actual fixed route service at intervals of at least fifteen minutes for at least five hours during the peak hours of operation on weekdays; or](#)
- [\(fe\) Stops on Transit Streets designated in TMC 11.05.492.](#)

TMC 13.01.120.M – Environmental Code Definitions

“Major transit stop.”

- (a) A stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;
- (b) Commuter rail stops;
- (c) Stops on rail or fixed guideway systems, [including transitways](#); ~~or~~;
- (d) Stops on bus rapid transit routes [or routes that run on high occupancy vehicle lanes](#);
- [\(e\) Stops for a bus or other transit mode providing actual fixed route service at intervals of at least fifteen minutes for at least five hours during the peak hours of operation on weekdays; or](#)
- [\(f\) Stops on Transit Streets designated in TMC 11.05.492.](#)

(19) Clarify Definition for Middle Housing

Issue: State Law uses different terminology for certain middle housing types than Tacoma uses in our Code for our housing types. For example, the State uses the term “townhouses” where that same type of development is generally considered a “rowhouse” in Tacoma’s Code. While this will have no substantive effect, expanding the definition for “middle housing” to include the relative terms in our Code will more clearly demonstrate that our Code includes the middle housing types required by State Law.

Proposed Code Amendment:

TMC 13.01.060.M – Zoning Definitions

“Middle housing.” Buildings that contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Within Urban Residential Districts, middle housing types [also include houseplexes, backyard buildings, courtyard housing, rowhouses and multiplexes](#) ~~have been further refined~~ – see TMC 13.06.020.F.

(20) Clarify Density Allowance for Pre-Existing Lots to Ensure Consistency with State Law

Issue: State Law (HB 1110, RCW 36.70A.635(1)(b)) requires that the City, at a minimum, allow at least four units on existing lots and six units if that lot is near major transit stops or if the development includes at least two affordable units. The City’s Code addresses this minimum in part by exempting pre-existing lots from the standard density limitations. However, while this exception allows for the required four units in the UR-1 District, it inadvertently didn’t include language regarding the additional allowed units required for areas near major transit (the UR-2 and UR-3 Districts).

Proposed Code Amendment:

TMC 13.06.020.F – Residential Districts – Urban Residential Districts (UR-1, 2 and 3) Development Standards

1. Housing types, densities, scale and lot standards

ZONE NAME	Urban Residential 1 (UR-1)	Urban Residential 2 (UR-2)	Urban Residential 3 (UR-3)
Density, maximum units per site area	1/1500 SF	1/1000 SF	1/750 SF
Density with Bonus, maximum units per site area	Bonus 1: 1/1000 SF Bonus 2: 1/750 SF	Bonus 1: 1/750 SF Bonus 2: 1/500 SF	Bonus 1: 1/500 SF Bonus 2: 1/375 SF
Density Notes	<p>All units on the lot count toward the maximum density or maximum bonus density, including those in separate buildings or in any combination of housing types. In no case shall the total number of units on a lot exceed the maximums in this table.</p> <p>Legal lots of record as of February 1, 2025 which do not meet the minimum area, setbacks and/or frontage requirements are allowed a minimum of 4 dwellings in the UR-1, 6 dwelling units in the UR-2 and 8 dwelling units in the UR-3, along with the ability to provide and 2 additional dwellings through use of the Bonus 1 program.</p>		

Critical Areas Density Bonus	Critical Areas Protection Ordinance Residential Density Bonus: Per Section 13.11.260, in order to provide flexibility to avoid critical area impacts, minimum lot sizes and setbacks may be reduced in association with Critical Areas approvals.
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(21) Adjust Housing Type Design Standards to Ensure Consistency, as required by State Law

Issue: State Law (HB 1110, RCW 36.70A.635(6)(b)) requires that development regulations for middle housing cannot be more restrictive than the standards for single-family residences. This is generally addressed in Tacoma’s Code because single-family residences are grouped with many other housing types under the umbrella term “houseplex”. However, one location where the various middle housing types have a slightly different standard is in the habitable space requirement – 75% of the street-facing façade for houseplexes and multiplexes, while it is 100% for courtyard housing and rowhouses. While it will likely not result in much change in effect, making them the same will help ensure consistency with the State requirements.

