



## AGENDA

**MEETING:** Regular Meeting (Hybrid)  
**DATE/TIME:** Wednesday, April 2, 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

- September 4, 2024
- September 18, 2024

### D. Public Comments

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

- Written comments on Discussion Items must be submitted to [Planning@cityoftacoma.org](mailto: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](http://www.cityoftacoma.org/PlanningCommissionAgendas).
- To comment virtually, join the meeting using Zoom and raise your virtual hand. To comment in person, sign in at the back of the Council Chambers. Where necessary, the Chair may limit the allotted time for comment.

### E. Disclosure of Contacts and Recusals

### F. Discussion Items

#### 1. 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](mailto:CMetz@cityoftacoma.org))



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

## 2. South Tacoma Groundwater Protection District

- Description: Review the Best Available Science (BAS) and public comments received during the One Tacoma Workshops.
- Action: Informational.
- Contact: Maryam Moeinian ([mmoeinian@cityoftacoma.org](mailto:mmoeinian@cityoftacoma.org))

## 3. One Tacoma Comprehensive Plan Update – Amendment Review

- Description: Provide direction on potential amendments to the Draft One Tacoma Plan as introduced by the Commission in response to public comment.
- Action: Review and Comment.
- Contact: Stephen Atkinson ([SAtkinson@cityoftacoma.org](mailto:SAtkinson@cityoftacoma.org))

## G. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the April 16, 2025, meeting includes:

- South Tacoma Neighborhood Plan – Recommendation
- Tideflats Subarea Plan and EIS – Release for Public Review
- South Tacoma Groundwater District – Release for Public Review

(2) Tentative Agenda for the April 23, 2025, special meeting includes:

- One Tacoma Plan Update – Recommendation
- Minor Amendments – Recommendation
- Health Impact Assessment - South Tacoma Groundwater Protection District

## 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, April 9, 2025, at 4:30 p.m.; the agenda (tentatively) includes interviews for the Climate and Sustainable Commission and presentations on the Climate Action Plan. (Held at 747 Market Street, Tacoma, WA 98402, Conference Room 248 or virtually at <http://www.zoom.us/j/87829056704>, passcode 614650)

## I. Adjournment



## MINUTES (draft)

**MEETING:** Regular Meeting (hybrid)

**DATE/TIME:** Wednesday, September 4, 2024, 5:00 p.m.

**PRESENT:** Christopher Karnes (Chair), Anthony Steele (Vice-Chair) (arrived at 5:56 p.m.), Morgan Dorner, Robb Krehbiel, Brett Marlo, Payton Swinford

**ABSENT:** Matthew Martenson, Jordan Rash

### A. Call to Order

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

Chair Karnes read the Land Acknowledgement.

### B. Approval of Agenda

*Commissioner Swinford moved to approve the agenda as submitted. Commissioner Dorner seconded the motion. The motion passed unanimously.*

### C. Approval of Minutes

*Commissioner Swinford moved to approve the January 17, February 21, and March 6, 2024, meeting minutes as submitted. Commissioner Dorner seconded the motion. The motion passed unanimously.*

### D. Public Comments

Mary Crabtree, Administrative Assistant, reported that one written comment was received regarding the Parks and Recreation element of the One Tacoma Comprehensive Plan update.

No individuals addressed the Planning Commission.

Public comment closed at 5:04 p.m.

### E. Disclosure of Contacts and Recusals

There were no disclosures of contacts or recusals.

### F. Discussion Item

#### 1. Election of Commission Officers

*Commissioner Swinford moved to re-elect Chris Karnes as chair of the Planning Commission through August 2025. Commissioner Dorner seconded the motion. The motion passed unanimously.*

*Commissioner Swinford moved to re-elect Anthony Steele as vice chair of the Planning Commission through August 2025. Commissioner Dorner seconded the motion. The nominations passed unanimously.*

#### 2. Health Impact Assessments (HIAs)

Erin Dilworth, Tacoma-Pierce County Health Department, presented an overview on health impact assessments (HIAs), including why they are conducted, phases, screening, scoping, the assessment,

recommendations, reporting, monitoring and evaluation, current status of HIAs, current scoping efforts, and next steps with the Tideflats and South Tacoma Groundwater Protection District (STGPD) HIAs.

Discussion ensued regarding how HIAs connect with the SEPA review process, guidelines to identify an HIA requirement, the capacity of how many HIAs can be done in a year, health disparities, the scoping surveys, and the Home In Tacoma HIA.

### **3. One Tacoma Comprehensive Plan Update – Parks and Recreation**

Alyssa Torrez, Senior Planner, presented an overview of the One Tacoma Comprehensive Plan update, including the timeline, schedule for Commission presentations, the policy framework of the Parks and Recreation element, and anticipated changes in this update.

Vice-Chair Steele arrived here at 5:56 p.m.

Discussion ensued regarding integrating service levels with Home In Tacoma policies, park activation, artwork, the map around Blueberry Park, park photos, community gardens, partnerships, unique ecosystems, South Puget Sound prairies and oaks savannahs, the tree canopy, water features, asset mapping, the 15-minute neighborhood concept, distribution of assets/amenities at parks, and access for commerce/vendors.

Alisa O'Hanlon Regala, Metro Parks Tacoma (MPT), presented an overview of the MPT's System and Strategic Plan 2024-2030, including how it connects with other agencies' plans, the process, heat mapping, and key insights and strategic actions for each of the strategic directions.

Discussion ensued regarding making parks affordable venues for events, partnerships with libraries, more protected greenways for walking and biking, conversions of underused or vacant parking lots, salmon recovery, spraygrounds, aligning visions of MPT's strategic plan into the One Tacoma Comprehensive Plan, regulatory barriers, and other partnerships.

## **H. Upcoming Meetings (Tentative Agendas)**

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

- Planning Commission Annual Report and Work Program
- Comprehensive Plan Periodic Review - Urban Form, Housing, and Public Facilities and Services

(2) Agenda for the October 2, 2024, meeting:

- Comprehensive Plan Periodic Review – Historic Preservation

(3) Agenda for the October 16, 2024, meeting:

- Planning Commission Annual Report and Work Program
- Comprehensive Plan Periodic Review

## **I. Communication Items**

The Commission acknowledged receipt of communication items on the agenda.

Torrez noted the City Council's public hearing on Home in Tacoma will be coming soon, along with two informational sessions.

Commissioner Krehbiel noted interest in starting a task force on the STGPD.

## **J. Adjournment**

The meeting was adjourned at 7:24 p.m.

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

[http://www.cityoftacoma.org/government/committees\\_boards\\_commissions/planning\\_commission/agendas\\_and\\_minutes/](http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/)





## MINUTES (draft)

**MEETING:** Regular Meeting (hybrid)

**DATE/TIME:** Wednesday, September 18, 2024, 5:00 p.m.

**PRESENT:** Christopher Karnes (Chair), Anthony Steele (Vice-Chair) (arrived at 5:56 p.m.), Morgan Dorner, Robb Krehbiel, Brett Marlo, Jordan Rash, Payton Swinford

**ABSENT:** Matthew Martenson

### A. Call to Order

Chair Karnes called the meeting to order at 5:14 p.m. A quorum was declared.

Chair Karnes read the Land Acknowledgement.

### B. Approval of Agenda

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

### C. Approval of Minutes

*Commissioner Dorner moved to approve the March 20, 2024, meeting minutes. Vice-Chair Steele seconded the motion. The motion passed unanimously.*

### D. Public Comments

Mary Crabtree, Administrative Assistant, reported that no written comment was received.

No individuals addressed the Planning Commission.

Public comment closed at 5:17 p.m.

### E. Disclosure of Contacts and Recusals

There were no disclosures of contacts or recusals.

### F. Discussion Item

#### 1. One Tacoma Comprehensive Plan Update – Public Facilities and Services

Wesley Rhodes, Senior Planner, presented an overview of the Public Facilities and Services element of the One Tacoma Comprehensive Plan update, including the project timeline, the vision, planning context, policy audit principles, fulfilling GMA requirements, concurrency with the Tacoma Municipal Code, new policies for VISION 2050, services and service providers, priority outcomes and key updates for this element, and level of service (LOS) and capital needs.

Discussion ensued regarding which services are subject to concurrency, revenue constraints and LOS standards, the map of public facilities, services provided by libraries and the library network, impact fees, prioritization criteria, a geographical component of the LOS, and green infrastructure investments.

## H. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the October 2, 2024, meeting:

- Planning Commission Annual Report and Work Program
- Comprehensive Plan Periodic Review - Urban Form, Housing

(2) Agenda for the October 16, 2024, meeting:

- Planning Commission Annual Report and Work Program
- Comprehensive Plan Periodic Review – Historic Preservation

(3) Agenda for the November 6, 2024, meeting:

- Comprehensive Plan Periodic Review – Transportation, Design and Development

## I. Communication Items

The Commission acknowledged receipt of communication items on the agenda.

Stephen Atkinson, Principal Planner, noted there are several projects happening and provided updates regarding the draft Tideflats Subarea Plan, the STGPD, and Picture Pac Ave.

## J. Adjournment

The meeting was adjourned at 6:18 p.m.

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

[http://www.cityoftacoma.org/government/committees\\_boards\\_commissions/planning\\_commission/agendas\\_and\\_minutes/](http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/)



**To:** Planning Commission  
**From:** Carl Metz, Long Range Planning  
**Subject:** 2025 Annual Amendment Package – Public Hearing Debrief  
**Memo Date:** March 25, 2025  
**Meeting Date:** April 2, 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 debrief & 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](mailto: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

April 2, 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 26<sup>th</sup> 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.

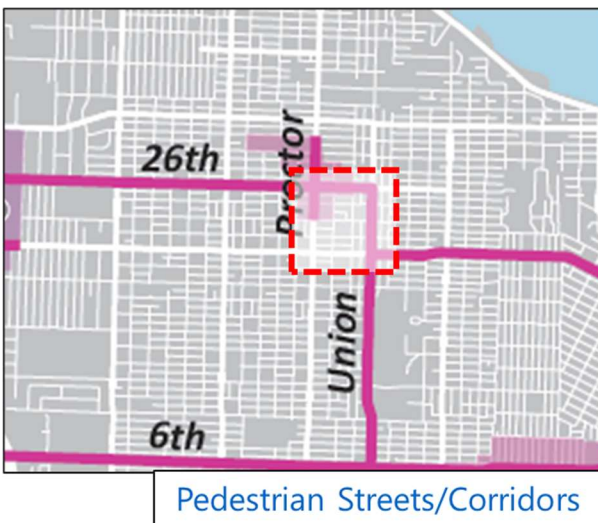
**(5) Pedestrian Streets**

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 21<sup>st</sup> St / N 26<sup>th</sup> St / N Proctor St /N Union Ave**

This amendment would do two things:

- Remove the Pedestrian Street designation of N Union Ave. between N 21<sup>st</sup> St and N 26<sup>th</sup> St and N 26<sup>th</sup> St between N Union Ave and N Washington St (the eastern boundary of the Proctor MUC)
- Add the Pedestrian Street designation of N 21<sup>st</sup> St between N Union Ave and N Proctor St and N Proctor St between N 21<sup>st</sup> St and N 24<sup>th</sup> St (the southern boundary of the Proctor MUC).



Comprehensive Plan FLUM



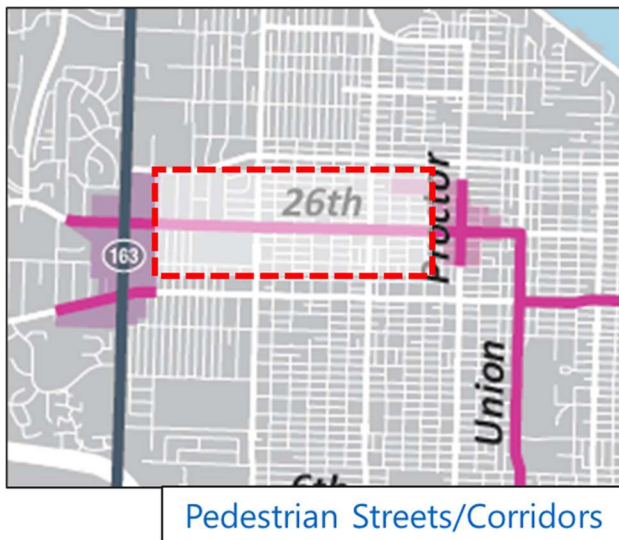
### Questions from the Public:

- “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 26<sup>th</sup> St

This amendment would remove the segment of N 26<sup>th</sup> 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?

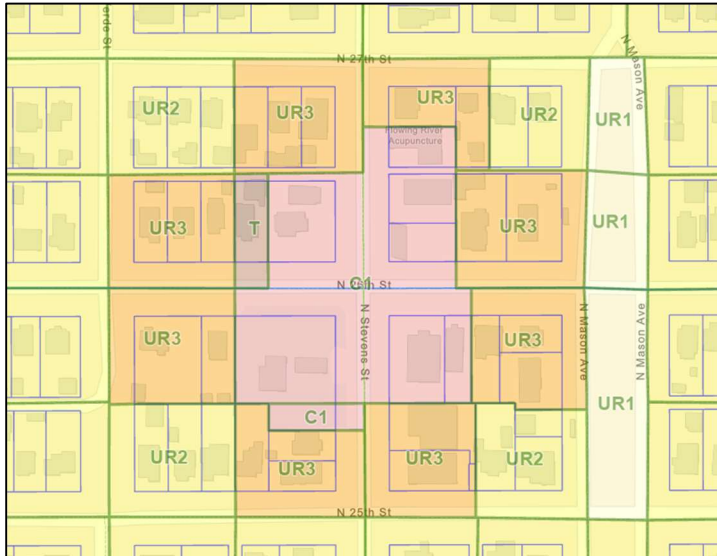
**Staff Response:** Per the current right-of-way design manual, a Pedestrian Street designation requires wider sidewalks within Mixed-Use Centers and Downtown. However, this is not the case outside of mapped Centers and the sidewalk width is determined by the street’s functional classification as either a “residential” or “arterial” street. This segment of N 26<sup>th</sup> 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 26<sup>th</sup> St and N Stevens St (see below).



**Current Zoning at N 26<sup>th</sup> St and N Stevens St**

#### Questions from the Commission:

- **Clarification of other designations for this segment of N 26<sup>th</sup> St and how they might inform future right-of-way improvements and investments.**

#### Questions from the Public:

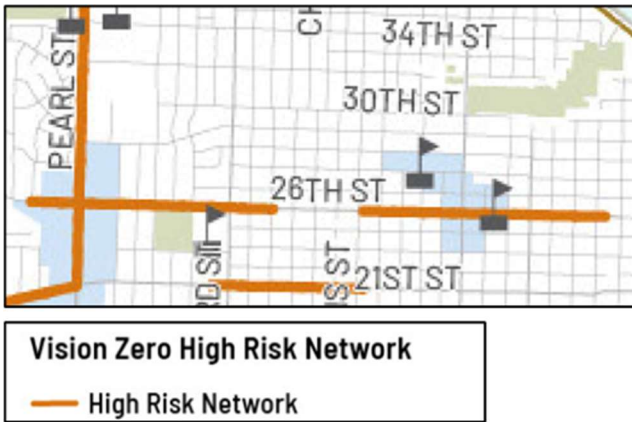
- **Will the N 26<sup>th</sup> St Pedestrian Street designation change even though the 16 bus route still runs along this segment?**

**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 26<sup>th</sup> 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 26<sup>th</sup> St and how they might guide infrastructure improvements, including mode-specific facilities, is outlined below.

#### High Risk Network

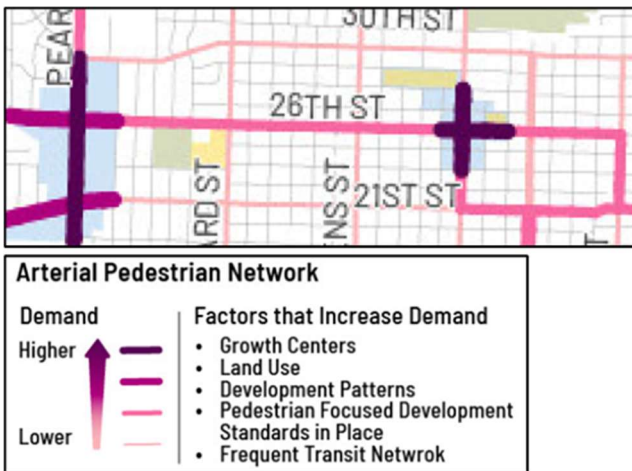
"High Risk Network corridors and intersections identified in the Vision Zero Action Plan are critical to defining TMP needs and prioritizing projects. Tacoma's Equity Index and High Risk Network mapped together are key indicators of where we can invest to build a safe and equitable transportation system."



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

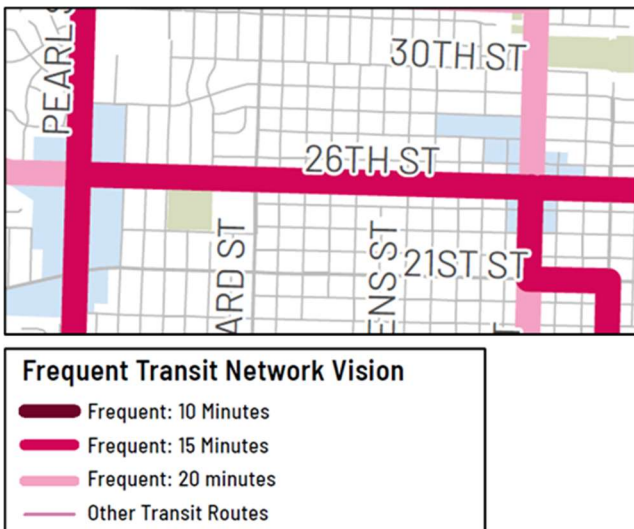
The associated map reflects the existing bike lane.



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.

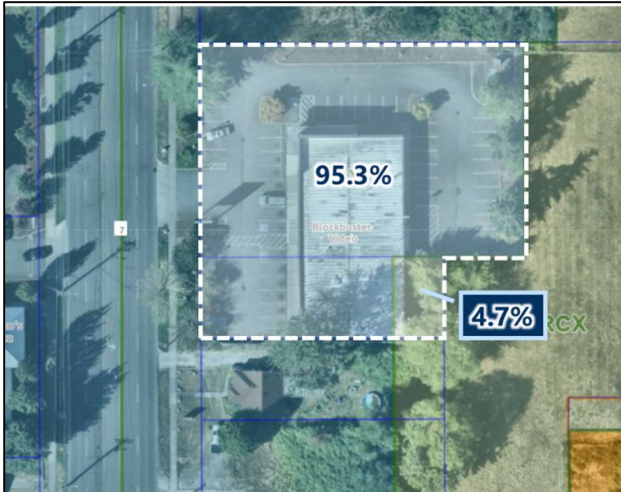
**Questions from the Commission:**

- 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, such as 90%.

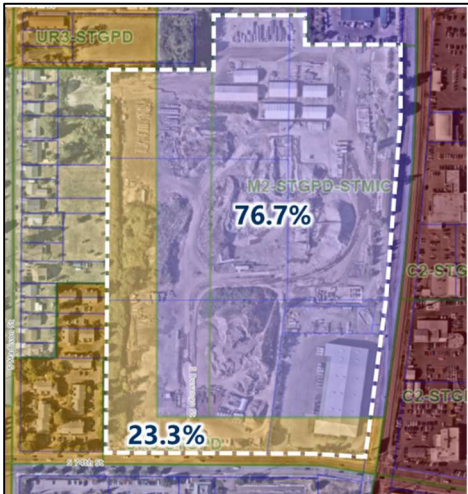


**Example: 90%-10%**  
Some portion of each parcel is located within the least restrictive zone

Zoning	FLUM	Aligns (y/n)	Percentage of Development Site
CCX	Crossroads Center	Y	95.3%
RCX	Crossroads Center	Y	4.7%

**Example development site with 90% - 10% split zoning**

- Require at least some portion of each parcel to be located within the least restrictive zone.
- Prohibit this provision from applying to Industrial zones.



**Example: >50%**  
Some portion of each parcel is located within the least restrictive zone

Zoning	FLUM	Aligns (y/n)	Percentage of Development Site
M-2	Heavy Industrial	Y	76.7%
UR-3	Heavy Industrial	N	23.3%

**Example split zoning site with Industrial zoning**

- 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**

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**Subject:** FW: Comprehensive Plan 2025 - question on Minor Amendments

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**From:** Jodi Cook <[jodicook.nenc@gmail.com](mailto:jodicook.nenc@gmail.com)>

**Sent:** Monday, March 3, 2025 4:30 PM

**To:** Atkinson, Stephen <[satkinson@cityoftacoma.org](mailto: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

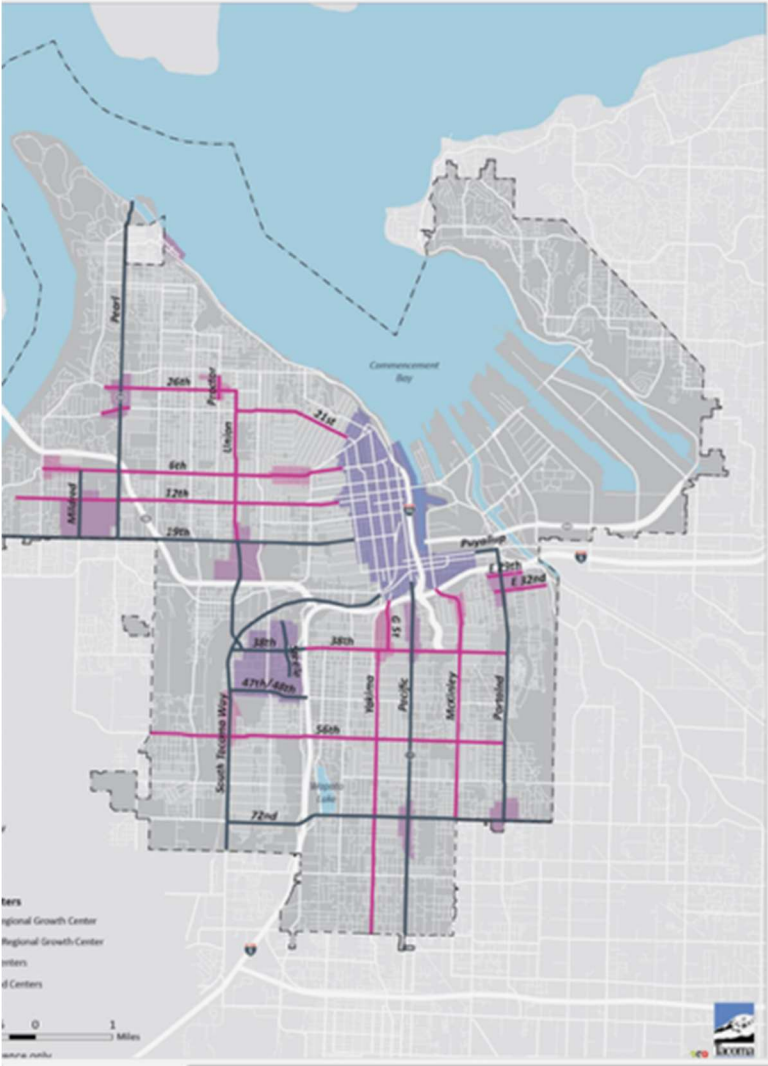


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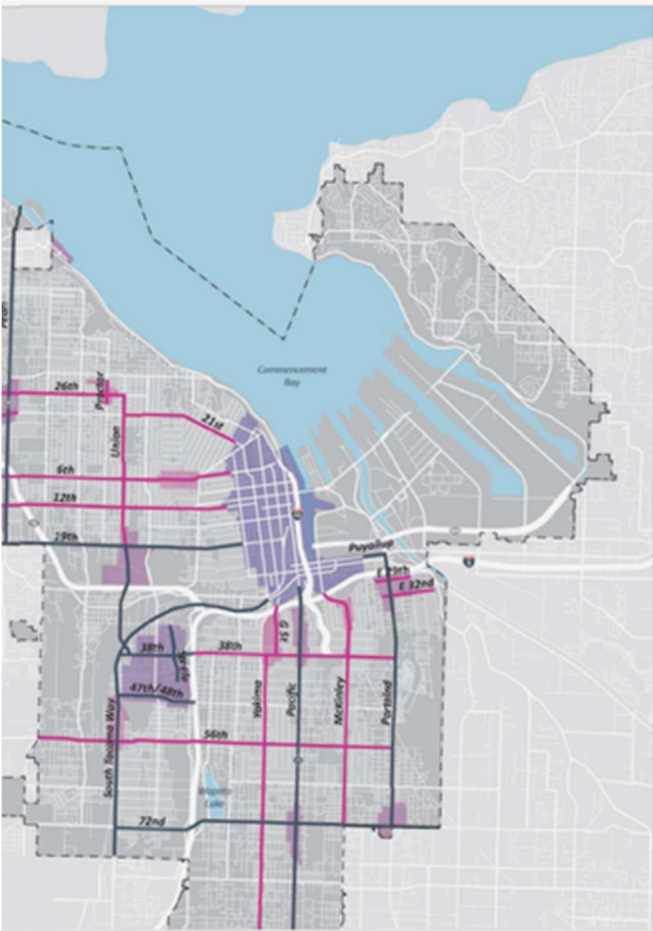
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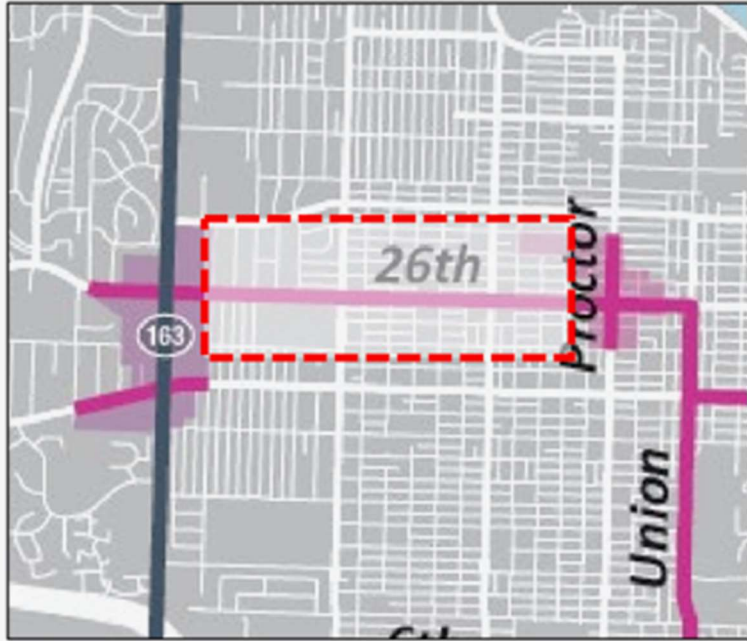
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# ESTRIAN STREETS: HOME IN TACC



## N 26th St







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

Home in Tacoma-related Minor Amendments  
April 2, 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)
<b>Commercial Uses</b>						
Day care center	CU	CU	<u>P/</u> CU	<del>P/</del> 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.<sup>1</sup>

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 <a href="#">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</a> <del>and</del> 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.





**To:** Planning Commission  
**From:** Maryam Moeinian, Planning and Development Services  
**Subject:** **South Tacoma Groundwater Protection District Code Update – Best Available Science Review**  
**Memo Date:** March 24, 2025  
**Meeting Date:** April 2, 2025

**Action Requested:**

Review the Best Available Science (BAS) and public comments received during the One Tacoma Workshops.

**Discussion:**

At its April 2, 2025, meeting, the Planning Commission will receive an update from Planning and Development Services (PDS) staff, along with the consultant team, HDR Inc, on the progress of the South Tacoma Groundwater Protection District (STGPD) Code Update. The presentation will cover:

- An overview of the Best Available Science (BAS) used to assess the STGPD code.
- A benchmarking analysis that includes a review of relevant codes from neighboring jurisdictions and those identified by the Department of Ecology's Critical Aquifer Recharge Areas Guidance document as best practices.
- A briefing on recent community engagement efforts and the next steps in the code update process.

**Project Summary and Background:**

The Growth Management Act (GMA) requires the designation and protection of "Critical Areas" to prevent harm to the community from natural hazards and to safeguard natural resources. There are five types of critical areas defined by the GMA:

- Wetlands
- Areas with a critical recharging effect on aquifers used for potable water
- Fish and wildlife habitat conservation areas
- Frequently flooded areas
- Geologically hazardous areas

One such area is the South Tacoma Groundwater Protection District (STGPD), which is designated as a Critical Aquifer Recharge Area (CARA). The City of Tacoma is currently reviewing and updating Tacoma Municipal Code Section 13.06.070 (South Tacoma Groundwater Protection District) and Section 13.11.800 (Aquifer Recharge Areas). This effort



aligns with the Work Plan adopted by Substitute Resolution No. 40985, which was later updated by the Planning Commission on December 20, 2023.

The STGPD was established in 1988 through adoption of City of Tacoma Ordinance 24083. This ordinance recognized the South Tacoma area (approximately nine square miles in extent) to be environmentally sensitive due to the high potential for contamination of the underlying aquifer system. The ordinance, which has been updated over time, put into place the following:

- Regulations regarding land uses and the handling, storage, and disposal of hazardous substances
- Technical standards outlining best management practices and design requirements
- Identification of prohibited uses
- Regulations pertaining to stormwater infiltration
- Permitting framework for new or substantially modified facilities
- Regulations regarding storage tanks
- Inspection, testing, and enforcement processes

It is important to note that the STGPD was established prior to development of State requirements and guidance related to critical aquifer recharge areas (CARAs) in the Growth Management Act context and wellhead protection programs (WHPPs) as administered by the State Department of Health (DOH).

#### **Prior Actions:**

- 2021-2022: The Commission reviewed and recommended an overall work plan for the South Tacoma Groundwater Protection District.
- 2022-2023: The Commission and then City Council considered and adopted a moratorium on certain uses within the South Tacoma Groundwater Protection District.
- June 21, 2023: Staff provided an update to the Commission on the overall scope of work, as amended following the adoption of the moratorium.
- October 4, 2023: Staff presented an initial comparison of critical aquifer recharge standards for Pierce County jurisdictions that have jurisdiction within the South Tacoma Aquifer with a focus on Impervious Surface Standards, Landscaping Standards, and High-Risk/High-Impact Uses.
- August 7, 2024: Staff presented information on landscaping and tree canopy standards for the Tacoma Mall Subarea and South Tacoma Manufacturing Industrial Center (STMIC).

#### **Background Documents:**

- [STGPD Updated Work Plan](#)
- [STGPD Moratorium](#)
- [Critical Areas Best Available Science Review Draft](#)

#### **Staff Contacts:**

- Stephen Atkinson, Principal Planner, [satkinson@cityoftacoma.org](mailto:satkinson@cityoftacoma.org)
- Maryam Moeinian, Senior Planner, [mmoeinian@cityoftacoma.org](mailto:mmoeinian@cityoftacoma.org)

- Adam Nolan, Senior Planner, [anolan@cityoftacoma.org](mailto:anolan@cityoftacoma.org)

**Attachments:**

- Attachment 1 – State regulations
- Attachment 2 – Recent outreach and engagement
- Attachment 3 – Next steps
- Attachment 4 – Technical memo

cc. Peter Huffman, Director





## Agenda Item F2 - Attachment 1

Planning Commission Meeting - April 2, 2025

### State Regulations

There are several state regulations, including those for Critical Aquifer Recharge Areas (CARAs) and the Wellhead Protection Program (WHPP), that aim to protect groundwater used for potable purposes.

The Growth Management Act requires counties and cities to designate and protect critical areas to prevent ecological degradation and ensure no net loss of their functions and values. The following statute outlines key requirements for incorporating the best available science, coordinating regional protection efforts, and using a combination of maps and performance standards to guide land use decisions.

1. **No Net Loss:** Counties and cities must prepare development regulations that protect all functions and values of critical areas to ensure no net loss of ecological functions and values.
2. **Best Available Science:** Counties and cities must use the best available science when designating critical areas and developing protective policies and regulations. Special consideration should be given to preserving anadromous fisheries, and both surface and groundwater protection is encouraged.
3. **Coordinated Regional Protection:** Encourage the development of regional critical areas protection programs combining interjurisdictional cooperation, public education, incentives to promote voluntary protective measures, and regulatory standards to protect critical areas.
4. **Designate Critical Areas by Maps and Performance Standards:** Maps raise public awareness but may not be precise for regulatory use. Primary reliance should be on performance standards for land use decisions.

Critical Aquifer Recharge Areas (CARA) are defined in [WAC 365-190-030\(3\)](#) as “areas with a critical recharging effect on aquifers used for potable water, including areas where an aquifer that is a source of drinking water is vulnerable to contamination that would affect the potability of the water or is susceptible to reduced recharge.”

Local governments are guided by [WAC 365-190-100](#) in determining CARA classification and designation, emphasizing the use of best available science (BAS) to inform regulatory decisions.

#### Key Points from [WAC 365-190-100](#)

1. Potable water is essential for life. Much of Washington's drinking water comes from groundwater. Once groundwater is contaminated, it is difficult and costly to clean up. Preventing contamination is crucial to avoid significant costs and potential harm to people and ecosystems.
2. **Link Between Groundwater and Recharge Areas:** The quality and quantity of groundwater in an aquifer are inextricably linked to its recharge area. Where aquifers and their recharge areas have been studied, counties and cities should use this information as the basis for classifying and designating these areas. Where no specific studies have been done, counties and cities may use existing soil and geological information to determine where recharge areas exist. Existing land use activities that may threaten groundwater quality should be evaluated.



**Agenda Item  
F2 - Attachment 1**

Planning Commission Meeting - April 2, 2025

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3. Classification Based on Vulnerability: Counties and cities must classify recharge areas based on aquifer vulnerability, which combines hydrogeological susceptibility to contamination and contamination loading potential.
  - High vulnerability: This may be indicated by hydrogeological conditions that facilitate degradation, particularly when combined with land uses that contribute or may potentially contribute to contamination.
  - Low Vulnerability: This may be indicated by hydrogeological conditions that do not facilitate degradation and land uses that do not contribute or are not likely to contribute contaminants that will degrade groundwater. Factors that support low vulnerability include effective natural filtration systems, distance from potential contaminant sources, and the presence of protective geological formations.
4. Classification strategy for Aquifer Recharge Area: Classification strategies should focus on maintaining groundwater quality and quantity, particularly in highly susceptible recharge areas. In these areas, studies should be initiated to assess groundwater contamination. Classification of these areas should include consideration of:
  - The degree to which the aquifer is used as a potable water source.
  - The feasibility of protective measures to prevent further degradation.
  - The availability of treatment measures to maintain potability.
  - The availability of alternative potable water sources.
5. Examples of Critical Aquifer Recharge Areas:
  - Recharge areas for sole source aquifers designated under the Federal Safe Drinking Water Act
  - Areas established for special protection under groundwater management programs
  - Areas designated for wellhead protection under the Federal Safe Drinking Water Act
  - Areas near marine waters vulnerable to saltwater intrusion
  - Other areas meeting the definition of "areas with a critical recharging effect on aquifers used for potable water."

WHPP regulations also apply within the South Tacoma Groundwater Protection District. Under [WAC 246-290-135](#), water systems using groundwater sources must develop and implement a WHPP as part of their water system plan. This program must include a completed susceptibility assessment and a Wellhead Protection Areas (WHPA) delineation for each well, wellfield, or spring, marking the 6-month, 1- year, 5-year, and 10-year time of travel boundaries. Additionally, this code requires an inventory of all potential groundwater contamination sources with documentation of the water system purveyor's notification to all owners/operators of these known or potential sources of contamination. Regulatory agencies must also be informed of WHPA boundaries. The WHPP must include a contingency plan for groundwater supply loss due to contamination and documentation of coordination with local emergency responders.



**Agenda Item  
F2 - Attachment 2**

Planning Commission Meeting - April 2, 2025

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## **Recent Outreach and Engagement**

The following outreach and engagement efforts were conducted to gather input and inform the community:

- Spotlight on South Tacoma (January, February, March 2024)
- Sustainability Expo (April 13, 2024)
- Dia de los Ninos/Eastside Mini-Olympic Games Family Event (May 4, 2024)
- Nine One Tacoma Comprehensive Plan Update Visioning Workshops (May-June 2024)
- Ocean Fest (August 2024)
- South Tacoma Neighborhood Plan Steering Committee (August 22, 2024)
- Tacoma Permit Advisory Group (September 18, 2024)
- South Tacoma Business District Association (September 19, 2024)
- Four One Tacoma Comprehensive Plan Update Workshops (February 20- March 1, 2025)
- South Tacoma Neighborhood Council
- Tacoma Water Integrated Resource Plan Public Advisory Committee
- STGPD Health Impact Assessment Advisory Group





**Agenda Item  
F2 - Attachment 3**

Planning Commission Meeting - April 2, 2025

**Next Steps and Tentative Schedule**

<b>Date</b>	<b>Body</b>	<b>Action</b>
April 16, 2025	Planning Commission	Draft Code Release Public Comment Period
April 23, 2025	Planning Commission	HIA Recommendations
May 21, 2025	Planning Commission	Public Hearing
June 4, 2025	Planning Commission	Public Hearing Debrief & Direction
June 18, 2025	Planning Commission	Planning Commission Recommendation
July 1, 2025	City Council	Resolution to Set Public Hearing
August 5, 2025	City Council Study Session	Public Hearing Preparation
August 5, 2025	City Council	Public Hearing
August 12, 2025	City Council	Public Hearing Debrief Introduce Amendments
August 19, 2025	City Council	First Reading of Ordinance
August 26, 2025	City Council	Final Reading of Ordinance
September 20, 2025	—	STGPD Moratorium Expires



# Technical Memorandum

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To: Maryam Moeinian (City of Tacoma)

From: HDR and Terraphase

Project: Tacoma Water Integrated Resource Plan Update

Date: 3/27/2025

Subject: South Tacoma Groundwater Protection District Review

## 1.0 Introduction

The City of Tacoma (City) has contracted the HDR/Terraphase team to complete updates to Tacoma Water's Integrated Resource Plan (IRP), which examines future water supply and demand in the context of climate change and regional growth. As part of the update to the IRP, the City requested that the HDR/Terraphase team assess existing groundwater protection and stormwater management codes and regulations to identify recommended changes to bolster protection and sustainability of this resource. This assessment will be informed by results from the broader IRP effort which is evaluating the role groundwater resources will play in meeting future water demands and buffering against climate change impacts on surface water supply.

This groundwater protection code assessment centers on a review of the South Tacoma Groundwater Protection District (STGPD) ordinance (Tacoma Municipal Code [TMC] 13.06.070.D) and related regulations, with the purpose of identifying potential gaps in how existing regulations address redevelopment and stormwater-related impacts to groundwater. This work is part of the STGPD Proposed Work Plan<sup>1</sup>, which the City created in response to an application the South Tacoma Neighborhood Council submitted to the Planning Commission in 2021. This application was aimed at updating the One Tacoma Plan and the TMC applicable to the STGPD, in addition to transforming the South Tacoma Manufacturing/Industrial Center into an Economic Green Zone. The work plan and this effort focus on the former objective. As part of this effort, a review has been conducted of groundwater protection regulations and practices of other jurisdictions that are known to be highly protective and/or have specifically addressed questions/concerns related to redevelopment.

This technical memorandum provides a brief summary of the STGPD, how it relates to multiple State groundwater protection regulations, observations regarding potential gaps, and recommendations for potential updates or modifications.

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<sup>1</sup> City of Tacoma, South Tacoma Groundwater Protection District Proposed Work Plan Update (Dec 2023).

## 2.0 Background

The STGPD was formally established by the City in 1988 through adoption of City of Tacoma Ordinance 24083. This ordinance declared the South Tacoma area (approximately nine square miles in extent) to be environmentally sensitive due to the high potential for contamination of the underlying aquifer system. The ordinance, which has been updated over time, put into place the following:

- Regulations regarding land uses and the handling, storage, and disposal of hazardous substances
- Establishment of technical standards that prescribe best management practices and design requirements (i.e., the document entitled “General Guidance and Performance Standards for the South Tacoma Groundwater Protection District”)
- Identification of prohibited uses
- Regulations pertaining to stormwater infiltration
- Permitting framework for new or substantially modified facilities
- Regulations regarding storage tanks
- Inspection, testing, and enforcement processes

The STGPD was established prior to development of State requirements and guidance related to critical aquifer recharge areas (CARAs) in the Growth Management Act context and Wellhead Protection Programs (WHPPs) as administered by the Washington State Department of Health, (DOH). While the STGPD served as the foundation of Tacoma Water’s approach to protection of its groundwater resources, additional activities have taken place since its inception to maintain compliance with DOH WHPP requirements, including:

- Completion of susceptibility assessments for all Tacoma Water wells, including those located outside of the South Tacoma area
- Coordination between Tacoma Water and the Tacoma-Pierce County Health Department (TPCHD) in implementing wellhead protection activities such as an annual review of potential contaminant sources
- Periodic updates to the City’s wellhead protection area time of travel zones
- Preparation of the Tacoma Wellhead Protection Program (originally developed in 2002, updated in 2015)

The spatial extent of Tacoma-area groundwater resources, as well as the land areas that impact their quantity and quality, is complex. Figure 1 shows the relationship of the STGPD to the South Tacoma wellfield, City of Tacoma municipal boundaries, and the Central Pierce County Sole-Source Aquifer (SSA) that includes the STGPD and other parts of the City of Tacoma. Also depicted are Wellhead Protection Areas (WHPA) mapped by time of travel zones obtained from DOH, some of which are known to not be fully accurate and are currently under review by Tacoma Water. WHPAs mapped include those for the City of Tacoma wells, along with wells in other jurisdictions intersecting with City of Tacoma and/or STGPD boundaries.

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Key observations regarding the features depicted in Figure 1 include:

- Tacoma Water's WHPAs for wells located within the City of Tacoma's boundaries extend beyond the STGPD boundary into unincorporated Pierce County and the Cities of Lakewood, University Place, and Fircrest. Tacoma Water wells located outside of the STGPD but still within the City of Tacoma also have WHPAs that extend into the City of Fife. Tacoma wells that were formerly part of the SE Tacoma Mutual Water System are located outside the City of Tacoma boundaries, but these have WHPAs that abut Tacoma municipal boundaries.
- The City of Fircrest's WHPAs extend into the STGPD.

Figures 2 and 3 illustrate other pertinent features in and near the STGPD, including zoning and contamination site locations. Figure 4 provides mapping of the surficial geology throughout the extent of the SSA.

**Recommendation:** Tacoma should coordinate with neighboring jurisdictions regarding the development of policies and regulations protecting groundwater resources because of the overlap between land use jurisdictions and mapped WHPAs. This is a common theme reflected in many of the other recommendations presented throughout this document.

### 3.0 Comparison of STGPD to CARA and WHPP Regulations

There are a number of CARA and WHPP regulations that aim to protect groundwater used for potable uses. The Growth Management Act requires planning jurisdictions to designate critical areas, including CARAs. Best available science (BAS) must be used to designate critical areas as established in RCW 36.70A.172 and to develop policies and development regulations according to WAC 365-195-915. RCW 36.70A.030 defines CARAs as "areas with a critical recharging effect on aquifers used for potable water". WAC 365-190-100 requires cities and counties to use information on aquifers and their recharge areas as the basis for classifying and designating these areas. Existing land use activities and their potential to contaminate the aquifer must also be examined, and recharge areas must be classified according to aquifer vulnerability, defined as the combined effect of hydrogeological susceptibility to contamination and the contamination loading potential. Additionally, this code requires that a classification strategy for aquifer recharge areas maintain the quality and, if needed, quantity of the groundwater and lists data sources which may be used to define an area with a critical recharging effect on the aquifer.

WHPP regulations also apply to areas within the STGPD. WAC 246-290-135 requires that water systems using groundwater sources develop and implement a WHPP. This must be part of the water system plan and is required to include a completed susceptibility assessment and a WHPA delineation for each well, wellfield, or spring with the 6-month and 1-, 5-, and 10-year time of travel boundaries marked. Additionally, this code requires an inventory of all potential groundwater contamination sources with documentation of the water system purveyor's notification to all owners/operators of these known or potential sources of contamination, a notification to regulatory agencies of the boundaries of the WHPAs, a contingency plan in the event of contamination that results in a loss of groundwater supply, and documentation of coordination with local emergency incident responders.

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The Washington State Department of Commerce (Commerce) has published a voluntary Critical Areas Checklist that jurisdictions can use to verify that local codes address comprehensive plan requirements for critical areas. The checklist covers the wide range of elements required within a local jurisdiction's critical areas regulations, with CARA being one component.

Table 3-1 summarizes a comparison between CARA checklist items and the current STGPD code.

**Table 3-1. Commerce CARA checklist comparison**

Checklist item <sup>1</sup>	Addressed in code?	Location in code	Notes
<p>If groundwater is used for potable water, do regulations protect the quality and quantity of groundwater?</p> <p>[Referenced regulations include RCW 36.70A.172(1), RCW 36.70A.070(1), and WAC 365-196-485(1)(d)]</p>	Yes	TMC 13.06.070D (5) TMC 13.06.070D (6)	Stormwater element is tied to STGPD Infiltration Policy, which in turn references the City's Stormwater Management Manual.
<p>Are the critical aquifer recharge regulations consistent with current mapping of these critical areas?</p> <p>[Referenced regulation: WAC 365-190-100]</p>	Partially	TMC 13.06.070D (1-c)	The STGPD boundary is not fully in alignment with WHPA and SSA boundaries.
<p>Consider limiting impervious surfaces to reduce stormwater runoff, as required under Phase I and II municipal permits.</p>	Partially	TMC 12.08D.150.D	Impervious surfaces are not strictly limited, but "effective impervious surfaces" are limited through the use of low impact development and stormwater infiltration BMPs as required in the City's Stormwater Management Manual.

1. Source: Washington State Department of Commerce, *Critical Areas Checklist* (May 2024).

While several of the items from the Commerce checklist are addressed in the City's code, there are opportunities for further alignment. Groundwater quality and pollution prevention is currently addressed in detail in the STGPD code, but groundwater quantity is primarily addressed through the Stormwater Management Manual rather than within the STGPD code. The boundaries of the STGPD are currently not in alignment with WAC 365-190-100, which requires classification of

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CARAs based on recharge areas for SSAs and areas designated for wellhead protection in alignment with the Federal Safe Drinking Water Act, among other mapping sources as available. Along these lines, there are some wells (i.e., in the Tideflats) whose WHPAs are outside of, and therefore not subject to, the STGPD. Additionally, the Commerce checklist recommends considering impervious surfaces limitations to reduce stormwater runoff. While impervious surfaces are not strictly limited in the STGPD code, “effective impervious surfaces” are limited through the use of low impact development and stormwater infiltration Best Management Practices (BMPs) as required in the City’s Stormwater Management Manual. Tacoma’s STGPD overlay zone designating the protected aquifer recharge area is also unique compared to other nearby jurisdictions, which instead address these CARA requirements within the critical areas code and apply this to all CARAs within the jurisdictions’ boundaries. These topics are discussed in more detail in Section 4.0.