Proposed Code Amendment:

TMC 13.06.100.F.3. – Building Design Standards – Urban Residential (UR) Minimum Design Standards – Housing Type Standards

c. Courtyard Housing

(5) Access and Parking.

(D) Pedestrian Access. Entry from common courtyard to each building and/or unit; entry from street ok at front units.

(E) Parking. Required access from an alley if exists. Prohibited between building and street. Prohibited within front setback. Garages must be setback 20’ from lot line. Refer to Site Development Standards, TMC 13.06.090.C for vehicle and TMC 13.06.090.G for bike parking ratios.

(F) Driveway. Max number: 1 per 12,000 SF of lot area. Limited to access from alley if exists. Refer to Site Development Standards, TMC 13.06.090.C.

(G) Habitable Space*: 10’ deep along ~~100~~75% of street-facing facades.

d. Rowhouse

(5) Access and Parking.

(D) Pedestrian Access: Individual access via a sidewalk or pedestrian path is required to each Rowhouse from the street. Rowhouses on corner lots may select which street to orient to.

(E) Parking: Required access from an alley if exists. Prohibited between building and street. Prohibited within front setback. Garages prohibited on front facades. Garages must be setback 20’ from lot line. Refer to Site Development Standards, TMC 13.06.090.C for vehicle and TMC 13.06.090.G for bike parking ratios.

(F) Driveway: Max number: 1 per 12,000 SF of lot area. Rowhouse Clusters must share a driveway if parking from alley is not available. Limited to access from alley if exists. Refer to Site Development Standards, TMC 13.06.090.C.

(G) Habitable Space*: 10’ deep along ~~100~~75% of street-facing facades.

(22) Adjust the Backyard Building Definition to Ensure Consistency with State Law

Issue: The definition for “accessory dwelling unit” 13.01.060.A is consistent with the State Law. However, the addition of a definition for “backyard building” (13.01.060.B), which includes standards for pedestrian access not included in statute, is not consistent. The removal of pedestrian access standards would have no substantive effect since these are addressed by building design standards in 13.06.100.F.3.b. definitions.

Proposed Code Amendment:

TMC 13.01.060.B – Zoning Definitions

“Backyard Building.” A Housing Type consisting of a building located behind another structure at the rear of a lot. ~~The building may contain a garage. Pedestrian access may be provided from a shared or private path from the front sidewalk or from a secondary street on a corner lot.~~ This housing type includes any structure in a backyard containing no more than six units, including detached accessory dwelling units (DADU).

(23) Adjust the Backyard Building Access Requirements to Ensure Consistency with State Law

Issue: Some building design standards are imposed on backyard buildings that are more restrictive than those imposed on principal dwelling units, such as the corner lot access requirement in 13.06.100(F)(4)(h)(3). These are inconsistent with State Law. A small typo is also included.

Proposed Code Amendment:

TMC 13.06.100.F – Urban Residential Minimum Design Standards

4. Additional Building Design Standards.

h. Corner Sites.

(3) Backyard Buildings and Courtyard Housing on corner lots ~~must~~ may have primary or secondary pedestrian entries accessed from the secondary street. Secondary pedestrian entries are also encouraged in other Housing ~~Hypes~~ Types.

(24) Adjust Backyard Building Setback Requirements Along Alleys to Ensure Consistency with State Law

Issue: There is not a standard allowing ADUs to be sited at a lot line if the side lot line abuts a public alley, which is inconsistent with State Law.

Proposed Code Amendment:

TMC 13.06.100.F – Urban Residential Minimum Design Standards

3. Housing Type Standards.

b. Backyard Building.

(4) Building Placement.

(B) Setbacks: 0' rear [and side](#) setback from alley. Refer to District Standards, TMC 13.06.020.F.