**Recommendation:** We recommend using the recently produced USGS Southeast Sound groundwater model of the aquifers in the SSA, in conjunction with utility-prepared WHPAs, to better quantify the risks to the aquifers, thereby determining in greater detail which areas should be afforded more or less protection. With that information in hand, work with neighboring jurisdictions to identify the best path to coordinate protections. Seek ways of using common terminology and language in code, which may result in the use of overlay districts, WHPAs, CARAs, and/or other terminology that is found to be most effective at communicating with the broader communities.

## 4.0 Key Technical Topics

Several elements of the STGPD were examined to identify gaps in meeting their intent and to compare the STGPD approach with that of other local jurisdictions.

### 4.1 Protection District Boundary

As noted in Section 3.0, the current STGPD boundary is not fully in alignment with WAC 365-190-100. This code requires a classification strategy for aquifer recharge areas and lists examples of areas with critical recharging effect on aquifers used for potable water. These example data sources are listed in Table 4-1 with corresponding notes on the applicability of this data to Tacoma.

**Table 4-1. Critical recharge areas data sources**

Data source	Applicable to Tacoma?	Notes
Recharge areas for SSAs designated pursuant to the Federal Safe Drinking Water Act	Yes	Central Pierce County Aquifer Area SSA
Areas established for special protection pursuant to a groundwater management program	Yes	South Tacoma Groundwater Protection District zoning overlay

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Areas designated for wellhead protection pursuant to the Federal Safe Drinking Water Act	Yes	Washington Department of Health Source Water Assessment Program Mapping
Areas near marine waters where aquifers may be subject to saltwater intrusion	No	

Changing the protection district boundaries to include the SSA would expand the STGPD area to encompass a larger area, impacting future developments in the City and changing regulations around developments which are already in place.

**Recommendation:** Revising the City's CARA regulations to apply to the SSA boundaries, while also maintaining the current STGPD overlay, will allow for the CARA to be in better alignment with Washington State rules while maintaining the integrity of current STGPD protections. The basis for this segregation is the surficial geology of the area occupied by the STGPD compared to the remainder of the SSA located within the City of Tacoma boundary depicted in the attached Figure 4.

## 4.2 Code Location

Theoretically, all elements of the municipal code are equally important and development restrictions or requirements placed anywhere in the code apply in full force. In practice, different chapters of the code are used by different members of the community.

Many developers will review the zoning code as they create a vision for a planned development project. The zoning code is a place where the community's vision is amplified. If the community's priority is to attain a certain look and feel for the community, the zoning code reflects that. Engineering and environmental protection requirements tend to be elsewhere in the code and may not have the attention of developers during that important feasibility stage. The engineers and scientists tasked with implementing those engineering and environmental protections often find a tension between that early developer vision and the more detailed design requirements.

Low impact development standards that came into effect in the early 2000s are a great example of how the location of requirements in code impacts their successful implementation. Zoning codes typically define lot coverage. Low impact development standards are most often placed within stormwater engineering sections of code. This has the effect that a developer may make decisions about where to place buildings on a piece of property and how much of the property to cover with buildings, without regard to low impact development principles that try to mimic natural hydrologic conditions. The outcome of this approach is frequently that developers determine that low impact development is infeasible.

The current zoning code overlay puts the issue of aquifer protection front and center for developers. This unusual placement of these requirements demonstrates a community vision of aquifer protection. Developers see these requirements early in their feasibility process, thanks to code placement. Scientists and engineers hired by developers to implement their vision look for environmental protections and engineering standards in other parts of the code. This is accounted



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for in the STGPD by reference to: 1) the STGPD Performance Standards, enforced by the TPCHD, that pertain to requirements for facilities handling hazardous substances; and, 2) the City's Stormwater Management Manual and STGPD Infiltration Policy, which collectively pertain to stormwater infiltration requirements/practices.

Another consideration when determining where development requirements should be placed in code is the process for updating that code. Zoning codes tend to be updated through a process that may include additional public involvement or commissions. Engineering standards and codes tend to be updated through a simpler process. For example, when groundwater protections are within the CARA, anytime additional groundwater resources are discovered, the maps and related restrictions are updated. However, when restrictions are within an overlay, the City needs to go through an additional process to expand the overlay boundaries or create a new zoning classification.

If the STGPD overlay is retained as being separate from the broader CARA code, the CARA regulations could be written to call out that the STGPD overlay is applicable only to the higher risk area proximal to the South Tacoma Channel Wells, thereby requiring additional protections. .

**Recommendation:** The STGPD code as currently located is an effective way of addressing aquifer protection in this area. It is recommended that the overlay continue. However, as noted in Section 4.1, there is value in expanding the City's CARA regulations to apply to the entire SSA. Additional technical analysis or modeling of surficial geology, well use, and groundwater flow patterns, coordinated between the neighboring jurisdictions, would result in a better understanding of land use risk to the aquifers, which could then be used to inform protective measures within the SSA but outside the STGPD.

### 4.3 High Impact Uses

WAC 365-190-100 requires that water system surveyors examine existing land use activities and their potential to contaminate the aquifer. The Washington State Department of Ecology (Ecology) Critical Aquifer Recharge Areas Guidance further suggests that cities can minimize the risk of groundwater contamination by prohibiting high risk uses in critical areas. The STGPD code lists nine high-impact uses which are currently prohibited within the boundaries of STGPD (13.06.070.D(5)). These high-impact uses are:

- Chemical manufacture and reprocessing
- Creosote/asphalt manufacture or treatment
- Electroplating activities
- Manufacture of Class 1A or 1B flammable liquids as defined in the Fire Code
- Petroleum and petroleum products refinery, including reprocessing
- Wood products preserving
- Hazardous waste treatment, storage, or disposal facilities
- Underground storage tanks (temporary moratorium)
- Metal recycling/auto wrecking facilities (temporary moratorium)

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Regarding the last two items on the list, a moratorium on new underground storage tanks and metal recycling/auto wrecking facilities is in place by Ordinance No. 28872, passed in March 2023 and currently set to expire in March 2025. This list is intended to adapt over time to changing technology, pollution control, and management, as determined by City Planning and Development Services and the TPCHD. Planning and Development Services, in consultation with TPCHD, may make exceptions to the prohibited uses list when it is conclusively demonstrated that the high-impact use will not threaten the groundwater resource more than a compliant nonprohibited use would. . These prohibited uses are compared against the prohibited uses in ten other nearby jurisdictions in Attachment 1 (see separate Excel file). These jurisdictions were selected for their proximity to Tacoma and for the robustness of their groundwater protection programs, as noted in state regulatory guidance documents. Five of these ten jurisdictions differentiated restrictions in subareas within the recharge area based on the risk of contaminating drinking water. In these cases, the more restrictive designations aligned with WHPP mapping based on time of travel for contaminants. Many of these jurisdictions also distinguish between land uses which are fully prohibited and ones which are permitted with restrictions, such as a mandatory hydrogeological assessment or a permit process.

It is noted that Pierce County recently amended its critical areas code, including its CARA elements, effective February 1, 2025. The approach taken by the County in its proposed CARA updates, as currently reflected in draft documents, is based upon wellhead protection related recommendations made to all local jurisdictions by the Pierce County Water Utility Coordinating Committee (WUCC) in the 2021 Update to the Pierce County Coordinated Water System Plan and Regional Supplement (2021 CWSP).

These prohibited land uses build off any underlying zoning restrictions addressed in other portions of the jurisdictions' codes. These underlying land use codes specify requirements for permitting based on land uses, but CARA codes tend to prohibit more specific land uses due to the risk of groundwater contamination.

Key observations from this comparison which could help inform updates to the prohibited uses specified in Tacoma's STGPD code are:

- Tacoma's restrictions on chemical manufacture and reprocessing, hazardous waste treatment and storage, and underground storage tanks were broadly mirrored in the other jurisdictions' WHPP restrictions. Tacoma's restrictions on wood and wood products preserving, petroleum refining, and metal recycling were also common in the WHPP-based codes included in the comparison.
- The STGPD code allows aboveground and underground storage tanks but subjects them to design, installation, and operational requirements that meet, or exceed current Washington State and Federal criteria.
- Some of Tacoma's restrictions were less common in other high-impact use lists. Class 1A and 1B flammable liquids were restricted in no other jurisdictions, while creosote and asphalt manufacture and electroplating activities were each prohibited in two WHPP-based codes out of the five included in the comparison.
- Wastewater treatment, landfills, mining, and water reuse and infiltration were additionally prohibited or restricted in all five WHPP-based codes.

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- Metal processing, golf courses, funeral facilities, dry cleaning, and vehicle maintenance were all prohibited or restricted in four of the five included WHPP-based codes.
- Three of the WHPP-based codes had blanket restrictions on any additional land uses not listed that pose a risk to groundwater quality in their high-impact uses list.

Guidance for underground injection control from Ecology<sup>2</sup> was also included as part of this comparison. This guidance recommends prohibitions on the following land uses in alignment with Tacoma's code:

- Hazardous waste treatment, storage, or disposal facilities
- Storage of treated lumber
- Asphalt recycling facilities

This guidance additionally recommends prohibiting:

- Solid waste handling facilities
- Concrete recycling facilities
- Industrial or commercial areas that have outdoor processing, handling, or storage of raw materials or finished products unless the facility has specific management plans for proper storage and spill prevention, control, and containment
- Vehicle maintenance, repair, and service
- Process water from the production area of an animal feeding operation
- Fire fighter training facilities

While these land uses are not explicitly prohibited in the STGPD, they are subject to other restrictions, such as permitting, waste handling, and stormwater treatment requirements.

Given that the majority of the STGPD is comprised of WHPAs, the list of prohibited uses in the STGPD is fairly consistent with what is observed in other jurisdictions' codes. Pathways forward for potential modification to this part of the STGPD, and associated pros and cons, include:

1. No change.
  - a. Pros: No shift in current practice.
  - b. Cons: Potential for misalignment with codes of nearby land use jurisdictions whose boundaries intersect with Tacoma Water WHPAs.
2. Follow recommendations of the 2021 CWSP, tying prohibitions/restrictions of certain land uses to WHPA time of travel zones and incorporate the surficial geology of the area.
  - a. Pros: Alignment with WUCC guidance and Pierce County approach. The inclusion of geologic information adds additional information for evaluating the vulnerability of locations with respect to impacting groundwater quality.

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<sup>2</sup> WAC 173-218, and the 2024 Ecology Stormwater Management Manual for Western Washington

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- b. Cons: Potential for varied level of prohibition/restriction within STGPD boundary, based on varying time of travel spatial extents. Technically challenging to define/refine time of travel associated with various wells, due to their interactions. Would require additional technical work to refine. The addition of surficial geology into the determination of protective areas can offset some of the issues with time of travel-based restrictions.
- 3. Conduct additional technical analysis on specific uses to determine if they should be included in list of prohibited uses.
  - a. Pros: There are two pathways that such analysis can follow. The first pathway is to use the results of additional analysis to expand the list of prohibited uses. The second pathway is to use the results to manage allowed uses, including new or previously/temporarily prohibited by modifying the STGPD Performance Standards to be appropriately protective of groundwater. While these pathways are not unrelated, the City Council will need to determine its political will on the direction any application of results will take.
  - b. Cons: Requires additional time and effort to conduct. Decisions on the application of results will likely divide public comments into opposing groups, and significant education and outreach may be needed to achieve consensus or at least acceptance.

**Recommendation:** We recommend that for CARA regulations that would apply throughout the SSA, surficial geology be used as a primary determinant of risk of impact to groundwater and that the special protections afforded by the STGPD ordinances and its performance standards be maintained. Additionally, some areas of the STGPD with underlying geology indicating lower risk of impact to groundwater (such as the Tacoma Mall area) could be allowed additional uses or less restriction if desired. The same mapping could also be used to establish additional prohibitions/restrictions/performance standards in areas where it is necessary. Existing geologic mapping such as that outlined in the attached Figure 4 are likely sufficient for policy determinations although any implementation may warrant site-specific assessment on a project basis.. For example areas mapped with glacial till as the first surficial layer may, subject to site verification, be considered lower risk.

## 4.4 Stormwater Infiltration

The STGPD Infiltration Policy regulates the use of stormwater infiltration facilities within the STGPD. Infiltration of stormwater runoff from non-pollution-generating surfaces is not regulated by this policy. Infiltration of stormwater runoff from pollution-generating surfaces is subject to several specific requirements at the time of construction and through the life cycle of the facilities.

The STGPD Infiltration Policy provides protection of the groundwater resource through six key elements:

1. Protection Area
2. Permitting
3. Stormwater Runoff Treatment
4. Operation & Maintenance
5. Inspection

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### 6. Public Education

#### 4.4.1 Protection Area

The most important element of a groundwater aquifer protection strategy is to understand the location of the municipal wells and their relationship to areas nearby where pollutants may migrate from through stormwater runoff. As discussed above, there is substantial overlap in regulations from Ecology, Pierce County, City of Tacoma, and the STGPD Policy. The wells operating in STGPD have the potential to alter groundwater flow patterns and potential contaminant migration from the City of University Place, City of Lakewood, or City of Fircrest, so seeking uniformity in approach to regulations from each of these agencies is important.

#### 4.4.2 Permitting

Stormwater infiltration from pollution-generating surfaces is only allowed through a permitting process. This gives the City of Tacoma the ability to impose design requirements. These permits also require granting the City of Tacoma the right to inspect facilities to ensure their appropriate maintenance and continued function. That permitting is limited to facilities within the City of Tacoma, so again seeking uniformity in approach with neighboring jurisdictions is important. The STGPD regulations require coordination between the TPCHD and City of Tacoma Environmental services to ensure that infiltration is implemented meeting the site conditions and permitting regulations set forth in both the STGPD Performance Standards and the City of Tacoma Stormwater Management Manual.

#### 4.4.3 Stormwater Runoff Treatment

Stormwater runoff treatment is a primary method for protecting the groundwater resource from contaminants carried in stormwater runoff. Table 4-2 compares the stormwater runoff treatment requirements from comparable jurisdictions with groundwater protection areas. Generally speaking, the Ecology Stormwater Management Manual for Western Washington and the Ecology Underground Injection Control Guidelines provide standards that are broadly used by jurisdictions across western Washington.

In evaluating an individual site, the project proponent and the regulatory agency evaluate both the planned land use and the receiving waters to evaluate the risk of the project impacting water quality. Some receiving waters are known to be impacted for certain pollutants and may have special requirements. Some land uses are known to have a high risk of generating certain pollutants and may have special requirements.

For most sites, stormwater runoff treatment BMPs are categorized by Ecology into one of five different levels, with different goals that are generally applicable to sites based upon their land use and receiving water:

- Pretreatment: Remove larger particles and floatables to protect long term performance of runoff treatment or infiltration BMPs.
- Basic Treatment: Remove 80% of the total suspended solids from stormwater. Many pollutants adhere to those suspended solids, so are removed through this treatment process. This is the baseline level of stormwater runoff treatment for all sites and land uses.

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- **Enhanced Treatment:** Provide a higher rate of removal of dissolved metals than basic treatment. Generally targeting removal of 30% of dissolved copper and 60% of dissolved zinc. These BMPs are typically for removal of very low concentrations of dissolved metals that are harmful to fish, but may not be harmful to humans. This is typically only required for sites that discharge into streams or infiltrate close to streams.
- **Phosphorous Treatment:** Remove phosphorous from stormwater to protect sensitive lakes that have been identified as impacted by phosphorous loading.
- **Oil Control:** Remove floatable oil found in land uses that typically generate high concentrations of oil due to high traffic turnover or the frequent transfer of oil. These may include commercial or industrial sites with large numbers of vehicles or oil activities, and also high traffic intersections.

**Table 4-2. Stormwater runoff treatment requirements for infiltration in 5 year time of travel of municipal drinking water wells by land use type**

Jurisdiction/ guidance	Non-pollution- generating surfaces	Residential	Commercial/ multifamily	Industrial/high vehicle traffic area
Ecology Stormwater Manual & UIC Guidance	Pretreatment	Ecology also requires that local codes be followed  Basic treatment	Ecology also requires that local codes be followed  Basic treatment	Ecology also requires that local codes be followed.  Basic & oil control
Pierce County	Same as Ecology			
Fircrest	Same as Ecology			
Lakewood	Same as Ecology			
University Place	Adopted the King County Surface Water Design Manual which is equivalent to the Ecology Stormwater Manual.			
Tacoma SWMM	Outside STGPD, same as Ecology If in STGPD, follow STGPD Infiltration Policy			
STGPD Infiltration Policy	No treatment required	Basic treatment	Enhanced treatment	Enhanced and oil control

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Jurisdiction/ guidance	Non-pollution- generating surfaces	Residential	Commercial/ multifamily	Industrial/high vehicle traffic area
Redmond	Pretreatment	Basic treatment	Infiltration prohibited (except in Marymoor – then enhanced)	Infiltration prohibited (except in Marymoor – then enhanced and oil control)
Renton	Renton’s aquifer is unconfined and as shallow as 23 feet in places. Infiltration is prohibited in Zone 1. The prohibition also requires BMPs like detention ponds to be lined to prevent incidental infiltration.			

There are minor variations between the STGPD policy and adjacent jurisdictions, as well as broader City of Tacoma requirements that should be coordinated.

#### 4.4.4 Operation and Maintenance

TMC 13.06.070.D includes enforcement mechanisms to ensure proper maintenance of stormwater BMPs, as a requirement of its NPDES permit. Pierce County and the other nearby cities have similar mechanisms in place to ensure proper maintenance.

#### 4.4.5 Inspection

Covenant and easement agreements with the City of Tacoma are required for all new stormwater BMPs within the STGPD.

#### 4.4.6 Public Education

The policy calls for a public education program. The inspection program is a primary source of this public education. Each jurisdiction has public education requirements through their NPDES stormwater permit. Coordination of these efforts makes for more effective messaging.

#### 4.4.7 Potential Areas for Modification

A common theme in the sections above is that there are multiple jurisdictions with independent stormwater infiltration requirements. Pathways for potential modification to this part of the STGPD, and associated pros and cons, are summarized in Table 4-3.



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Table 4-3. Stormwater infiltration requirements coordination

Topic	Action	Pros	Cons
No change		No shift in current practice.	Some areas are more restrictive than others. Higher restrictions limit development and create cost. Lower restrictions create higher risk to the drinking water resource.
Protection areas	Evaluate WHPAs. Perform updated modeling to better define the flow of groundwater during various operating conditions for the existing municipal supply wells. Use that updated modeling to better define WHPAs. Evaluate the appropriate level of risk reduction through operational and structural BMPs for those WHPAs. Coordinate consistent application of those risk reduction strategies for all areas within the WHPAs.	Uniform application of requirements without regard to municipal boundaries reduces risk, optimizes investments, and simplifies communication to the public.	Updating groundwater models is time-consuming and expensive.
Permitting	Seek opportunities to align permit requirements among neighboring jurisdictions.		
Stormwater runoff treatment	Note the difference in levels of protection between adjacent jurisdictional areas, such as using enhanced treatment vs basic treatment. Evaluate the cost/benefit of that approach and adopt a uniform approach across the jurisdictions.	Clarity of requirements for developers.	There may be differences of opinion in the cost/benefit of various levels of treatment between the jurisdictions.



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Topic	Action	Pros	Cons
Operation & maintenance	Seek opportunities to coordinate policies and record keeping related to operation and maintenance requirements.		
Inspection	Coordinate inspection programs across the jurisdictions to improve consistency and messaging to businesses and performance of stormwater BMPs.	There may be a grant opportunity for developing a coordinated approach and also for funding inspectors.	Each agency has different resources available and priorities identified for this work.
Public education	Align public education efforts.	There may be grant opportunities.	

**Recommendation:** We recommend that stormwater regulations between the neighboring jurisdictions should be coordinated for consistent application and protection.

## 4.5 Impervious Surfaces Standards and Aquifer Recharge

Planning policies frequently define the amount of impervious surfaces that should be included in a new development proposal. This parameter in planning policy is selected for many reasons. Some jurisdictions are seeking a certain look and feel for a development. Others are limiting impervious surfaces to support flood protection or protect farmland. Another driver for impervious surface policy may be a desire to support groundwater recharge. This section discusses how impervious surface is addressed in policy and code.

### 4.5.1 Impervious Surfaces

Impervious surface means a hard surface which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development, and/or a hard surface area which causes water to run off the surface in greater quantities or at an increased rate of flow than the flow present under natural conditions prior to development. When stormwater runoff lands on impervious surfaces, the stormwater normally runs off of the hard surface, preventing that water from recharging the groundwater below. The stormwater runoff continues to streams where it may contribute to erosion, flooding, and transport of contaminants.

### 4.5.2 Effective Impervious Surfaces

The presence of an impervious surface does not necessarily result in reduction of groundwater recharge or in negative stormwater flow impacts to streams. It is possible to design a development site so that hard surfaces do not “prevent or retard the entry of water into the soil mantle”. In this

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case, the hard surface would not be “effective impervious”. An example of this would be a parking lot that is surrounded by a forest. If the forest is large enough, then stormwater runoff flowing off of the parking lot into the forest will infiltrate into the soils of the forest. In that case the forest is acting like an engineered BMP to collect and infiltrate the stormwater. A more engineered example would be that same parking including a collection system that collects all of the water and directs it to an underground chamber designed to infiltrate stormwater.

### 4.5.3 Code Requirements

The TMC requires new development and redevelopment to comply with the requirements within the Tacoma Stormwater Management Manual. These standards derive from the NPDES Municipal Stormwater Permit and so are generally consistent across large and medium sized cities and counties in western Washington. The permit requires application of minimum stormwater requirements. Stormwater management requirements vary based upon the proposed development. The primary driver in determining which stormwater requirements will apply is the amount of new and replaced hard surfaces. Projects with more hard surfaces have more stormwater requirements.

What is significant to this conversation is the extent that stormwater infiltration may be required. When projects exceed 2,000 square feet (SF) of new and replaced hard surfaces, they are required to apply low impact development techniques (also known as on-site stormwater management or green stormwater infrastructure). These techniques are intended to keep stormwater onsite by letting it soak into the ground so that it does not become concentrated stormwater that may cause erosion or flooding offsite. BMPs like pervious pavement, bioretention, or other infiltration practices meet this goal. In addition to meeting the intent of stream protection, they also perform the function of aquifer recharge.

When projects exceed 5,000 SF of new and replaced hard surfaces, they are required to meet flow control standards that try to hold back stormwater flow from larger storms to provide even better stream protection. If soils are highly infiltrative, the standards and economics push projects toward infiltrating stormwater onsite.

As projects trigger those thresholds and develop infiltration BMPs, they are also required to provide protection of surface receiving waters and groundwater from pollution. That requirement means that infiltration system design considers the land uses, the proximity to drinking water wells, and the soil characteristics at the site. They may be required to provide treatment prior to infiltration or may not be allowed to infiltrate based on potential risk to the aquifer of contributing pollution or causing the migration of existing pollution within aquifers.

The TMC also applies stormwater utility rates based on the amount of impervious area on property. Properties with a higher percentage of impervious area pay higher utility rates than less densely developed property. This is intended to more fairly apply utility rates to properties that contribute to stormwater runoff and the costs of managing that stormwater. This also has the effect of providing some incentive to reduce the amount of impervious area on a property.

### 4.5.4 Code Alternatives

Pierce County is currently considering new aquifer recharge and WHPA standards. That proposed code defines “maximum impervious surface coverage” by various land use designations as a way to “ensure sufficient groundwater recharge”. An alternative to meeting the impervious area limits that is

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included in the proposed code is to demonstrate that engineered infiltration facilities will result in infiltration “the same or greater for post-development as the pre-development volume”. “The maximum impervious surface coverage is calculated for the total amount of impervious surface per each individual site. The percentage for maximum total impervious surface per lot or site may be exceeded if the applicant can demonstrate that the effective impervious surface on the site is less than or equal to what is allowed for the total impervious surface.”

The City of Redmond addresses this issue through their SEPA authority, routinely requiring development projects to provide stormwater infiltration at least equal to the amount of infiltration on the site prior to a redevelopment project. They also require that proposed development projects identify feasible locations for stormwater infiltration on their properties during the land use entitlement phase of development (RMC 21.17.010.E.1).

### Recommendations:

- In consideration of standards designed to encourage aquifer recharge through reduction of impervious area, such standards should consider both the benefits of aquifer recharge and the risk to the aquifer that may be presented by stormwater infiltration. The benefits of aquifer recharge from a specific project will depend on the soil characteristics of the site and the path of groundwater flowing from the site and from the larger area serving the aquifer. The risk from stormwater infiltration will also depend on land uses and the potential presence of groundwater or soil contamination at the site and in its vicinity.
- The community should identify where its priorities lie. Code language can be crafted to require developers, during feasibility, to evaluate infiltration potential as a primary variable before selecting the final form of a proposed development. Such language must balance the drivers of growth management with protections of critical resources.
- The community should align aquifer protections with neighboring jurisdictions, applying the watershed approach that is common in river management to protections placed for the underground rivers that make up the drinking water aquifers.

## 5.0 Summary of Recommendations

Recommendations identified in previous sections of this document are summarized below.

1. Tacoma should coordinate with neighboring jurisdictions regarding the development of policies and regulations protecting groundwater resources because of the overlap between land use jurisdictions and mapped WHPAs.
2. We recommend using the recently produced USGS Southeast Sound groundwater model of the aquifers in the SSA, in conjunction with utility-prepared WHPAs, to better quantify the risks to the aquifers, thereby determining in greater detail which areas should be afforded more or less protection. With that information in hand, work with neighboring jurisdictions to identify the best path to coordinate protections. Seek ways of using common terminology and language in code, which may result in the use of overlay districts, WHPAs, CARAs, and/or other terminology that is found to be most effective at communicating with the broader communities.
3. Revising the City’s CARA regulations to apply to the SSA boundaries, while also maintaining the current STGPD overlay, will allow for the CARA to be in better alignment with

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Washington State rules while maintaining the integrity of current STGPD protections. The basis for this segregation is the surficial geology of the area occupied by the STGPD compared to the remainder of the SSA located within the City of Tacoma boundary.

4. The STGPD code as currently located is an effective way of addressing aquifer protection in this area. It is recommended that the overlay continue. However, there is value in expanding the City's CARA regulations to apply to the entire SSA. Additional technical analysis or modeling of surficial geology, well use, and groundwater flow patterns, coordinated between the neighboring jurisdictions, would result in a better understanding of land use risk to the aquifers, which could then be used to inform protective measures within the SSA but outside the STGPD.
5. We recommend that for CARA regulations that would apply throughout the SSA, surficial geology be used as a primary determinant of risk of impact to groundwater and that the special protections afforded by the STGPD ordinances and its performance standards be maintained. Additionally, some areas of the STGPD with underlying geology indicating lower risk of impact to groundwater (such as the Tacoma Mall area) could be allowed additional uses or less restriction if desired. The same mapping could also be used to establish additional prohibitions/ restrictions/performance standards in areas where it is necessary. Existing geologic mapping are likely sufficient for policy determinations, although any implementation may warrant site-specific assessment on a project basis.
6. We recommend that stormwater regulations between the neighboring jurisdictions be coordinated for consistent application and protection.
7. In consideration of standards designed to encourage aquifer recharge through reduction of impervious area, such standards should consider both the benefits of aquifer recharge and the risk to the aquifer that may be presented by stormwater infiltration. The benefits of aquifer recharge from a specific project will depend on the soil characteristics of the site and the path of groundwater flowing from the site and from the larger area serving the aquifer. The risk from stormwater infiltration will also depend on land uses and the potential presence of groundwater or soil contamination at the site and in its vicinity.
8. The community should identify where its priorities lie. Code language can be crafted to require developers, during feasibility, to evaluate infiltration potential as a primary variable before selecting the final form of a proposed development. Such language must balance the drivers of growth management with protections of critical resources.
9. The community should align aquifer protections with neighboring jurisdictions, applying the watershed approach that is common in river management to protections placed for the underground rivers that make up the drinking water aquifers.

Additional general observations and recommendations regarding the STGPD and related groundwater and stormwater management regulations are:

1. Monitoring network. Given the potential vulnerability of the drinking water resource, the feasibility of the creation of a comprehensive groundwater monitoring program should be explored. The benefits of a monitoring program include the ability to gauge the effectiveness of the City's protection measures, establish a data set to evaluate the need for modifying those measures, and the evaluation of potential impacts from upgradient sources of impact in jurisdictions that are beyond the control of the City. It should be noted that the TPCHD,

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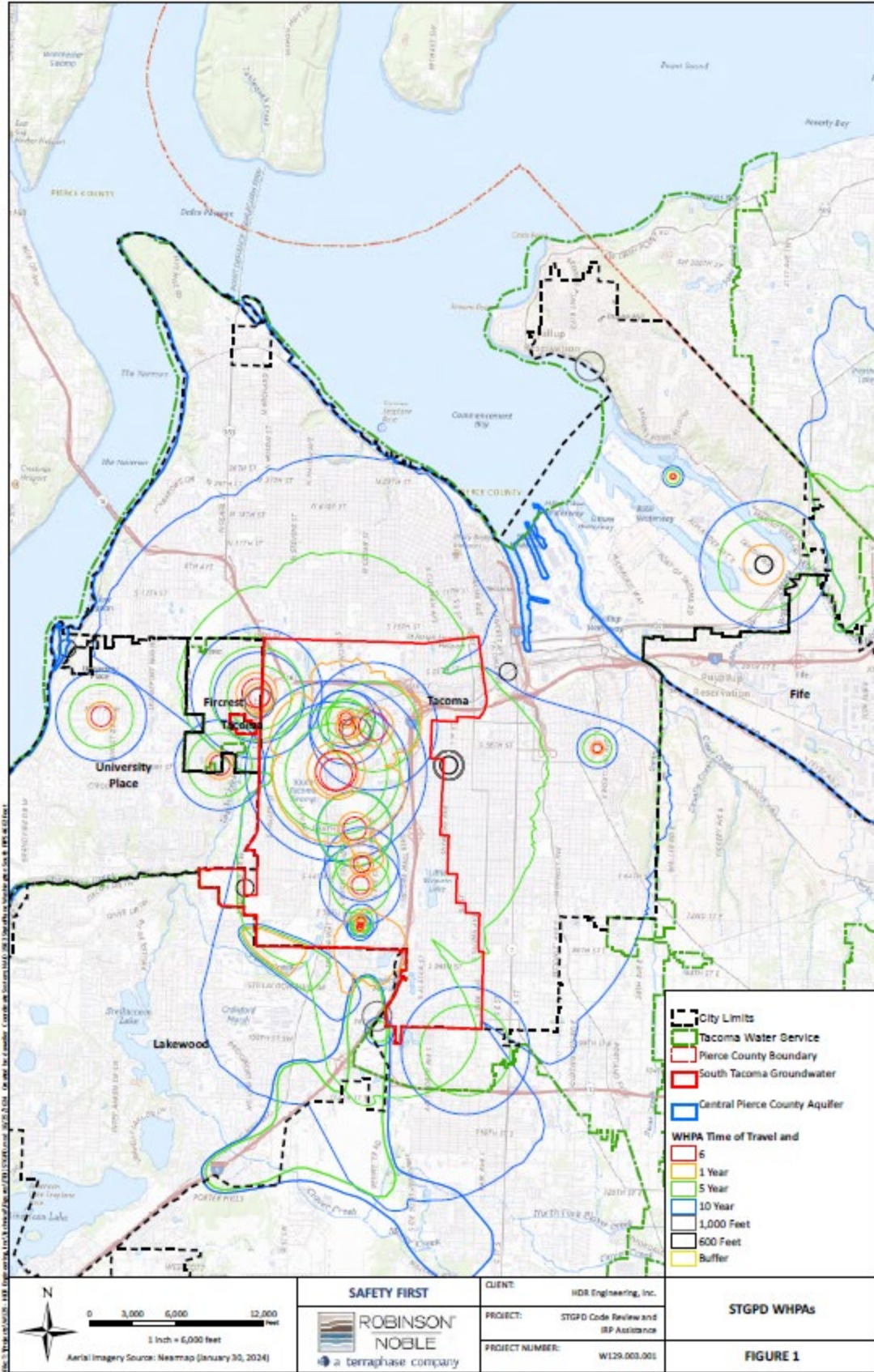
from 1992-1995, proposed an extensive groundwater monitoring program as part of the Groundwater Management Plan for the Chambers Clover Creek Basin. The City and TPCHD could revisit this as part of coordination efforts with the County on protecting the SSA. Some jurisdictions, such as the City of Issaquah, do not have a formal program of sentinel wells, but do keep track of data from cleanup sites and projects that come to their attention, creating an informal way of monitoring for contaminants.

2. Jurisdictional alignment of groundwater protection measures. Ultimately, a single, uniform groundwater management and protection program for the SSA should be enacted. Such a program would ensure uniform land-use controls, protective measures and controls across all jurisdictions within and utilizing the SSA. This would require coordination between the City of Tacoma, Pierce County, and the smaller cities and towns within the SSA boundaries. There is some precedent in underground storage tank and Food/Community Safety regulations administered by TPCHD under concurrent rules codified in City of Tacoma and Pierce County Ordinances and TPCHD Health Codes.
3. Alignment of City land use codes with stormwater management requirements is important. Seek strategies to encourage or require stormwater infiltration where feasible and appropriate early in the development process. Seek strategies to help developers understand these requirements early so they can plan around them instead of being surprised late in their project.

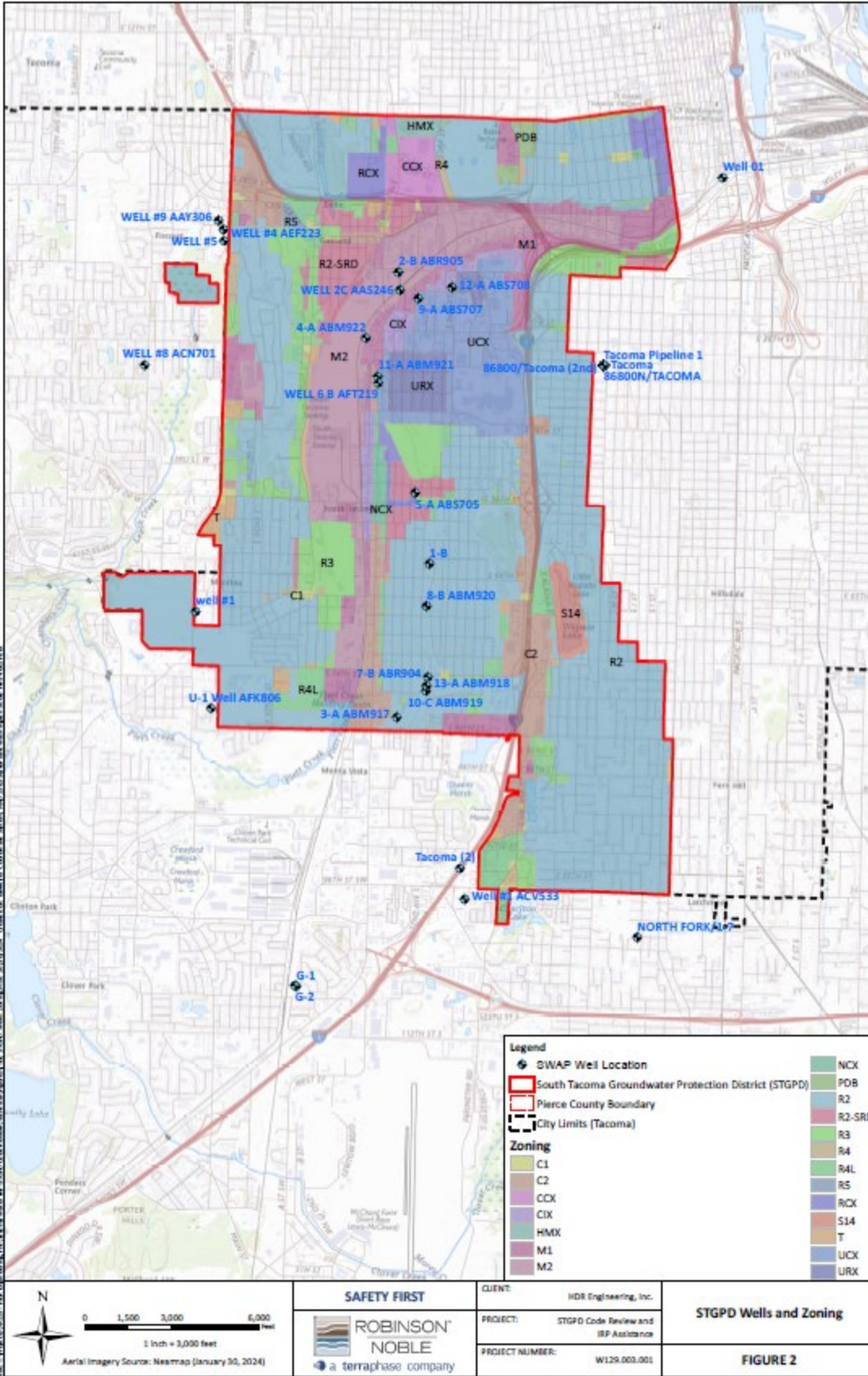
## 6.0 Attachments

1. Table of jurisdictional comparison of high impact use regulations (separate file, Excel)
2. Figures (appended to this TM file)



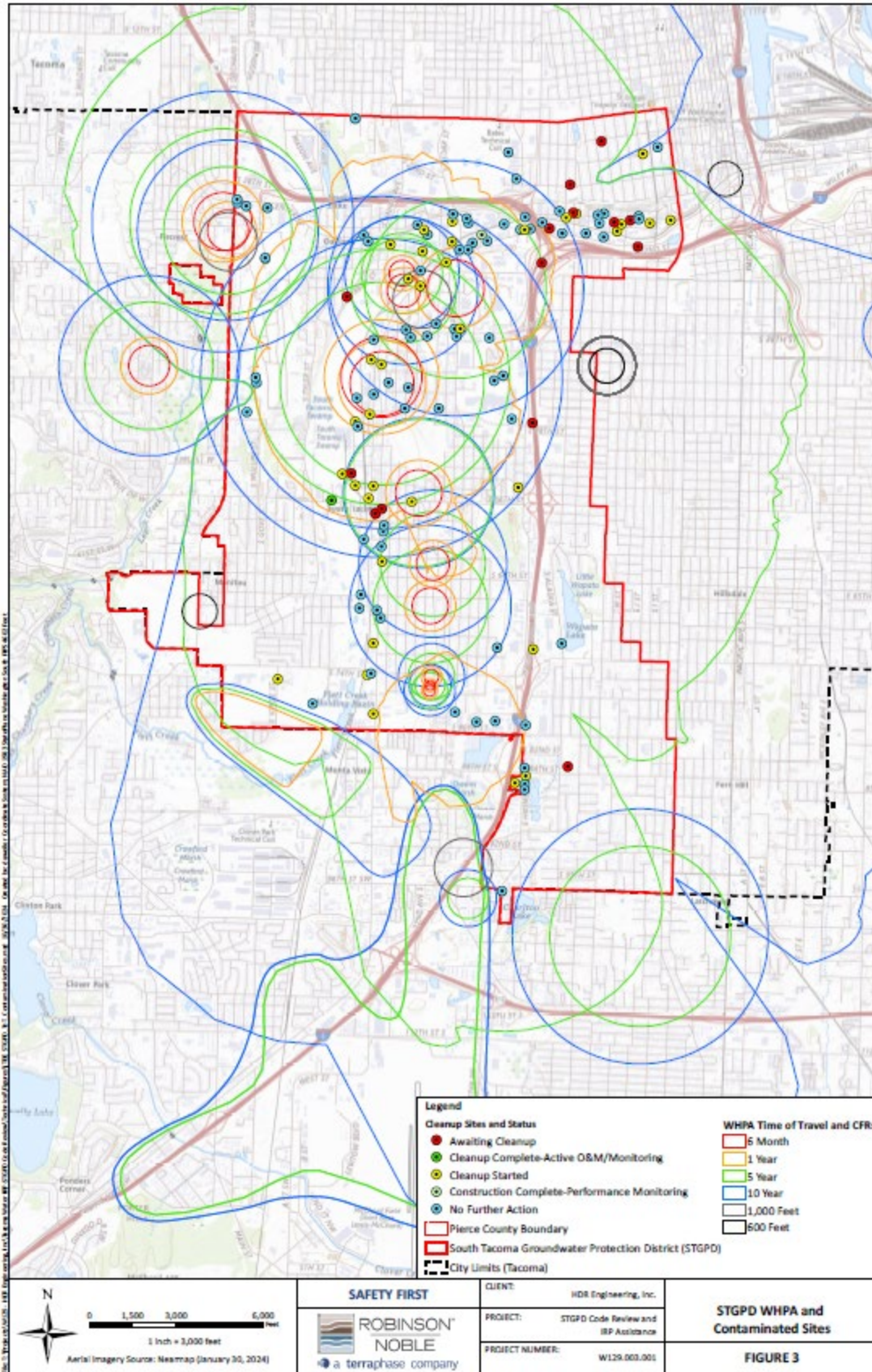


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## DRAFT (For Discussion Purposes)

### DESCRIPTION OF MAP UNITS

See pamphlet for detailed unit descriptions. Uncolored units (hollow boxes) are too small to show at map scale and are represented solely by geochronology and (or) geochemical sample locations, and (or) line or point geologic units. See Tables 1–4 for supporting analytical data.

#### Quaternary Unconsolidated Deposits



##### HOLOCENE TO LATE PLEISTOCENE NONGLACIAL DEPOSITS

- Qf** **Artificial fill (Holocene)**—Modified land and engineered and unengineered fill that obscure or substantially alter the original geologic deposit.
- Qa** **Alluvium (Holocene)**—Loose, stratified to massively bedded fluvial silt, sand, and gravel; typically well rounded and moderately to well sorted; locally includes sandy to silty estuarine deposits.
- Qp** **Peat (Holocene to late Pleistocene)**—Loose, locally very soft and wet, organic and organic-rich sediment, including muck, silt, and clay.
- Qls** **Landslide deposits (Holocene)**—Loose, unsorted, and unstratified clay, silt, soil, and organic matter and angular to rounded sand, gravel, and boulders. Absence of a mapped slide does not imply absence of sliding or hazard.
- Qlaf** **Alluvial fan deposits (Holocene)**—Stratified and typically poorly sorted silt, sand, gravel, and boulders forming concentric lobes where streams emerge from confining valleys and reduced gradients cause sediment load to be deposited.
- Qv<sub>1p</sub>** **Electron Mudflow (Holocene)**—Unsorted mixture of subangular andesitic rock fragments in a purplish-gray, clayey sand matrix; from Mount Rainier.
- Qv<sub>1</sub>** **Lahar deposits (Holocene to late Pleistocene)**—Unsorted mixtures of andesitic rock fragments in a clayey sand matrix; post-glacial; Lahar runoff and overbank deposits of three lahars from Mount Rainier Summerland eruptive period. Unit **Qv<sub>1</sub>** is represented on the map by geochronology sample sites no. 178–179 (Table 1).
- Qv<sub>1c</sub>** **Osecola Mudflow (Holocene)**—Unstratified mixture of subrounded to subangular andesitic rock fragments in a plastic clayey sand matrix; grayish purple to medium or light gray, oxidizes to mottled yellowish brown; originated as a volcanic mudflow from Mount Rainier.
- Qt** **Terrace deposits (Holocene to late Pleistocene)**—Well-sorted, loose, fluvial sand and pebble to boulder gravel along the White and Green Rivers.


##### PLEISTOCENE GLACIAL DEPOSITS



###### Deposits of the Vashon Stade of the Fraser Glaciation

- Qgd** **Vashon Drift**—Stratified and unstratified sand, silt, clay, gravel, and diamicton; deposited during glacial advance and retreat; includes undifferentiated advance outwash, recessional outwash, ice-dammed-lake sediment, and ice-contact features.
- Qgo** **Recessional outwash**—Silt, clay, sand, and gravel deposited by glacial meltwater; variably sorted; loose to compact; massive to well stratified; horizontal to steeply dipping beds; includes drumlins, eskers, kettles, kames, and deltas. Divided into:
- Qgl** **Recessional glaciolacustrine deposits**—Very fine grained sand, silt, and clay deposited in small ice-enclosed, ice-marginal, and ice-dammed lakes; stratified sand with scattered dropstones and occasional lenses of till or silt.
- Qgo<sub>1</sub>** **Recessional outwash, ice-contact deposits**—Sand, gravel, silt, and clay; tan to gray; loose; moderately to well sorted and rounded; good porosity and permeability; contains a mixture of dynamic-ice and stagnant-ice features, including drumlins, eskers (green lines), kettles, kames, and less-orderly hummocky topography.
- Qgod** **Recessional outwash, delta deposits**—Sand and pebble to cobble gravel, minimal silty sand, and rare boulders; well sorted; predominantly unweathered; deposited beyond retreating ice front by meltwater streams.
- Qgo<sub>sg</sub>** **Recessional outwash, Steilacoom Gravel**—Pebbles with boulders; local crossbedding; kettles and other ice-contact depressions.
- Qgos** **Recessional outwash, sand**—Sand with lenses and beds of pebble gravel and silt; gray to brown; moderate to well sorted; matrix free; loose; moderate to well rounded; commonly associated with eskers and kettles.



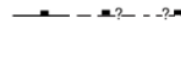
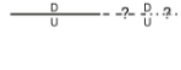







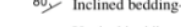
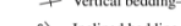
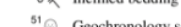





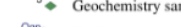
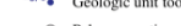
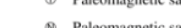



 <b>SAFETY FIRST</b>	CLIENT:	HDR Engineering, Inc.	<b>Geologic Map Legend</b>
	PROJECT:	STGPD Code Review and IRP Assistance	
	PROJECT NUMBER:	W129.003.001	
 <b>terraphase</b> engineering			<b>FIGURE _</b>





<p>Qgt</p>	<p><b>Vashon Till</b>—Clay, silt, sand, and gravel; gray to brown and yellowish brown where oxidized; unstratified and highly compact; angular to subrounded; low permeability and porosity; includes moraines, drumlins, striations, and flutes.</p>		
<p>Qga</p>	<p><b>Advance outwash</b>—Sand and pebble to cobble gravel; light gray to light brown; poorly to well sorted; very compact. Divided into:</p>		
<p>Qgas</p>	<p><b>Advance outwash, sand</b>—Fine- to medium-grained sand with lenses of silt or gravel; fluvial and lacustrine facies; typically well rounded and well sorted; prone to deep-seated landslides; locally called Colvos or Esperance Sand.</p>		
<p>Qgalc</p>	<p><b>Lawton Clay</b>—Laminated to massive silt, clayey silt, and silty clay interbedded with layers of crossbedded sand; light gray to dark blue-gray; local ripple marks.</p>		
<p>Qade</p>	<p><b>Evans Creek Drift (Fraser Glaciation, Evans Creek Stade)</b>—Till, poorly sorted sand and gravel, and boulders; complexly interbedded; forms moraines and terraces.</p>		
<p>Qu</p>	<p><b>Fraser-age continental glacial and nonglacial deposits</b>—Undifferentiated glacial and nonglacial deposits of the Fraser Glaciation.</p>		
<p><b>Pre-Vashon Glacial and Nonglacial Deposits</b></p>			
<p>Qco</p>	<p><b>Sediments of the Olympia nonglacial interval</b>—Thin to thick interbedded sand and silt, with localized gravel and some laminated silt and clay sequences; abundant plant material, wood fragments, and shells.</p>		
<p>Qcp</p>	<p><b>Pre-Fraser continental sedimentary deposits, nonglacial</b>—Silt interbedded with fine sand; blue-gray to yellow-brown; massive to laminated; abundant peat and organic debris and pumice layers.</p>		
<p>Qapc</p>	<p><b>Pre-Vashon alpine glacial drift and nonglacial deposits</b>—Undifferentiated alpine glacial and nonglacial deposits.</p>		
<p>Qgpc</p>	<p><b>Pre-Vashon continental glacial drift and nonglacial deposits</b>—Composite geologic unit that includes combinations of all of the continental glacial and nonglacial deposits. Unit Qgpc is widespread in bluffs near Puget Sound and Hood Canal and in valley walls of major rivers.</p>		
<p>Qgpcpo</p>	<p><b>Pre-Olympia continental glacial and nonglacial deposits</b>—Composite geologic unit that includes combinations from among all of the continental glacial and nonglacial geologic units older than Olympia nonglacial interval (Olympia beds, unit Qco).</p>		
<p>Qgdp</p>	<p><b>Possession Drift</b>—Sand, gravel, compact sandy till, and glaciomarine drift, with lenses of sand and gravel; gray and oxidized near top of unit; locally contains shells and shell fragments.</p>		
<p>Qgp</p>	<p><b>Pre-Fraser continental glacial drift</b>—Clay, silt, sand, and gravel; moderately rounded; laminated to poorly bedded; compact to loose; locally oxidized; gravel clasts of northern provenance deposited by glacial ice.</p>		
<p>Qcw</p>	<p><b>Whidbey Formation</b>—Fluvial sands and gravels and massive to laminated marine and lacustrine silt and clay; wide range of oxidation levels; contains organic material.</p>		
<p>Qcpo</p>	<p><b>Pre-Olympia continental sedimentary deposits, nonglacial</b>—Silt, clay, gravel, sand, and peat; coarse to fine grained; massive to laminated; predominately volcanic; abundant organic debris and pumiceous deposits.</p>		
<p>Qaph</p>	<p><b>Hayden Creek Drift</b>—Alpine glacial till and outwash sand and gravel; yellowish to dark brown and oxidized.</p>		
<p>Qapw</p>	<p><b>Wingate Hill Drift</b>—Alpine glacial till and outwash gravel; dark brown and oxidized, with weathering rinds; very compact; weathering rinds on clasts average 0.2 in. thick.</p>		
<p>Qgpd</p>	<p><b>Double Bluff Drift</b>—Till, glaciomarine drift, glaciofluvial sand and gravel, and glaciolacustrine silt; wood and shells abundant.</p>		
<p>Qgpe</p>	<p><b>Salmon Springs Drift</b>—Medium to coarse sand, pebble to cobble gravel, and till, with thin beds and lenses of silt and clay; locally contains peat and volcanic ash; clasts covered with iron-oxide stain, some strongly weathered and decomposed; well sorted.</p>		
	<p><b>SAFETY FIRST</b></p>	<p>CLIENT: HDR Engineering, Inc.</p>	<p><b>Geologic Map Legend</b></p>
		<p>PROJECT: STGPD Code Review and IRP Assistance</p>	
		<p>PROJECT NUMBER: W129.003.001</p>	<p><b>FIGURE _</b></p>

Qv <sub>lc</sub>	<b>Lily Creek Formation</b> —Unconsolidated lahar deposits; sand and gravel interbedded with compact mudflows; mudflows interbedded with ash and silt to very fine sand and white pumice; wholly or partly altered to clay.	
Qgpc <sub>pd</sub>	<b>Pre-Double Bluff continental glacial and nonglacial deposits</b> —Composite geologic unit that includes combinations from among all of the continental glacial and nonglacial geologic units older than the Double Bluff (unit Qgpc). Includes portions of Stuck Drift.	
Qgpc <sub>ps</sub>	<b>Pre-Salmon Springs continental glacial and nonglacial deposits</b> —Composite geologic unit that includes some combination of Puyallup Formation (unit Qc <sub>p</sub> ), Alderton Formation (unit Qc <sub>a</sub> ), Stuck Drift, and Orting Drift (unit Qgpc <sub>o</sub> ).	
Qc <sub>p</sub>	<b>Puyallup Formation</b> —Alluvial and lacustrine silt, sand, and gravel; compact peat beds common; weathered to clay to a depth of ~10 in.; silt is laminated and pinkish-gray; sand is gray and medium to coarse; yellowish-gray pumice common.	
Qc <sub>a</sub>	<b>Alderton Formation</b> —Alluvial sand, pebble to boulder gravel, mudflows, and peat, with pumice and tuff. Ash deposition is estimated from an Ar-Ar analysis to be 1.6 Ma (Table 1).	
Qgpc <sub>o</sub>	<b>Orting Drift</b> —Deeply oxidized sand and gravel and minor amounts of till; reversely magnetized; very compact, unsorted, and unstratified.	
<b>Tertiary Sedimentary, Volcanic, and Intrusive Rocks</b>		
M <sub>ci</sub>	<b>Hammer Bluff Formation (late Miocene)</b> —Clayey fluvial sand and gravel, with thin silt and clay lenses, wood fragments, volcanic ash and lignite, and lacustrine sand and clay; cohesive and compact.	
M <sub>vl</sub>	<b>Volcanic lahars (middle to late Miocene)</b> —Pumice gravel, several ash layers, and three lahars containing carbonized wood.	
M <sub>di</sub>	<b>Intrusive latite (Miocene to Oligocene)</b> —Light gray to creamy tan latite; well jointed and breaks into platy fragments; contorted flow banding, drag folding, and many xenoliths.	
M <sub>di</sub>	<b>Quartz diabase (Miocene to Oligocene)</b> —Sill of dark gray quartz diabase (diorite), weathered to light greenish gray in places; appears chalky where feldspars have been strongly weathered; holocrystalline and medium grained.	
M <sub>diad</sub>	<b>Intrusive andesite and dacite (Miocene to Oligocene)</b> —Light-gray massive hornblende dacite porphyry and porphyritic pyroxene andesite sills and dikes; porphyry is deeply weathered in places; irregularly shaped cavities common.	
E <sub>cc</sub>	<b>Continental sedimentary rocks (Oligocene to Eocene)</b> —Tuffaceous sandstone and conglomerate, mudstone, and shale; generally poorly indurated; locally cemented by calcite and zeolites; strongly iron-stained; partly weathered to clay.	
E <sub>vcn</sub>	<b>Ohanapecosh Formation (late Eocene to Oligocene)</b> —Volcaniclastic conglomerate, sandstone, siltstone, and shale; typically greenish gray, though may be black, brown, red, or white; lower volcanic sandstones are poorly sorted.	
E <sub>ida</sub>	<b>Intrusive dacite (upper Oligocene)</b> —Basaltic, andesitic, or dacitic rocks; medium dark gray to dark greenish gray; porphyritic.	
E <sub>ian</sub>	<b>Intrusive porphyritic andesite (Oligocene to Eocene)</b> —Irregularly shaped intrusive bodies and a sill of porphyritic andesite, probably emplaced at shallow depth.	
E <sub>2sg</sub>	<b>Continental sedimentary rocks of the Puget Group (early Eocene to early Oligocene)</b> —Sandstone, siltstone, shale, carbonaceous shale, claystone, and coal; massive to crossbedded. Divided into:	
E <sub>cn</sub>	<b>Norcraft Formation (Eocene)</b> —Andesite breccia; generally brownish or yellowish black, but may be brick red, dark gray, greenish gray, or black; includes tuff and lesser amounts of volcanic conglomerate and volcanic sandstone interbedded with mudflow breccia.	
E <sub>i</sub>	<b>Porphyritic intrusive igneous rocks (Eocene)</b> —Greenish-gray rocks composed of zoned and altered plagioclase and hornblende phenocrysts.	
E <sub>ib</sub>	<b>Intrusive porphyritic basalt and andesite (late Eocene)</b> —Irregular masses of phaneritic igneous rock containing plagioclase and small crystals of mafic minerals; black to varying shades of brown.	
E <sub>vc</sub>	<b>Crescent Formation (Eocene)</b> —Plagioclase-pyroxene tholeiitic basalt with local diabase and gabbro; dark gray with a greenish tint, brown where weathered, and reddish and variegated along altered contact zones.	
	CLIENT: HDR Engineering, Inc.	<b>Geologic Map Legend</b>
	PROJECT: STGPD Code Review and IRP Assistance	
	PROJECT NUMBER: W129.003.001	
		<b>FIGURE _</b>

**GEOLOGIC SYMBOLS**

-  Contact—Approximately located
-  Fault—Dotted where concealed; short-dashed where inferred; queried where identity or existence questionable
-  Reverse fault—Solid where location accurate; long-dashed where approximate; short-dashed where inferred; queried where identity or existence questionable; rectangles on upthrown block
-  High-angle dip-slip fault—Solid where location approximate; short-dashed where inferred; dotted where concealed; queried where identity or existence questionable; U, upthrown block; D, downthrown block
-  Normal fault—Solid where location approximate; short-dashed where inferred; dotted where concealed; bar and ball on downthrown block
-  Anticline—Solid where location approximate; short-dashed where inferred; dotted where concealed; arrow indicates plunge direction
-  Syncline—Solid where location approximate; dotted where concealed
-  Monocline, synclinal bend—Location concealed; queried where identity or existence questionable; arrows show direction of dip; shorter arrow on steeper limb
-  Monocline, anticlinal bend—Location concealed; queried where identity or existence questionable; arrows show direction of dip; shorter arrow on steeper limb
-  Geologic unit too thin to show as polygon—Location approximate; tie separates units
-  Landslide scarp—Location accurate; identity and existence certain; hatchures point downslope
-  80°/↘ Inclined bedding—showing strike and dip
-  ↖ Vertical bedding—showing strike
-  6°/↘ Inclined bedding in unconsolidated deposits—showing strike and dip
-  51 Geochronology sample, fossil
-  123 Geochronology sample, argon-argon (<sup>40</sup>Ar/<sup>39</sup>Ar)
-  215 Geochronology sample, U-Pb, uranium-lead
-  121 Geochronology sample, radiocarbon (<sup>14</sup>C)
-  126 Geochronology sample, fission-track
-  122 Geochronology sample, luminescence
-  5 Geochemistry sample
-  OgP Geologic unit too small to be shown as a polygon or line
-  ① Paleomagnetic sample, transitional magnetization
-  ② Paleomagnetic sample, normal magnetization
-  ③ Paleomagnetic sample, reversed magnetization

 	CLIENT: HDR Engineering, Inc.	<b>Geologic Map Legend</b>
	PROJECT: STGPD Code Review and IRP Assistance	
	PROJECT NUMBER: W129.003.001	<b>FIGURE _</b>





**To:** Planning Commission  
**From:** Stephen Atkinson, Planning and Development Services  
**Subject:** **One Tacoma Comprehensive Plan Update – Amendment Review**  
**Memo Date:** March 27, 2025  
**Meeting Date:** April 2, 2025

**Action Requested:**

Provide direction on potential amendments to the Draft One Tacoma Plan as introduced by the Commission in response to public comment.

**Discussion:**

On April 2, 2025, the Planning Commission will review proposed amendments to the draft One Tacoma Plan and provide guidance to staff on the Commission’s concurrence with the proposed amendments. Following the Commission’s direction, staff will begin the process of incorporating the approved amendments into the draft One Tacoma Plan. Staff is requesting Commission consideration of a special meeting on April 23, 2025, at 5:00 PM to make a final recommendation to the City Council. In addition, the Planning Commission will receive an overview of the Transportation Commission’s recommendation on the Transportation and Mobility Plan and the final amendments approved by the Transportation Commission. The Transportation Commission’s letter of recommendation is attached, along with a summary of the final 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 19, 2025: Debrief of public comment on the Draft Plan; consideration and approval of staff recommended amendments.
- 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.

#### **Staff Contacts:**

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#### **Attachments:**

- Attachment 1 – Transportation Commission Letter of Recommendation
- Attachment 2 – Planning Commission Proposed Amendments

c. Peter Huffman, Director





**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

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# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Chair Karnes

Date: 2025-03-24

Element/Topic: Improving definitions and focus areas in the Commercial Zoning Update

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing              | <input type="checkbox"/> Parks + Recreation           |
| <input checked="" type="checkbox"/> Growth Strategy     | <input type="checkbox"/> Transportation       | <input type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development | <input type="checkbox"/> Historic Preservation        |
| <input type="checkbox"/> Environment + Watershed Health |   | <input type="checkbox"/> Engagement + Administration  |

What the current draft does on this topic:

The plan programs a commercial zoning update that includes updates to design and development standards. Commercial areas may be considered for new and expanded mixed use centers. Current language does not provide bounds for changed mixed use center geographies. Minimum height, lot coverage, Floor Area Ratio, and other density standards may be considered.

Text change    Map change

What the proposed change would do

DESCRIBE:

The amendment would update Action GS-2.3 regarding the Commercial Zoning Update. Design and development standards would emphasize per capita vehicle miles traveled (VMT) and greenhouse gas (GHG) reductions. It would add criteria to describe areas appropriate for incorporation into existing centers, and target new mixed use centers (in this action) in neighborhood council districts without a mixed use center (i.e. NE Tacoma). It would also enable potential consolidation of commercial zones into mixed use zones in the code.

TEXT:

**Amendment - Revised Action GS-2.3:** Conduct commercial zoning update, including the following:

- Update design and development standards for General and Neighborhood Commercial Zones to implement the goals and policies of the One Tacoma Plan, emphasizing per capita VMT and GHG reductions.
- Identify commercial (and adjacent residential) areas appropriate for consideration as new Mixed-Use Centers or for incorporation into existing centers. Areas appropriate for



incorporation into existing centers should be contiguous with the existing center and generally within 1/8<sup>th</sup> mile of a pedestrian street and within a 15 minute walk shed of the center of the Mixed-Use Center being expanded. New Mixed-Use Centers should be considered only for areas in Neighborhood Council Districts that do not contain a Mixed-Use Center.

- Consider minimum height, lot coverage, Floor Area Ratio, or other density standards for new development
- Consider consolidation of General and Neighborhood Commercial Zones into mixed-use zones (e.g. NCX, CCX, UR-3, etc.)

Background/why?

- In response to public comments? Yes, references Sustainable Tacoma Commission to strengthen actions to reduce climate impacts.
- What policies would this support? RCW 36.70A Urban Form Element (3): Transportation. Encourage efficient multimodal transportation systems that will reduce greenhouse gas emission and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans. Responds to HB 1181 regarding the importance of climate-friendly zoning actions, which may be required by the time that the Commercial Zoning Update is completed.
- What would be the impact (any pros and cons)?

Pro:

1. Would emphasize State-mandated policy considerations for climate and transportation for future planning actions.
2. Would potentially leverage existing mixed use code and enable code simplification to reduce burden on planning staff in the long term.
3. Would allow the addition of adjacent residential areas within limits, versus being limited to commercial-only, supporting growth targets and 15-minute neighborhoods.
4. Would set guidelines to govern the addition of new mixed use centers in this action and support continuity with existing mixed use centers and their surrounding neighborhoods.
5. Would allow staff to focus public engagement with NE Tacoma about a potential new mixed use center, versus being spread across more areas of the city.

Con:

1. May reduce the number of new mixed use centers created as a part of this action and their related benefits.
2. May expand mixed use centers in areas near pedestrian streets identified as Low Scale Residential, which would have impacts that need to be identified and potentially mitigated.



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Chair Karnes

Date: 2025-03-24

Element/Topic: Minimizing visual impacts of elevated railways

- Vision
- Housing
- Parks + Recreation
- Growth Strategy
- Transportation
- Public Facilities + Services
- Complete Neighborhoods
- Economic Development
- Historic Preservation
- Environment + Watershed Health
- Engagement + Administration

What the current draft does on this topic:

The Complete Neighborhoods chapter identifies history, character of neighborhoods and general methods to support evolution of Tacoma to broaden the accessibility of walkable 15-minute neighborhoods. The current draft policy 3.2 seeks to “reduce and minimize visual clutter related to billboards, signs, utility infrastructure and other similar elements”, but is not fully reflective of recent findings by the joint Planning and Transportation Commission session on the Sound Transit Tacoma Dome Link Extension (TDLE) project about the impacts of elevated guideway within public right of way.

- Text change
- Map change

What the proposed change would do

DESCRIBE:

This substitute policy aims to reduce visual clutter and negative impacts from infrastructure – like signs, utilities, and transit structures – by prioritizing undergrounding, context-sensitive design, and minimizing their overall visual and physical footprint, especially in key areas.

**Amendment: Replace Policy CN-3.2: Minimize visual clutter and negative impacts related to billboards, signs, utility infrastructure, and elevated transportation structures, especially on narrow streets. Prioritize undergrounding utilities in designated centers, scenic areas, and along high-capacity transit corridors. High capacity transit system design should minimize visual impact while sustaining high capacity, through options like undergrounding or at-grade operations, and where elevated guideways are unavoidable, designs should utilize narrow guideway construction and incorporate context-sensitive design that mitigates shadows, minimizes noise, provides visual**



screening, and enhances pedestrian comfort and safety. Overhead catenary wires for transit power are exempt from this policy.

#### Background/why?

- In response to public comments? Yes, previously discussed with the Transportation Commission the importance of minimizing impacts due to elevated rail guide ways, especially on narrow streets.
- What policies would this support? Broadly supported by VISION 2050: MPP-RGS-8-11 (Focusing growth near high capacity transit station areas), MPP-RGS-6, DP-1, DP-3 (Support development of compact urban communities and central places with densities that support the Regional Growth Strategy, transit and walking), MPP-DP-4, DP-Action-7 (Promote infill in centers), MPP-DP-12-15, DP-17 (Support design of transportation infrastructure that improves communities), MPP-DP-22, DP-Action-8 (Maximizing benefits of transit investments).
- What would be the impact (any pros and cons)?

#### Pro:

- **Enhanced Aesthetics:** Creates a more visually appealing environment, improving the overall quality of life and potentially boosting property values.
- **Improved Pedestrian Experience:** Prioritizing pedestrian comfort and safety makes walking more enjoyable and encourages active transportation.
- **Preserved Views & Character:** Protects scenic areas and maintains the unique character of neighborhoods.

#### Con:

- **Potentially Increased Costs:** Undergrounding utilities and constructing visually-sensitive transit infrastructure is significantly more expensive than traditional methods or exclusive use of city right of way.
- **Construction Disruption:** Extensive underground work and complex construction can cause significant disruption to residents and businesses.
- **Potential for Compromises:** Achieving both functionality *and* minimal visual impact may require compromises in transit capacity or efficiency.

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Chair Karnes

Date: 2025-03-24

Element/Topic: Support expanding electric buses and trains in Tacoma through utility rate and incentive programs

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing              | <input type="checkbox"/> Parks + Recreation                      |
| <input type="checkbox"/> Growth Strategy                | <input type="checkbox"/> Transportation       | <input checked="" type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development | <input type="checkbox"/> Historic Preservation                   |
| <input type="checkbox"/> Environment + Watershed Health |   | <input type="checkbox"/> Engagement + Administration             |

What the current draft does on this topic:

The Plan includes a chapter on Public Facilities and Services, including facilities, level of service standards, goals and policies. The plan identifies both power and transportation as vital public investments to meet required level of service standards to support growth. However, the PFS chapter is very light on connections to support climate policy or transportation electrification, which is a key strategy for meeting the city's goal of net-zero emissions by 2050. The chapter does include some reference to PSRC policies that support mitigation of risks and use of fossil fuels more generally.

Text change    Map change

What the proposed change would do

DESCRIBE:

- **Prioritizes Electric Transportation:** The city will actively favor expanding options like electric buses, light rail, and other electric vehicles as a core strategy for reducing pollution and improving the transportation system.
- **Supports a Long-Term Plan:** Tacoma Public Utilities will develop an updated plan by 2039 to integrate electric transportation infrastructure into its offering of conservation and efficiency programs available to ratepayers.
- **Financial Support & Ratepayer Protection:** These policies create special rates, incentive programs, financing and large investments, but keep costs reasonable for utility customers within state limits.

TEXT:

**Amendment - New Policy PFS-X.X:** Prioritize the expansion of electrified transportation options,



including both grid-tied and battery-operated transit systems, as a key strategy for reducing greenhouse gas emissions, improving air quality, and enhancing the transportation system.

**Amendment - New Policy PFS-X.X:** Support Tacoma Public Utilities’ development of an updated Transportation Electrification Plan by 2039, as authorized by RCW 35.92.450, to facilitate the cost-effective integration of both grid-tied and battery-operated electrified transit infrastructure into the transportation network, through rates, incentive programs, financing and large capital investments, while ensuring minimal impact on ratepayers.

Background/why?

- In response to public comments? Yes, Sustainable Tacoma Commission requests that greater action be taken to support and implement the Climate Action Plan to mitigate community-produced greenhouse gas emissions and advance walkable and transit-friendly environments.
- What policies would this support? MPP-PS-13-15, PS-20-21 (Consider potential impacts of climate change on public facilities and support the necessary investments to move to low-carbon energy sources), MPP-PS-3-4, PS-8-9, PS-13-14, PS-23-25 (Promote coordinate planning for services and facilities that support the Regional Growth Strategy [i.e. transit-oriented development])
- What would be the impact (any pros and cons)?

**Pro:**

- **Supports Climate Goals:** Directly advances the city’s net-zero emissions goal by prioritizing electric transportation, which represents over 40% of all community-attributable emissions.
- **Addresses Public Feedback:** Responds to requests from the Sustainable Tacoma Commission and demonstrates responsiveness to community concerns.
- **Aligns with Existing Policies:** Supports and strengthens existing policies related to climate change, regional growth, and sustainable development.
- **Promotes Innovation:** Encourages investment in and development of electric transportation infrastructure and programs.
- **Potential for Long-Term Cost Savings:** While initial investment is required, electric transportation can potentially reduce long-term energy costs and improve air quality.

**Con:**

- **Financial Investment:** Requires upfront investment in infrastructure, programs, and incentives.
- **Dependence on Grid Capacity:** Increased demand for electricity from electric vehicles may require upgrades to the power grid and investment in new generating capacity by TPU.

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Chair Karnes

Date: 2025-03-24

Element/Topic: Reflect the compact development pattern of neighborhood centers, expand public space in crossroads centers, and enable strategic connections to high capacity transit system

- Vision
- Growth Strategy
- Complete Neighborhoods
- Environment + Watershed Health
- Housing
- Transportation
- Economic Development
- Parks + Recreation
- Public Facilities + Services
- Historic Preservation
- Engagement + Administration

What the current draft does on this topic:

The Plan describes Neighborhood Centers and Crossroads Centers. The description of neighborhood centers could do a better job of recognizing how those centers developed historically as compact mixed use areas served by frequent rail transit that connected to Downtown satisfying conditions of transit-oriented development. In some ways the description is not well connected with Goal GS-10.

The Plan under Goal GS-9 (Crossroads Centers) is generally silent about the need for public space in Crossroads Centers that could take the form of design standards, instead opting to focus on the creation of parks and public squares that are *provided*. Without city ownership of right of way or land within crossroads centers, it’s difficult to see how new parks or public squares would take shape. Some language does encourage these features in Transit Oriented Areas, which may not be all Crossroads Centers.

The current draft identifies Crossroads Centers as centers that are linked to the region’s high capacity transit system. However, crossroads centers are a very diverse geography, including Point Ruston, Westgate, 72nd and Portland among others not located on Tier-1 transit corridors, potentially creating an inconsistency in the Plan. Conversely, neighborhood centers are not identified for any connections to the regional transit system in the Growth Strategy, which differs from defined Tier-1 transit corridors in the Transportation and Mobility Plan.

- Text change
- Map change

What the proposed change would do

DESCRIBE:

The amendment would modify the description of Neighborhood Centers to reflect their compact,



transit-oriented nature, would emphasize the importance of integrating public space into Crossroads Centers through design standards (regardless of whether they are on the regional transit network or not) and recognize that not all crossroads centers need to be connected to the Regional Transit System. The amendment would also support connections to the regional transit system for neighborhood centers, especially those on the Tier-1 transit corridor map, such as Lincoln, South Tacoma, and 6<sup>th</sup> Avenue.

TEXT:

**Amendment - Replace Neighborhood Center Description:** Neighborhood Centers are compact, walkable, and transit-oriented mixed-use areas that serve as central focal points for daily needs, public events, community discourse and programming. Many such centers were rooted in Tacoma’s historic streetcar era (1888-1938), see Chapter 3 – Complete Neighborhoods. These centers prioritize pedestrian and bicycle access and are well-served by local and regional transit. Development focuses on a mix of residential and commercial uses, with a strong emphasis on space-efficient transportation solutions. Unlike some commercial areas, neighborhood centers minimize off-street surface parking, relying on sustainable modes of transportation, managed on-street parking, and structured parking to support compact economic development. Buildings are generally up to six stories along commercial corridors, transitioning to up to three stories at the periphery near low-scale residential districts, and up to four stories in areas between the core and the periphery.

**Amendment - New Policy GS–10.5:** Prioritize frequent and accessible local transit service to Neighborhood Centers, recognizing their historical role as transit-oriented communities. Explore potential connections to the regional high-capacity transit system with Sound Transit and Pierce Transit, including the siting of maintenance and operations facilities for light rail in centers on Tier-1 corridors on the Frequent Transit Network to enhance access and connectivity to compact, walkable Tacoma neighborhoods from the regional transit system and to advance the goals and policies of the Transit Element.

**Amendment - Revised Policy GS-9.2:** Improve Crossroads Centers as multimodal transportation hubs ~~that optimize access from the broad area of the city they serve and are linked to the region’s high-capacity transit system.~~ with ample and prominent public spaces through design standards, which optimize access to areas they serve and are linked to the region’s transportation network. While connection to the region’s high-capacity transit system is encouraged where feasible, it is recognized that not all Crossroads Centers can or will benefit from, or require such a connection.

Background/why?

- In response to public comments? Yes, Transportation Commission requests in their vision that high capacity transit be advanced across four different corridors: S 19<sup>th</sup>, 6<sup>th</sup> Avenue, Pacific Avenue, and South Tacoma Way. Public comment encouraged development of transit on South Tacoma Way, 6<sup>th</sup> Avenue, and areas that serve alcohol to reduce drinking and driving, and



support for a more comprehensive train and bus system.

- What policies would this support? Broadly supported by VISION 2050: MPP-RGS-8-11 (Focusing growth near high capacity transit station areas), MPP-RGS-6, DP-1, DP-3 (Support development of compact urban communities and central places with densities that support the Regional Growth Strategy, transit and walking), MPP-DP-4, DP-Action-7 (Promote infill in centers), MPP-DP-12-15, DP-17 (Support design of transportation infrastructure that improves communities), MPP-DP-22, DP-Action-8 (Maximizing benefits of transit investments).
- What would be the impact (any pros and cons)?

Pro:

1. Reflects the history of neighborhood centers as transit-oriented development outside of Downtown (e.g. Lincoln District, South Tacoma, McKinley, 6<sup>th</sup> Avenue).
2. Amplifies the policy intent to expand public spaces in areas where commercial uses and surface parking are dominant, leaving little room for discourse, place making, or pleasant environments for pedestrians (such as outdoor seating, water features, green spaces, etc.)
3. Enables the city to strategically request alignment changes from Sound Transit for rail and rail supporting facilities to be located in areas where future rail expansion is supported in the Plan
4. Supports cohesion of the Plan by actively referencing transportation plan elements in the growth strategy

Con:

1. May require some private investment or public-private partnerships within Crossroads Centers for public access and amenities
2. Siting transit facilities outside of regional growth centers could affect community character and would prompt discussion with neighborhoods about how to apply Design Review and right of way standards that benefit neighborhood safety, access and mobility and offsets impacts.

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Chair Karnes

Date: 2025-03-24

Element/Topic: Surface parking development incentives, planning for public investments in transportation

- Vision
- Growth Strategy
- Complete Neighborhoods
- Environment + Watershed Health
- Housing
- Transportation
- Economic Development
- Parks + Recreation
- Public Facilities + Services
- Historic Preservation
- Engagement + Administration

What the current draft does on this topic:

The plan identifies 10% of Tacoma’s land area as parking or vacant (Exhibit 3), some of which exists nearby existing light rail stations in the Downtown Regional Growth Center. In the Growth Strategy Chapter, the Downtown Regional Growth Center description notes, “Parking is found along the street and within structures.” The Plan does not identify that parking in Downtown is in surface lots. *Policy GS-2.5: “Encourage regulatory changes like parking quantity reductions or incentives to reduce parking to make smaller scale retail viable. Policy GS-6.9: Partner with employers within centers to reduce dependence on automobile use. Several references to parking in curb-management strategies in the Transportation Chapter, such as “promote efficient land use by ‘right-sizing’ parking to support smart growth.”*

- Text change
- Map change

What the proposed change would do

DESCRIBE:

The amendment would add new policies to encourage more walkability and active uses in transit-oriented areas near frequent transit by encouraging development incentives for surface parking lots and enabling the creation of parking maximums that prevent oversaturation of surface parking where it is not supported by the policies and goals of the Comprehensive Plan. Also encourages the city to prioritize transportation options over investing in new publicly-funded parking structures.

TEXT:

**Amendment - New Policy GS-3.6: Surface parking lots represent significant potential for redevelopment or reintroduction of green space and permeable surface and are considered**



“underutilized land” for the purposes of zoning regulations, density bonuses, and economic development incentives. Care should be taken to not affect parking areas required by the Americans with Disabilities Act.

**Amendment - New Policy GS-12.10:** Within walking distance of major transit stops as defined in municipal code, limit new or expanded surface parking lots, encourage the redevelopment of existing surface parking lots into housing and mixed uses through zoning regulations, density bonuses, economic development incentives and assessments allowed by State law. Develop parking maximums in transit-oriented areas to prevent oversaturation of parking as a land use.

**Amendment – New Policy GS-13.9:** Public investment will prioritize pedestrian, bicycle, and transit infrastructure over new parking garage construction, requiring demonstrated need and alternative analysis for any new proposed publicly-funded parking facility.

Background/why?

- In response to public comments? Yes, from David Seaman. Paraphrasing: “Minimizing parking and potentially requiring permits near downtown and the hospital to make permits safer and more comfortable to navigate.” From Sustainable Tacoma Commission. Requesting sustainability and climate action be integrated into public procurement decisions.
- What policies would this support? Broadly supported by VISION 2050: MPP-RGS-8-11 (Focusing growth near high capacity transit station areas), MPP-RGS-6, DP-1, DP-3 (Support development of compact urban communities and central places with densities that support the Regional Growth Strategy, transit and walking), MPP-DP-4, DP-Action-7 (Promote infill in centers), MPP-DP-12-15, DP-17 (Support design of transportation infrastructure that improves communities), MPP-DP-22, DP-Action-8 (Maximizing benefits of transit investments).
- What would be the impact (any pros and cons)?

Pro:

1. Would improve long term access to housing, services, and retail within walking distance of major transit stops throughout the city.
2. Would increase potential job opportunities accessible via convenient transit.
3. Would encourage development of structures (or green space) where surface lots exist, contributing to increased tree canopy and permeable surface per development standards.

Con:

1. May require private investment in structured parking to replace surface lots for employees
2. May require emphasis on Commute Trip Reduction and transportation demand management for larger institutions or employers

3. May require collaboration and funding to increase active transportation alternatives.

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Chair Karnes

Date: 2025-03-24

Element/Topic: Prioritizing equitable access to essential services – including internet

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing              | <input type="checkbox"/> Parks + Recreation                      |
| <input type="checkbox"/> Growth Strategy                | <input type="checkbox"/> Transportation       | <input checked="" type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development | <input type="checkbox"/> Historic Preservation                   |
| <input type="checkbox"/> Environment + Watershed Health |   | <input type="checkbox"/> Engagement + Administration             |

What the current draft does on this topic:

The Public Facilities and Services chapter details physical plants, service standards, goals, and policies, but lacks information about the City's telecommunications infrastructure, in direct contrast with PSRC policy MPP-PS-2 and MPP-PS-16, which call for equitable access to telecommunication infrastructure.

To be clear about the policies in VISION 2050 that the PFS chapter references, which the City must be compliant with as a part of the Growth Management Act, they are restated here for the Commission:

- **MPP-PS-2:** Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.
- **MPP-PS-16:** Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.

The City's fiber optic network – including the hundreds of millions of public dollars invested, its extent, capabilities, reliability, and capacity are not found anywhere in the document. While the chapter mentions the Click! Network and its 2020 transfer to Rainier Connect (later absorbed by a multinational corporation), it does not address the principles behind that public-private partnership, such as continued public ownership, net neutrality, competition, closing the digital divide, financial stability, or consumer privacy.

The chapter also does not acknowledge the public debate surrounding that decision, the growth in demand or need for Internet services as a result of the COVID-19 pandemic and related trends. Nor does it document that the 20-year contract expires in the year 2040, which is within the timeframe of the One Tacoma Plan. The Internet is mentioned only in relation to Tacoma Public Libraries a total of two times. A policy emphasizing the City's duty to follow Charter section 4.6 regarding the sale or long-term lease of utility assets (e.g. Click!) was added as PFS-1.11 at the Chair's request.



Text change    Map change

What the proposed change would do

DESCRIBE:

**Overall Goal:** These policies aim to improve access to essential services – particularly internet – and create more connected, equitable communities within Tacoma.

**Key Actions & Policies:**

- **Recognize Internet as Essential:** Officially designates internet access as an essential service, vital for modern life.
- **Ensure Equitable Access:** Actively works to bridge the digital divide and provide affordable, reliable, high-speed internet to all residents, regardless of location, income, or background.
- **Public Ownership & Control:** Emphasizes the importance of public ownership, operation, and governance of essential services like internet.
- **Dedicated Funding:** Directs that an action of the city to be consistent with the Growth Management Act, include that a fund be created, capitalized by revenue from leasing city-owned fiber optic infrastructure.
- **Transparency & Accountability:** Requires annual public reporting on the city's broadband readiness, including infrastructure condition, funding levels, and staffing capabilities.

TEXT:

**Amendment - New Policy PFS-1.XX** Advance equitable access to opportunities and daily needs by prioritizing investments to public service and facilities that complement 15-minute neighborhoods; linking Tacomans together with a citywide system of public transit, active transportation, and telecommunications infrastructure.

**Amendment - New Policy PFS-1.12:** Internet is an essential service, vital for modern communication, social inclusion, democratic participation, education, economic development, and quality of life.

**Amendment - New Policy PFS-1.13:** Equitable access to affordable, reliable, and high-speed internet is actively advanced for all residents, businesses, and institutions, emphasizing digital inclusion and bridging gaps in access based on neighborhood, income, race, or housing situation.

**Amendment - New Policy PFS-1.14:** To achieve the objectives of providing essential internet services, this Chapter emphasizes the importance of developing, preserving, and sustaining public ownership, operation, and governance of essential services identified in this Plan as public utilities.

**Amendment - New Policy PFS-1.15:** A portion of proceeds from leasing public infrastructure to private entities should be dedicated to invest in future development and public capabilities to oversee,



operate that infrastructure.

**Amendment - New Action PFS-X.XX** By January 1, 2028, create a designated fund, capitalized with a portion of annual revenue generated from leasing capacity on city-owned fiber optic infrastructure, sufficient and dedicated to spin up operations of retail internet services managed by a department of the City or other public entity in Washington State with the capability to operate such a network, prior to the scheduled expiration of the Indefeasible Right of Use. (Entity responsible: Finance dept)

**Amendment - New Action PFS-X.XX** By January 1, 2029, begin publishing a public annual report on municipal broadband readiness to the City Council identifying the extent, capabilities and condition of city-owned telecommunications infrastructure including physical plant, technology, bandwidth and reliability measures, funds available in the designated fund for retail internet services, as well as city staffing capabilities in support of telecommunications infrastructure. (Entity responsible: Tacoma Public Utilities)

Background/why?

- In response to public comments? Yes, public comment from Peter Jung spoke to his desire to have the city recognize the impact of leasing off Click! Network, advocating for its return to public service, especially to support digital equity in the post-Covid era.
- What policies would this support? PSRC VISION 2050 MPP-PS-2 and MPP-PS-16 (“Promote affordable and equitable access of public services, including drinking water and telecommunication infrastructure, to provide access to all communities, especially underserved communities”), legislative findings from WA Legislature (2SSB 5383, 2021 session), final report 2024 Charter Review Committee. Supplemental findings by Washington State Superior Court in Case No. 51695-1-II, regarding the City’s authority to use utility funds for telecommunications infrastructure. Previous City findings that recognize a digital divide for BIPOC communities.
- What would be the impact (any pros and cons)?

**Pro:**

- **Improved Access:** Directly addresses the digital divide, aiming for affordable, reliable internet for all residents.
- **Local Control:** Re-emphasizes public ownership and control of essential infrastructure, potentially leading to services better tailored to community needs, which is the expressed mission of Tacoma Public Utilities.
- **Community Benefit:** Aligns with broader goals of equitable access to essential services and supports community resilience.
- **Transparency & Accountability:** Annual reporting increases public awareness and ensures responsible management of infrastructure and funds, regardless of operations.

- **Dependence on Lease Revenue, not taxes or ratepayer funds:** Funding relies on continued secured revenue from leasing the City’s fiber optic infrastructure to a private entity.
- **Legal Support:** Backed by court rulings, state legislation supporting the city’s authority, recommendations of the Charter Review Committee, and previous findings of a digital divide for underserved residents.

**Con:**

- **Financial investment:** Re-establishing public operation of internet services may require significant investment following the end of the private contract.
- **Utility and Budget:** City Council and Public Utility Board will be ultimate decision makers regarding recommendations for policy and action requiring budget approval and risk analysis.

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Chair Karnes

Date: 2025-03-24

Element/Topic: General transportation amendment to reflect public comment, feedback from other commissions, and planning commissioner feedback

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing                   | <input type="checkbox"/> Parks + Recreation           |
| <input type="checkbox"/> Growth Strategy                | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development      | <input type="checkbox"/> Historic Preservation        |
| <input type="checkbox"/> Environment + Watershed Health |  | <input type="checkbox"/> Engagement + Administration  |

What the current draft does on this topic:

The Plan includes a chapter on future transportation facilities, strategies, corridors, goals and policies. The plan is growth-oriented, but financially constrained. It does not include several wide-ranging changes that were suggested by public comment and are consistent with the overall plan. Nor does it speak directly to requests that should be made to Sound Transit or Pierce Transit when performing system or project design within the City.

Text change    Map change

What the proposed change would do

DESCRIBE:

- **Increased Funding Focus:** The core of these changes is actively seeking new funding sources – through ballot measures, taxes, and grants – specifically dedicated to transit and active transportation (walking/biking).
- **Transit Expansion & Connectivity:** There's a strong emphasis on expanding regional light rail (Sound Transit's 1-Line & T-Line) into and within the city, improving frequency and connections to key areas like the downtown core and regional growth centers. Defines some objectives in policy related to planned future high-capacity transit corridors.
- **Prioritizing Sustainable Modes:** The amendments prioritize walking, biking, and transit over single-occupancy vehicles. This includes preferring physically separated bike lanes and giving preference to projects that build on existing Complete Streets infrastructure.
- **Preserving Future Options:** The city aims to preserve existing rail right-of-way for potential future use and explore innovative transit solutions.
- **Addressing Existing Needs:** There's also a focus on addressing existing infrastructure needs, like



sidewalk repair, with potential financing programs for homeowners.

TEXT:

*Note: Contingent upon amendments by the Transportation Commission considered prior to 3/25/2025.*

**Amendment New Policy TMP-X.X:** First and foremost, prioritize municipal ballot measures to generate dedicated funding that enables the city, through transit and active transportation investments, to meet growth, VMT, and greenhouse gas reduction goals, and supports transportation equity and comprehensive housing affordability for underserved populations.

**Amendment New Action TMP-X.X:** Evaluate potential revenue measures to support supplemental transit and active transportation funding, including (but not limited to):

1. Sound Transit Enhanced Service Zone (MVET, others)
2. Pierce Transit sales tax 0.3% (RCW 36.57A)
3. City Transportation Authority (RCW 35.95A)
4. Transportation Benefit District sales tax 0.1%, Vehicle License Fee (RCW 36.73)
5. Commercial Parking Tax (RCW 82.80.030)
6. Utility tax (RCW 82.16)
7. Business and Occupation tax (RCW 82.04)

**Amendment - New Action TMP-X.X:** Develop, in coordination with Pierce Transit, Sound Transit and Parks Tacoma, an investment plan to accelerate the development of transit and active transportation infrastructure and systems to meet Comprehensive Plan objectives by 2050. This plan should support the achievement of growth targets, and vehicle miles traveled and greenhouse gas reduction requirements outlined in Washington HB 1181. (Entity responsible: Public Works)

**Supporting efficient transit operations with exclusive right of way for high capacity services**

**Amendment - New Policy TMP-X.X:** Support priority or exclusive use of city right-of-way for at-grade, elevated, or underground rail transit operations with a planned service frequency of ten minutes or less, where feasible and does not unduly constrain existing emergency vehicle access. These investments will be prioritized above other roadway uses for their mobility and environmental benefits, subject to comprehensive planning review.

**Explicit requests to Sound Transit for future planning (i.e. future ST4)**

**Amendment - New Policy TMP-X.X:** Encourage Sound Transit to explore options for improving connectivity for 1-Line and the Downtown Tacoma central business district (CBD), including increasing the operating frequency, span, and reliability of the T-Line to match projected 1-Line service at Tacoma Dome, and potential extension of 1-Line into the Downtown Tacoma CBD reflective of the Frequent

Transit Network map.

**Amendment - New Policy TMP-X.X:** Encourage Sound Transit to explore options for improving regional connectivity between Tacoma Dome, Tacoma Mall and nearby mixed use centers as a part of the programmed ST3 high capacity transit study, including potential extension of 1-Line (or T-Line) from Tacoma Dome to the Tacoma Mall Regional Growth Center via an alignment that includes the Lincoln District Mixed Use Center, South Tacoma Mixed Use Center as a terminus. Interim regional express bus service to connect Tacoma Mall to the regional transit system is also supported.

**Amendment - New Action TMP-X.X:** When Tacoma's population reaches 275,000 residents (as estimated by the Washington Office of Financial Management), initiate a study to identify high-capacity transit corridors to connect Tacoma neighborhoods, attractions, and growth centers not served by fixed-guideway regional transit systems. This study, conducted in accordance with RCW 35.95A (which encourages innovative transit solutions with elevated guideway), will evaluate the feasibility of various options to increase transit mode share, improve access, reduce traffic congestion, and improve air quality. (Entity responsible: Public Works)

**Amendment - New Action TMP-X.X:** Submit identified high capacity transit corridors (Tier-1) to regional transportation plan at Puget Sound Regional Council for inclusion and consideration for future development and funding. (Entity responsible: Public Works)

**Preserve city-owned rail right of way within city limits, per public comment**

**Amendment - New Policy TMP-X.X:** Preserve all city-owned rail right-of-way within city limits as a publicly-owned asset, prioritizing its continued availability for future rail uses, and specifically ensure its preservation during the installation of any adjacent trails or public access improvements.

**Sidewalk repair assistance, per public comment**

**Amendment - New Action TMP-X.X:** Explore the implementation of a program, as part of future transportation measures, allowing homeowners to finance necessary sidewalk repairs or replacements through low-interest loans or a lien on their property, payable upon property sale or transfer. (Entity responsible: Public Works)

**Build on past decisions for Complete Streets, per public comment (re: N 21st Street)**

**Amendment - New Policy TMP-X.X:** Prioritization of transportation projects will include a criterion rating of prior city actions taken to advance Complete Streets, with preference given to projects that build upon existing investments and partially completed infrastructure, such as previously migrated utilities and partially complete sidewalks.

**Prefer bike lane designs that include physical barriers with traffic, per public comment**

**Amendment - New Policy TMP-X.X:** When designing and implementing bicycle and pedestrian safety improvements, preference will be given to project designs incorporating physical barriers for bike lanes separating from general purpose traffic.

**Full time transit coordinator and development of a transit improvement program**

**Amendment – New Action TMP-X.X:** Hire a full time transit coordinator and develop a transit improvement program within Public Works comparable to peer cities, to coordinate projects with the transit agencies and to advocate for goals and policies in the Plan to those agencies for issues that affect the residents of Tacoma within the city directly or indirectly in the greater region. (Entity responsible: Public Works)

Background/why?

- In response to public comments? Yes, several comments asking for separated bike lanes, consideration of the continuation of Complete Streets activity on N 21<sup>st</sup> Street, preservation of right of way of city-owned rail, development of sustained revenue sources for sustainable transportation projects. Transportation Commission requests in their vision that high capacity transit be advanced. Sustainable Tacoma Commission requests that a transit coordinator be hired. Public comment encouraged support for a more comprehensive train and bus system.
- What policies would this support? Broadly supported by VISION 2050: MPP-RGS-8-11 (Focusing growth near high capacity transit station areas), MPP-RGS-6, DP-1, DP-3 (Support development of compact urban communities and central places with densities that support the Regional Growth Strategy, transit and walking), MPP-DP-4, DP-Action-7 (Promote infill in centers), MPP-DP-12-15, DP-17 (Support design of transportation infrastructure that improves communities), MPP-DP-22, DP-Action-8 (Maximizing benefits of transit investments).
- What would be the impact (any pros and cons)?

Pro:

1. Reflects oral and written public comment related to improving public transportation and active transportation uses in the transportation plan
2. More specific requests for Sound Transit are outlined to further the goals of the plan
3. Makes a concrete action to submit planned HCT corridors to PSRC for project funding
4. Concretely advances actions to identify and acquire ongoing dedicated resources for local transit and active transportation projects
5. Reflects Tacoma’s authority granted by State law when it reaches a defined population to utilize new funding capacity for transit purposes
6. Specifically identifies equity for mobility and housing as a consideration for new municipal funding measures that require voter approval



Con:

1. Several transportation requests are unfunded
2. One amendment does reference HB 1181, which does not come into full effect until 2029, but may affect future city planning actions that occur within the timeframe of the Plan

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Chair Karnes

Date: 2025-03-26

Element/Topic: Minimizing visual impacts of elevated railways

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Vision                         | <input checked="" type="checkbox"/> Housing   | <input type="checkbox"/> Parks + Recreation           |
| <input type="checkbox"/> Growth Strategy                | <input type="checkbox"/> Transportation       | <input type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development | <input type="checkbox"/> Historic Preservation        |
| <input type="checkbox"/> Environment + Watershed Health |   | <input type="checkbox"/> Engagement + Administration  |

What the current draft does on this topic:

Goal 1 of the Housing chapter calls for housing to be available in Tacoma broadly meeting the needs, preferences, life stages and financial capabilities of all residents. The goal continues by stating that City policies, programs and incentives encourage the production of housing types and affordability levels that are not being produced in the private market.

Goal 2 pertains to improving access to housing so that it may be more fair and equitable, with a focus on removing disparities for vulnerable communities and individuals.

Goal 3 focuses on anti-displacement policies to ensure coordination to reduce the risk of displacement for at-risk households and mitigate impacts for households that face displacement.

Text change    Map change

What the proposed change would do

DESCRIBE:

The City has done an excellent job of laying out the goals for Tacoma for housing and providing supporting information. What these amendments do is respond to public comment made repeatedly and forcefully for the City to do more to supplement a housing market that cannot produce enough housing at enough price points with the private sector alone. These text amendments would revise one policy to strengthen and delineate both future tenant protections and retention of existing ones, would create two new polices, one expressing support in principle of the creation of a social housing developer to fill affordability gaps in the housing market and another policy to support equitable access to housing for persons with disabilities in complete neighborhoods, and finally an action to explore the benefits of dedicating revenue from expiring housing tax incentives to the housing trust



fund.

**Addressing public comment in support of tenant protections**

**Amendment – Revised Policy H-2.6:** Expand tenant protection by providing resources for households experiencing a crisis, increasing community organizing capacity, and supporting existing code requiring residential landlords to provide sufficient notice of rent increases, informing tenants of their rights under the law, and providing relocation assistance if rent increases exceed a defined limit.

**Addressing public comment in support of exploring social housing to address gaps in housing affordability at a range of income levels**

**Amendment - New Policy H-1.11:** Support in principle and in good faith, the development of a community-led, mixed-income social housing developer, to address identified gaps in housing production and ensure a range of affordability options. This entity should prioritize the creation of permanently affordable housing for households earning less than 80% of the Area Median Income (AMI), with a particular focus on serving marginalized communities. To ensure long-term viability, the entity should pursue financial sustainability through a mix of unit types and price points, including market-rate units. City staff and decision makers should engage in an effort to exchange knowledge with successful social housing initiatives through presentations, expert consultation and/or site visits to better understand best practices.

**Supporting affordability of housing in complete neighborhoods for people with disabilities**

**Amendment - New Policy H-2.7:** Promote equitable access to opportunity for persons with disabilities by prioritizing supplemental housing assistance for accessible units in centers and complete neighborhoods with frequent transit.

**Exploring the benefits and impacts of dedicating revenue from expiring housing incentives**

**Amendment - New Action H-3.12:** Explore the benefits and impacts of dedicating revenue from expiring affordable housing incentives to support the long-term sustainability of the Housing Trust Fund. (Entity responsible: Office of Management and Budget)

**Background/why?**

- In response to public comments? Yes, much of the public comment received in both oral and written testimony identified the need to support both residential tenant protections and to explore the concept of a social housing developer to meet the requirements of HB 1220. Following public feedback, the Commission also heard from staff about the likely gap in housing production in the 30%-60% AMI range, indicating a need for both more long term resources for housing and the need for a housing entity that can leverage revenues from market rate units to help support affordable units and maintain those structures in the long term. Both staff and

public comment provided information about how social housing initiatives that has been and is being pursued to help address the housing supply and affordability crises.

- What policies would this support? Several policies in VISION 2050, including, but not limited to : MPP-H-2-6, H-9 (Expand diversity of housing types for all income levels), MPP-H-12, H-Action-6 (Identify potential displacement of low income households and work with communities to develop anti-displacement strategies), MPP-H-8, H-Action-1 (Create and preserve affordable housing near high-capacity transit)
- What would be the impact (any pros and cons)?

**Pro:**

- H-2.6: Provides immediate support to vulnerable tenants, reinforces existing legal protections
- H-1.11: Leverages prior experiences of other communities to increase affordable housing supply. May be a method to leverage market rate units for affordable housing without discouraging other housing development.
- H-2.7: Addresses specific need for accessible housing, promotes inclusivity
- H-3.12: Provides another dedicated funding source for the Housing Trust Fund, adding to a 0.1% sales tax, fee-in lieu for affordable housing

**Con:**

- H-2.6: May yield an impact on existing code enforcement for anti-displacement actions
- H-1.11: May require buy-in from other housing development stakeholders
- H-2.7: Would need a funding source
- H-3.12: Relies on expiring incentives which are time-deferred

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Karnes

Date: 2025-03-24

Element/Topic: Exploring the creation of a public development authority for Freighthouse Square

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing                         | <input type="checkbox"/> Parks + Recreation                      |
| <input type="checkbox"/> Growth Strategy                | <input type="checkbox"/> Transportation                  | <input checked="" type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input checked="" type="checkbox"/> Economic Development | <input type="checkbox"/> Historic Preservation                   |
| <input type="checkbox"/> Environment + Watershed Health |  | <input type="checkbox"/> Engagement + Administration             |

What the current draft does on this topic:

The Economic Development chapter does not address Freighthouse Square as a TOD focal point for the Dome District adjacent to the planned extension of regional light rail to Sea-Tac Airport and beyond.

Text change    Map change

What the proposed change would do

DESCRIBE:

The amendment would add an action to the Economic Development chapter to explore creating a Public Development Authority (PDA) for the purpose of redeveloping Freighthouse Square as a vibrant, financially-sustainable community asset.

TEXT:

- Amendment – New Action: Support the redevelopment of Freighthouse Square as a vibrant, community-centered public market and gathering space in anticipation of regional light rail service to the Tacoma Dome area in 2035. The City will pursue the creation of a Public Development Authority, informed by robust public engagement, to acquire and redevelop the structure in collaboration and partnership with existing tenants, such as Amtrak and Sound Transit, and also the private vendors. This redevelopment will prioritize maintaining and updating retail and restaurant spaces, public facilities, supporting active transportation, the arts, celebrating the site’s cultural and historical significance, engage and recognize the Puyallup Tribe of Indians, and foster a welcoming community environment. The City will actively seek public and private funding sources, including community fundraising initiatives, to



envision and execute upgrades that establish Freighthouse Square as a long-term economic asset for the Tacoma community. This effort will leverage findings from the Tacoma TOD Toolkit to support placemaking, economic development, and multimodal connectivity and integration. (Entity responsible: Community and Economic Development)

**Background/why?**

- In response to public comments? No, not specifically. This is a carry-over from the TODAG Progress Report No. 3 (10/29/2021), calling for evaluation and consideration of a Public Development Authority to redevelop Freighthouse Square.
- What policies would this support? VISION 2050 MPP-PS-18, PS-20, PS-29, DP-11 (Locate community facilities and services, including civic places like parks, schools, and other public places, in centers and near transit, with consideration for climate change, economic, social and health impacts), MPP-Ec-1, Ec-3, Ec-4, Ec-9, Ec-16 (Focus retention and recruitment efforts to foster positive business climate and diversify employment opportunities to provide living wage jobs that support women and minority-owned small businesses and startup companies), MPP-Ec-12 (Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure (MPP-Ec-12))
- What would be the impact (any pros and cons)?

**Pro:**

Freighthouse Square is the first structure that a visitor or commuter will encounter after disembarking from regional light rail in Tacoma in 2035. It deserves to be a point of civic pride and an economic engine for this transit-oriented district. Creation of a public development authority secures the City’s ability to guide redevelopment of the structure and surrounding area, while engaging the businesses and service providers currently occupying it, enabling better protection of vulnerable businesses from potential displacement. Some business impacts are inevitable as a result of Sound Transit’s TDLE project; this may allow the City to get ahead of those issues, and to potentially leverage street closures for improvements. This action ensures appropriate public engagement and carrying forward of a prior recommendation of the TOD Advisory Group, composed of representatives from the Dome District, Planning and Transportation Commissions, and more broadly.

**Con:**

Creation of a public development authority may require some upfront resources and the outcome is not guaranteed. However, the structure dates back to the period of the historic Milwaukee Road and may require infrastructure investments that may grow in cost over time.



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel and Swinford

Date: 3/23/2025

<p>Element/Topic</p> <p>South Tacoma Economic Green Zone.</p>
<p>What the current draft does on this topic</p> <p>Many of the policies in the Economic and Environmental chapter advance and encourage the green economy in Tacoma and on reducing the impact of MICs on the environment and neighborhoods. This amendment would explicitly state the goal of transforming the South Tacoma MIC into an Economic Green Zone (EGZ). This amendment would broadly define the goals of EGZ and reference it more throughout the Economic Chapter.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <ol style="list-style-type: none"> <li>1. Throughout the Economic Development Chapter make sure that each section referencing what we heard from the community specifically references the South Tacoma Neighborhood Council's request for the South Tacoma Economic Green Zone.</li> <li>2. On page 46 of that chapter (where it describes South Tacoma's interest in seeing green businesses there), we can add a section describing the city's desired vision for an Economic Green Zone, which includes a mix of policies, incentives, and zoning requirements that:             <ul style="list-style-type: none"> <li>○ Attract and retain low- and non-polluting industries, particularly those that are part of the emerging green economy.</li> <li>○ Support local workforce development that expands Tacoma's competitive advantage in attracting and retaining green employers.</li> <li>○ Reduce the impact of buildings and infrastructure in the EGZ on the environment and neighboring communities.</li> <li>○ Reduce the impact of business operations in the EGZ on the environment and neighboring communities (align with current Green Economy plan).</li> </ul> </li> <li>3. Add a new policy under the "Environment and Climate" section to state: <b><u>Develop appropriate zoning requirements, incentives, and policies to transition the South Tacoma MIC into an Economic Green Zone, reducing the impact of the MIC on the environment, surrounding neighborhoods, and workers.</u></b></li> <li>4. Lastly, this would also amend two existing policies to specifically mention the EGZ for South Tacoma:             <ul style="list-style-type: none"> <li>○ EC-6.30: Ensure industrial development <b><u>advances and align with the goals of the Economic Green Zone, including being</u></b> <del>is</del> sensitive to and <del>will</del> not adversely impacting the South Tacoma Groundwater Protection District and other critical aquifer recharge areas.</li> <li>○ EC-6.54: Prioritize the development and redevelopment of South Tacoma's industrial land including transportation improvements and environmental cleanup that enhance the area's marketability <b><u>as an Economic Green Zone, particularly for low- and non-polluting industrial uses positioning Tacoma as a regional leader in supporting industrial and manufacturing businesses in the emerging Green Economy.</u></b> Redevelopment activities should focus on <b>alleviating truck traffic in adjacent</b></li> </ul> </li> </ol>

## One Tacoma Update – Potential Changes Submittal Form

**neighborhoods, such as** using rail to transport goods or designating a truck route to State Route 16 ~~so adjacent neighborhoods are not impacted by truck traffic.~~

Text change    Map change

### Background/why?

- In response to public comments?  
Yes - South Tacoma Neighborhood Council amendment from 2021 specifically.
  
- What policies would this support?  
South Tacoma MIC sub-area plan. This would provide guidance on updates to that sub-area plan to implement this vision.  
It would retain the MIC land use designation, so it would align with PSRC and State mandates to retain industrial and manufacturing lands.  
Contributes to the city's climate and green economy goals.
  
- What would be the impact (any pros and cons)?  
Impact would depend on how various incentives, requirements, and policies are created to achieve goals of the EGZ. Existing businesses would be able to stay in place and would not likely have to comply with new requirements (as those are often just applied to new development). This could help bring in new green industry to Tacoma, which aligns with the city's desire to revitalize the South Tacoma MIC. Gearing this towards green businesses, though, may mean it takes longer to recruit industries to the MIC.  
Implementing voluntary or required landscape codes for the MIC would help protect the public and environmental health of neighborhoods, and help reduce the impact of Urban Heat Island effect.

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel and Swinford

Date: 3/23/2025

<p>Element/Topic</p> <p>Reducing the impact of freight on neighboring commercial and residential zones.</p>
<p>What the current draft does on this topic</p> <p>Many policies encourage the shift from trucks to rail for freight movement in and out of MICs. This amendment would more explicitly state goals to keep freight traffic out of neighborhoods and commercial centers. It would also create a new policy direction to require freight-heavy industries to invest in mitigation efforts in neighboring zones that are impacted by truck traffic.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <ol style="list-style-type: none"> <li>1. Amend EC 6.37: <b><u>Require freight-reliant businesses and industries to Mitigate the impacts of freight and other transportation on communities by investing in mitigation efforts, such as right-of-way tree plantings and green stormwater infrastructure, in impacted neighborhoods.</u></b></li> <li>2. Amend EC - 39: Provide efficient, safe, and well-maintained infrastructure in manufacturing and industrial areas to <del>support</del> <b><u>divert</u></b> freight truck operations and maintain direct, reliable connections to freeways. <b><u>Encourage freight-reliant businesses to reduce vehicle trips and transition more goods to rail while diverting freight traffic away from residential zones and encouraging freight-reliant businesses to reduce vehicle trips and transition more good to rail.</u></b></li> </ol> <p><input checked="" type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• In response to public comments? No</li> <li>• What policies would this support? Would support existing Economic policies around freight, but provides more direction. Reducing semi-truck traffic also contributes to Vision 0 goals (traffic safety).</li> <li>• What would be the impact (any pros and cons)? Policy would impose costs on freight-reliant businesses to invest in mitigation efforts in impacted neighborhoods (for example, paying for trees to be planted in the ROW along their freight routes and into neighboring communities). This also places a greater emphasis on supporting the transition away from trucks and towards rail for moving freight through the city.</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioners: Krehbiel, Rash, Marlo

Date: 03/23/2025

<p>Element/Topic</p> <p>Management and removal of litter and invasive species.</p>
<p>What the current draft does on this topic</p> <p>Litter and Invasive species removal and management is not mentioned explicitly in the comp plan. This amendment would add two new policies to the Environment Chapter that would support programs and efforts to manage and remove both invasive species and litter.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p><b><u>NEW GOAL-</u></b> All Tacomans have access to clean streets, neighborhoods and environmental assets. Ensure overburdened communities benefit from measures to clean up and maintain a cleaner Tacoma.</p> <p><b><u>NEW POLICY EN - 1.XX:</u></b> Develop, fund, and implement anti-litter campaigns, programs and policies to reduce littering within the city. Invest in public infrastructure, such as but not limited to trash, recycling and composting trash bins to reduce instances of littering. Facilitate coordination among Tacoma community members and agencies to keep our city clean.</p> <p><b><u>NEW POLICY EN - 1.XX:</u></b> Develop, fund, and implement invasive species management and removal plans for all public green spaces. Ensure sites are monitored for early and frequent intervention.</p> <p><input type="checkbox"/> Text change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• In response to public comments? Yes (litter piece). No (invasive piece)</li> <li>• What policies would this support? Supports other Environmental policies around open space conservation and maintenance.</li> </ul> <p>Litter is often associated with unsafe environments. A clean environment adds to the perception of safety which is included in the Complete Neighborhood Element.</p> <ul style="list-style-type: none"> <li>• What would be the impact (any pros and cons)? The intent of these new policies is to encourage more resources to be allocated for invasive species removal and litter clean-up efforts in the city. Supporting programs like these will help maintain the ecological health of open spaces and make them more inviting/accessible to the public</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioners: Krehbiel, Rash, Marlo

Date: 3/23/2025

<p>Element/Topic</p> <p>Stormwater Runoff</p>
<p>What the current draft does on this topic</p> <p>Stormwater management is discussed throughout the chapter. This amendment would create a new policy that explicitly states the city will work to eliminate polluted stormwater runoff discharging from outfall pipes. It also creates a policy encouraging Tacoma to partner with neighboring municipalities to create regional stormwater parks.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p><b><u>NEW POLICY EN - 1.XX:</u></b> Divert all stormwater runoff from roads and parking lots into green stormwater infrastructure. Eliminate discharges of untreated stormwater runoff from outfalls that drain directly into Puget Sound or other water bodies.</p> <p><b><u>NEW POLICY EN - 3.XX:</u></b> Partner with neighboring cities and other local municipalities to site, design, and create regional green stormwater parks in order to treat larger volumes of polluted runoff while creating habitat and outdoor recreation opportunities.</p> <p><input checked="" type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>In response to public comments? No</li> <li>What policies would this support? Water quality policies and salmon recovery efforts.</li> <li>What would be the impact (any pros and cons)? This sets an ambitious goal of eliminating all untreated stormwater discharges from Tacoma's roads. This helps to drive investments in green stormwater infrastructure to reduce the impact that stormwater runoff has on our water quality and sensitive wildlife (like salmon). This also encourages Tacoma to be a lead collaborating with neighboring municipalities to find areas where large stormwater parks can be located. These parks can help treat runoff from multiple jurisdictions, provide open space and recreation for the public, and provide wildlife habitat. Coordinating such efforts with other jurisdictions is challenging and will likely require more staff/planning time than other projects wholly within the city.</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioners: Krehbiel, Rash, Marlo

Date: 3/23/2025

<p>Element/Topic</p> <p>Protecting sensitive environments from pollution.</p>
<p>What the current draft does on this topic</p> <p>This amendment aims to create more protection for critical areas that are impacted by light pollution and impervious surfaces.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p>Amend EN 1.19 to include near-shore in list of habitats to protect from light pollution:</p> <ul style="list-style-type: none"> <li>Policy EN–1.19: Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety within <b><u>and adjacent to</u></b> open spaces, habitat corridors, <b><u>marine and freshwater shorelines</u></b>, and <b><u>other</u></b> environmentally critical areas.</li> </ul> <p>Amend Policy EN 1.33 to be more protective of open spaces:</p> <ul style="list-style-type: none"> <li>Policy EN–1.33: Limit <b><u>and discourage</u></b> impervious surfaces, especially within <b><u>and adjacent to</u></b> open Space Corridors, shorelines, and designated critical areas, to reduce impacts on hydrologic function, air and water quality, habitat connectivity, and tree canopy.</li> </ul> <p><input type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>In response to public comments? No</li> <li>What policies would this support? Supports existing environment policies around open space and conservation.</li> <li>What would be the impact (any pros and cons)? Minor amendments to include marine and freshwater shorelines as named habitat types that are impacted by light pollution. Emerging studies have shown the impact of light in the nearshore on invertebrates, salmon, other fish, and shorebirds. Also adds some stronger language about discouraging impervious surfaces (in addition to limiting it) and extending these considerations to projects “adjacent to” (not just within) sensitive habitats. How “adjacent” is defined is to be determined, but this encourages the creation of a buffer around sensitive habitats.</li> </ul>



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel

Date: 3/23/2025

<p>Element/Topic Polluters Pay Principle.</p>
<p>What the current draft does on this topic The current Comp Plan doesn't have an explicit "polluters pay" policy. This amendment would create a new policy for industrial and heavy-polluting businesses to invest in mitigation efforts, specifically in the communities impacted by/bearing the burden of pollution.</p>
<p>What the proposed change would do DESCRIBE:</p> <p><b><u>NEW POLICY EN - 3.XX:</u></b> Develop and fund compliance and enforcement efforts to ensure polluting businesses and industries in Tacoma are held responsible for mitigating the impacts of their pollution and greenhouse gas emissions on neighboring communities, particularly those that are already disproportionately burdened by pollution.</p> <p><input type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>In response to public comments? The Sustainable Tacoma Commission also asked us in their letter to put a greater emphasis on enforcement and compliance from the city for greenhouse gas reductions, so I tried to capture that here.</li> <li>What policies would this support? Climate and Environmental Justice Goals</li> <li>What would be the impact (any pros and cons)? This would require the city to invest in enforcement efforts and develop a system by which the city can identify polluting industries, quantify their impact on communities, and enforce compliance with mitigation efforts to offset those impacts. The city would likely also need to create a threshold for when this kicks in (a bakery with a delivery van isn't polluting the community in the same way that Asarco did; where's the line?). So this would likely require a significant public process to develop, but could be run through the Sustainability Commission.</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel

Date: 3/23/2025

<p>Element/Topic Urban Heat Island</p>
<p>What the current draft does on this topic The Environment chapter has a section on UHI. This amendment would add three new policies to that section that more explicitly look at mitigating the impact of parking lots.</p>
<p>What the proposed change would do DESCRIBE: <b>NEW POLICY EN - 4.XX:</b> Require new and existing parking lots to offset their contribution to Urban Heat Island through tree-planting requirements that shade at least 50% of the parking lot. <b>NEW POLICY EN - 4.XX:</b> Identify publicly-owned parking lots, roads, and other paved surfaces that can be removed and converted into community green spaces. <b>NEW POLICY EN - 4.XX:</b> Discourage the development of new parking lots and the expansion of existing parking lots by imposing penalties and fees for parking lot owners that violate landscaping standards and who own rarely-used parking lots or vacant lots with excessive pavement.</p> <p><input checked="" type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>In response to public comments? Yes - we received a few comments about impervious surface and UHI</li> <li>What policies would this support? Climate adaptation policies and urban canopy.</li> <li>What would be the impact (any pros and cons)? Adds additional landscaping requirements for parking lots, which reduces parking stalls that can be put into a lot and adds the cost of landscaping. Also would require the city to develop criteria to define and identify “rarely-used parking lots,” then to following up with owners to assess a fee (that takes staff time to develop and enforce). Identifying public roads/pavement to depave would also require some work and investment. This effort (of identifying public areas to Depave) could help populate the project list for the Depave program Tacoma coordinates with Pierce Conservation District.</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel

Date: 3/23/2025

<p>Element/Topic Sea Level Rise Adaptation</p>
<p>What the current draft does on this topic The comp plan discusses sea level rise and needing to plan for this change. This amendment would specifically direct the city to discourage the use of shoreline armoring and other infrastructure that hardens the shoreline as a way to mitigate the impacts of sea level rise. Instead, it encourages the city to use restoration efforts as a way to adapt to rising sea levels.</p>
<p>What the proposed change would do DESCRIBE:</p> <ul style="list-style-type: none"> <li>• Add a few policies to the sea level rise section too:             <ul style="list-style-type: none"> <li>◦ <b><u>NEW POLICY EN - 5.XX</u></b>: Discourage the use of hardened shoreline armoring and sea walls as the primary approach to protecting infrastructure from sea level rise. First assess options to strategically relocate infrastructure further inland and restore the impacted shoreline.</li> </ul> </li> </ul> <p><input checked="" type="checkbox"/> Text change    <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• In response to public comments? No</li> <li>• What policies would this support? Climate adaptation policies</li> <li>• What would be the impact (any pros and cons)? For properties being impacted by sea level rise, this policy asks that the city consider options to not harden shorelines further but instead to assess the feasibility of moving impacted infrastructure out of coastal flooding areas and invest in shoreline restoration in the area impacted by sea level rise. In some cases, moving the infrastructure would be too costly, so hardening the shoreline would be the preferred option. This policy states that is not our preference as a city (because of the impact shoreline armoring has on the marine environment) and that we want to make sure restoration/strategy retreat is considered.</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel, Marlo

Date: 3/23/2025

<p>Element/Topic Environmental Justice</p>
<p>What the current draft does on this topic The current environmental justice section of the Environment chapter is focused only on outcomes, not process. Ensuring that impacted communities who have borne or will bear the burden of environmental pollution/destruction are included in planning and decision-making efforts impacting them.</p>
<p>What the proposed change would do DESCRIBE: <b>NEW POLICY EN - 5.XX:</b> Create inclusive processes that allow communities who will be impacted by development, land use, and zoning changes to engage in decision-making and planning processes. Identify impacted communities, reach out and encourage their participation. <input type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• In response to public comments? Yes. South Tacoma Neighborhood Council and community members.</li> <li>• What policies would this support? Equity and environmental justice policies Add specific policies.</li> <li>• What would be the impact (any pros and cons)? Pros- Allowing for more direct-community participation in city decision-making creates community buy-in by engaging community members in the process. Creating more equitable processes also tend to lead to more equitable outcomes that better reflect community needs and address their concerns. Cons- The city will need to determine which projects communities can participate in the planning/decision-making. By including impacted communities, this will require the city to rethink and restructure how it conducts outreach, public engagement, and makes decisions with new development. Creating additional processes extends the time it takes for projects to be reviewed.</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioners: Krehbiel, Marlo

Date: 3/23/2025

<p>Element/Topic Trees</p>
<p>What the current draft does on this topic</p> <p>The comp plan has many policies supporting Tacoma’s tree canopy goals. This amendment would create two new goals, one that more explicitly supports the city’s 30% canopy cover goal (across every neighborhood), and another that encourages the city to do more tree care/management in the right of way.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p><b><u>NEW POLICY GS - 1.XX:</u></b> Ensure new development complies with tree planting and retention requirements in order to achieve a city-wide goal of 30% tree canopy coverage in each neighborhood.</p> <p><b><u>NEW POLICY GS - 1.XX:</u></b> Increase the city's responsibility in the public right-of-way; in the planting and maintaining of trees along pedestrian and bike routes, as well as the maintenance and replacement of sidewalks.</p> <p><input type="checkbox"/> Text change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• In response to public comments? Yes. Trees are continually one of the hottest topics within our community.</li> <li>• What policies would this support? Tree canopy goals</li> <li>• What would be the impact (any pros and cons)? This emphasizes the role that new development must play in helping the city to reach its canopy cover goal, and emphasizes that this is a goal for each neighborhood. It also encourages more involvement of city urban forestry staff to take ownership of the planting and maintenance of trees in the public right-of-way. This could be implemented in a case study manner.</li> </ul> <p>Costs of concrete for replacement of sidewalks is a burden and barrier to urban infill projects, home ownership, low impact and small development. Consider ways to alleviate this cost burden.</p>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel

Date: 3/23/2025

<p>Element/Topic Green Space in Regional Growth Center</p>
<p>What the current draft does on this topic The comp plan does not include any specific language about prioritizing the retention and growth of green spaces within regional growth centers. This amendment would add new policies to do this for both regional growth centers.</p>
<p>What the proposed change would do DESCRIBE:</p> <p><b><u>NEW POLICY GS - 7.XX:</u></b> Preserve public, open, green space within the Downtown Regional Growth Center. Identify emerging opportunities to acquire parcels that would expand existing green spaces or create new ones in the Downtown area.</p> <p><b><u>NEW POLICY GS - 8.XX:</u></b> Preserve public, open, green space within the Tacoma Mall Regional Growth Center. Identify emerging opportunities to acquire parcels that would expand existing green spaces or create new ones in the Tacoma Mall area.</p> <p><input checked="" type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• In response to public comments? No</li> <li>• What policies would this support? Mitigating urban heat island. Walkable and complete neighborhoods.</li> <li>• What would be the impact (any pros and cons)? Land for open space in regional growth centers is limited, and the pressure to sell it for development is great. It’s important, though, that as more people move into these centers that they have quick and easy access to a green space (for health, recreation, climate mitigation, etc.). Retaining and acquiring green spaces in these centers will be challenging, and there may be very few opportunities to do so.</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel

Date: 3/23/2025

<p>Element/Topic Fossil Fuels in MICs</p>
<p>What the current draft does on this topic The current plan does not mention fossil fuels within MICs. This amendment is intended to discourage new fossil-fuel industries from locating in Tacoma. It would not ban existing fossil fuel industries in MICs, but retaining these businesses in MICs would be discouraged and deprioritized. The intent is to move Tacoma further away from fossil fuels.</p>
<p>What the proposed change would do DESCRIBE: <b>NEW POLICY EC-6.XX:</b> Develop policies, regulations, and financial tools that discourage the production, refinement storage, and sale of fossil fuels within MICs. <input checked="" type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• In response to public comments? No</li> <li>• What policies would this support? Climate goals</li> <li>• What would be the impact (any pros and cons)? This would not ban or kick out any existing fossil fuels in either MIC, but it would send a signal that Tacoma's future doesn't include fossil fuels and we want to welcome new, non-fossil fuel industries to the city.</li> </ul>



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel

Date: 3/23/2025

<p>Element/Topic Homelessness</p>
<p>What the current draft does on this topic Homelessness is not mentioned much in the Housing strategy. This amendment would encourage the city to pursuing a “housing first” model for addressing homelessness and to implement our existing homelessness strategy.</p>
<p>What the proposed change would do DESCRIBE: <b>NEW POLICY H-1.XX:</b> Reduce housing instability and homelessness within Tacoma by advancing “housing-first” programs and implementing the city’s Homelessness Strategy. <input checked="" type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• In response to public comments? No</li> <li>• What policies would this support? Homelessness strategy</li> <li>• What would be the impact (any pros and cons)? Would make sure that homelessness is included in our overall housing strategy and emphasize the importance of investing in housing-first programs and policies.</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Krehbiel, Marlo  
3/23/2025

Date:

<p>Element/Topic</p> <p>Small Business Tenant Protections</p>
<p>What the current draft does on this topic</p> <p>Tenant protections for small businesses are not in the current Comp Plan. There are policies related to supporting small businesses and keeping them in place. This amendment would extend Tacoma’s existing tenant protections for renters to include business tenants.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p><b>NEW POLICY EC-3.XX:</b> Support small businesses by requiring landlords engaged in leasing commercial property to: 1) provide sufficient notice of rent increases, 2) inform tenants of their rights under Tacoma law, and 3) provide relocation assistance if commercial rent increases exceed a legally determined limit. If no limit exists, the City will explore setting one following comprehensive public engagement.</p> <p><input checked="" type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• In response to public comments? Yes</li> <li>• What policies would this support? Economic policies aimed at retaining small businesses.</li> <li>• What would be the impact (any pros and cons)? Could be a burden to commercial property landlords, and it would impose a cost to them for providing relocation assistance or limit their rent increases. This would help reduce displacement of existing small businesses due to commercial gentrification, particularly in areas where rents are increasing due to gentrification and increased density.</li> </ul>

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioners: Marlo, Krehbiel

Date: 3-19-25

<p>Element/Topic</p> <p>Housing Element - Social Housing</p>
<p>What the current draft does on this topic</p> <p>The current draft does not include Social Housing</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p><b>New Goal-</b> Encourage mixed-income projects into the public sector to help fill the need for affordable housing supply. Projects that serve a range of incomes, including middle-income earners who are often overlooked and under considered as they do not qualify for low income housing. Support Social Housing Projects which are publicly financed to keep rents permanently affordable to all.</p> <p><b>New Policy-</b> Incorporate Social Housing as one of the solutions to create more affordable housing opportunities. Research and define Social Housing.</p> <p><b>New Policy-</b> Identify potential funding sources to support Social Housing.</p> <p><b>New Policy-</b> Define and create a position for a Social Developer.</p> <p><b>New Policy-</b> Ensure Social Housing Developments remain in public hands.</p> <p><b>New Policy-</b> Tie Social Housing Developments to Housing Element 6 Policies.</p> <p><input type="checkbox"/> Text change - addition</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>● In response to public comments? Yes. Strong support for Social Housing from our community members; addressed at public comment both in person and by letter.</li> <li>● What policies would this support?</li> </ul>

**Goal H-1** Housing is available and accommodates a full spectrum of needs

**Policy H-1.1** Maintain sufficient residential development capacity

**Policy H-1.2** Encourage new and innovative housing types

**Goal H-2** Access to housing is made fairer and more equitable

**Policy H-2.1** Implement barrier-free access to housing

**Goal H-3** Anti-displacement policies

**Policy H-3.1** Use a full spectrum of housing tools to address anti-displacement needs

**Policy H-3.6** Promote multifamily housing units with 2 or more bedrooms

**Goal H-4** Across Tacoma, safe and healthy housing provides access to jobs, goods and services that meet daily needs within a 15-minute walk

**Policy H-4.1** Meet the housing needs of under-served and underrepresented populations

**Goal H-5** All Tacomans can find suitable housing that does not incur cost burden

**Policy H-5.1** Produce income-restricted affordable housing to address gaps in housing supply not met by the private market

**Policy H-5.2** To eliminate housing cost burden and homelessness

**Policy H-5.4** Encourage income diversity across the city

**Policy H-5.5** Ensure that a continuum of safe and affordable housing opportunities

**Policy H-5.9** Create a local source of revenue and pursue a variety of other funding sources to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market

**Goal H-6** New housing units are low emission, energy efficient, built to high-performance standards

**Policies H-6.1-6.8** May all be applied to requirements for Social Housing Model

### **Vision 2050**

- What would be the impact (any pros and cons)?

Providing another potential solution to help mitigate the housing crisis is a no-brainer. Looking for new forms of funding that will not adversely affect other housing solutions is advised.



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Marlo

Date: 3-19-25

Element/Topic
Integration of Small Businesses throughout Neighborhoods in our Growth Strategy and Complete Neighborhood Element
What the current draft does on this topic-
<p>The current draft leaves out small business by focusing on commercial districts and nodes within the growth strategy. The draft needs to include specific language to encourage and ensure that neighborhood small businesses will be woven into the neighborhood fabric.</p>
<p>Policy GS–1.4: Encourage development that creates or maintains 15-minute neighborhoods throughout existing neighborhoods with middle housing types and smaller commercial nodes.</p>
<p>Policy GS–2.3: Foster neighborhood commercial districts that offer a range of everyday services and retail goods, that are responsive to cultural needs and income levels of the community, and that reduce nearby residents’ needs to travel long distances to meet daily needs.</p>
What the proposed change would do
<p><b>DESCRIBE: Integrate small businesses throughout Tacoma neighborhoods</b></p>
<p><b>GS–1.4:</b> Encourage development that creates or maintains 15-minute neighborhoods throughout existing neighborhoods with middle housing types, neighborhood <b>businesses and</b> smaller commercial nodes</p>
<p><b>Policy GS–2.3:</b> Foster neighborhood <b>businesses and</b> commercial districts that offer a range of everyday services and retail goods, that are responsive to cultural needs and income levels of the community, and that reduce nearby residents’ needs to travel long distances to meet daily needs. Engage, encourage and support community members to create small stores and shops dispersed through neighborhoods.</p>
<p><b>Policy GS–2.1:</b> Implement actions in Tacoma’s Anti-Displacement Strategy to create more homes <b>and neighborhood business opportunities</b> for more people <b>to</b> keep housing affordable and in good</p>

repair, help people stay **and work** in their homes and their communities, and reduce barriers for people who often or historically have encountered them.

**Policy GS–2.3:** Foster neighborhood **businesses and** commercial districts that offer a range of everyday services and retail goods, that are responsive to cultural needs and income levels of the community, and that reduce nearby residents’ needs to travel long distances to meet daily needs.

Text change

Background/why?

- What policies would this support?  
Growth Strategy, Housing Element, Complete Neighborhoods, Vision 2050 and Home in Tacoma

**Goal GS–1:** Development, growth, and infrastructure investments support Tacoma’s vision for equitable, walkable, connected, and complete communities.

**Policy GS–1.11:** Acknowledge the historical disparity of investment, infrastructure, and services across Tacoma neighborhoods and prioritize investments to address these gaps, reduce disparities, and increase equity, especially where growth and change are anticipated.

**Policy GS–1.10:** Put in place strategies to address commercial and residential displacement because of land use decisions.

**Goal GS–2:** Neighborhoods across the city include a mix of housing types and integrated commercial activity.

**Policy GS–2.2:** Support existing businesses to avoid unnecessary commercial displacement, especially for locally-owned, smaller scale enterprises that add to community identity and cultural placemaking in neighborhoods. When unavoidable, such as times of construction or creation of institutional sites, support these businesses for successful relocation.



**GOAL CN-1:** Tacoma neighborhoods provide a complete, comfortable, enjoyable experience of everyday life for people of all ages and abilities

**GOAL CN-3:** Buildings in Tacoma Neighborhoods respond to and enhance the distinctive qualities of its location, while accommodating growth and change.

**GOAL CN-4:** Neighborhood Public spaces are welcoming, functional, accessible, and inclusive while responding to local context and community goals.

**GOAL CN-5:** Tacoma Neighborhoods reflect the diverse cultures and heritages that are part of the city and serve as a venue for community creative expression.

**GOAL CN-6:** Tacoma Neighborhoods Are sustainable, resilient, and resource efficient, contributing to environmental health.

#### **Vision 2050:**

Support people-Policy Reference (New) Identify racial and social equity as a core objective when planning and implementing transportation improvements, programs, and services.

Support the economy- MPP-T-9 Ensure mobility choices for people with special needs MPP-T-10 Support the economy Policy Reference Recognize the critical role of safe, reliable, and efficient movement of people and goods

#### **Home in Tacoma-**

Home In Tacoma that allows more flexibility for non-residential uses within residential areas. This serves multiple purposes within the Home In Tacoma project.

Support entrepreneurship by providing residents with an opportunity to use their homes to engage in small scale business activities.

Reduce traffic congestion and work-related commute trips by providing opportunities for residents to work in their homes.

Protect neighborhood character by providing standards that ensure residential businesses are a secondary use and do not significantly alter the exterior of the property or affect the residential character of the neighborhood.

Encourage retention of existing structures to preserve neighborhood character.

#### **Four ways to allow non-residential within urban residential**

Residential Business 1 & 2: Replaces current "Home Occupation" use with some changes, with more flexibility provided through Conditional Use Permit (CUP) review.

Live/Work: Permits Live/Work use within Urban Residential zones.

Limited Mixed-Use Residential: Permits limited commercial uses as part of a mixed-use residential building within UR-3 zones.

Adaptive Reuse of Heritage Buildings: Allows limited commercial uses within “heritage buildings” (at least 50 years old) in Residential zones. Replaces current “Uses in Historic Structures” CUP to include older buildings that are not designated historic landmarks.

- In response to public comments? Yes.

- What would be the impact (any pros and cons)?

It is essential that to make 15 minute neighborhoods successful we include specific language as small businesses are necessary. They play a crucial part through: residential infill design, private investment and development of properties, the ability for homeowners to either work on their own properties or create rental income streams from small local business owners, create affordable rental opportunities for small business owners, ensure job opportunities for neighbors to work in their own neighborhood and last but not least provide of range of everyday services and retail goods within walking, rolling and biking distance.

**This is extremely important to address equity, safety and access to opportunities, all the while protecting our environment.**

We have already done the hard work of rezoning our city to make this possible. Now, we need to be explicit and transparent about this push for more neighborhood owned businesses.

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Brett Marlo

Date: 3-19-25

<p>Element/Topic PROTECTED BIKE LANES</p>
<p>What the current draft does on this topic Current draft does not speak directly to protected bike lanes.</p>
<p>What the proposed change would do DESCRIBE: <b>Include <u>protected bike lanes</u> into goals and policies in multiple elements.</b></p> <p>Here are examples-</p> <p><b>Transportation Element Bike Strategies</b></p> <ol style="list-style-type: none"> <li>1. Build out a connected, all ages and abilities bicycle network, including <b>protected and</b> separated bike lanes, neighborhood greenways, and shared use paths, which allows people to meet their daily needs by bike, and safely access schools, parks, jobs, businesses, mixed use centers health care, and community destinations.</li> </ol> <p><b>Complete Neighborhood Element</b></p> <p><b>Policy CN-1.8</b> Ensure that all Tacoma neighborhoods offer a variety of well-designed public and semi-public areas including sidewalks, <b>protected bike lanes</b>, streets, pathways, courtyards, plazas, and parks that promote community goals such as connectivity, social interaction, and active living.</p> <p><b>Goal CN-2:</b> People can move within and throughout Tacoma’s neighborhoods with ease and efficiency.</p> <p><b>Policy CN-2.5:</b> Expand or enhance street, <b>protected bike lanes</b>, sidewalk, and trail system to make connections to Downtown Tacoma and other major destinations.</p> <p><input type="checkbox"/> Text change - Additions</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>● In response to public comments? Yes. There are many community members who have asked for protected bike lanes.</li> <li>● What policies would this support? Tacoma’s Vision Zero Action Plan Complete Streets Policy Growth Strategy Element</li> </ul>

Complete Neighborhood Element  
Transportation Element  
Parks and Recreation Element

- What would be the impact (any pros and cons)?

Definition:

Protected bike lanes are separated from sidewalks and motor vehicles by physical features (curbs, permanent planters, bollards, posts, or other raised features.)

Pros:

Tacoma will definitely see a significant increase in the use of bicycles when protected bike lanes are provided as a connected network throughout the city.

Cons: Requires planning, funding and implementation.

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Brett Marlo

Date: 3-19-25

<p>Element/Topic</p> <p>Public Facilities- Expand Climate Adaptation Strategies</p>
<p>What the current draft does on this topic</p> <p>While the plan acknowledges climate risk, we need more clarity on policy in Public Facilities &amp; Services.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p><b>New Policy-</b> Anticipate the public facilities and service needs due to extreme climate events. Ensure community members have access to open and safe public facilities to escape under severe weather conditions and climate hazards, such as but not limited to extreme heat and extreme air pollution.</p> <p><input type="checkbox"/> Text change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>● In response to public comments? Yes. Sustainable Tacoma Commission recommendations.</li> <li>● What policies would this support? <b>GOAL PFS–1</b> Ensure public facilities and services for future development and growth equitably meet or exceed the levels of service standards established by providers. <b>GOAL PFS–2</b> Address Past Deficiencies And Rectify Gaps in</li> </ul>

service, particularly in underserved areas, to ensure all  
Tacomans benefit from City services.

**GOAL PFS-3** Maintain public facilities to ensure  
community members can access services that are safe  
and reliable.

**GOAL PFS-5** Invest in public facilities and services that  
foster a just, equitable, and resilient Tacoma for all  
residents.

- What would be the impact (any pros and cons)?

Less people will die due to extreme climate conditions.

City will need to find funds to keep determined public facilities open all week.

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Martenson

Date: 3/28/2025

Element/Topic:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing                   | <input type="checkbox"/> Parks + Recreation           |
| <input type="checkbox"/> Growth Strategy                | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development      | <input type="checkbox"/> Historic Preservation        |
| <input type="checkbox"/> Environment + Watershed Health |  | <input type="checkbox"/> Engagement + Administration  |

What the current draft does on this topic:

Offers Public Realm Activation Strategies on pdf page 74

Text change    Map change

This strategies list and supporting actions list is great, however, doesn't indicate who will do the work beyond PW, who don't seem inspired (inspiration is needed here). It is critical that oversight of these public realm spaces be expanded beyond Public Works. In particular there should be a PR action added to expand oversight and decision making power on public right of way beyond Public Works, potentially to Planning, Planning Commission, and Design Review Board.

Background/why?

- What policies would this support?

Consistency with planning efforts to date and promises made to community.

- What would be the impact (any pros and cons)?

Greater map accuracy. Does not degrade community trust. This change would offer greater and expanded accountability, where currently there exists very little.





# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Martenson

Date: 3/28/2025

Element/Topic:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing                   | <input type="checkbox"/> Parks + Recreation           |
| <input type="checkbox"/> Growth Strategy                | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development      | <input type="checkbox"/> Historic Preservation        |
| <input type="checkbox"/> Environment + Watershed Health |  | <input type="checkbox"/> Engagement + Administration  |

What the current draft does on this topic:

Offers Tacoma's Capital Investment Corridors map on pdf page 56. Does not include State St.

Text change  Map change

DESCRIBE:

1. Numerous maps indicate State St in Central/North Tacoma as a pedestrian street, a bike shared use path, and other things it is not currently even close to. The Capital Investment corridors map does not include State street. Either delete State St from the other maps as a pedestrian/bike facility or add it to the Investment Corridors so that it can reach the vision. Don't put such an extensive vision out for such a non-serving street and not identify it as an investment corridor.

Background/why?

- What policies would this support?  
Consistency with planning efforts to date and promises made to community.
- What would be the impact (any pros and cons)?  
Greater map accuracy. Does not degrade community trust.



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Martenson

Date: 3/28/2025

Element/Topic:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing                   | <input type="checkbox"/> Parks + Recreation           |
| <input type="checkbox"/> Growth Strategy                | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development      | <input type="checkbox"/> Historic Preservation        |
| <input type="checkbox"/> Environment + Watershed Health |  | <input type="checkbox"/> Engagement + Administration  |

What the current draft does on this topic:

Offers Tacoma’s Frequent Transit Network Vision map on pdf page 55. The map does not include or deleted the Streetcar extension from MLK to TCC

- Text change     Map change

DESCRIBE:

1. Add the streetcar extension back to the map.

Background/why?

- What policies would this support?  
Consistency with planning efforts to date and promises made to community.
- What would be the impact (any pros and cons)?  
Greater map accuracy. Does not degrade community trust.



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Martenson

Date: 3/28/2025

Element/Topic:

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing                   | <input type="checkbox"/> Parks + Recreation           |
| <input type="checkbox"/> Growth Strategy                | <input checked="" type="checkbox"/> Transportation | <input type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development      | <input type="checkbox"/> Historic Preservation        |
| <input type="checkbox"/> Environment + Watershed Health |  | <input type="checkbox"/> Engagement + Administration  |

What the current draft does on this topic:

Offers Tacoma's Arterial Pedestrian Network Vision and Tacoma's Residential Pedestrian Network Vision (pdf pages 46 & 47)

Text change  Map change

DESCRIBE:

1. Delete section of shared use path on S 14<sup>th</sup> St near Peck Field (does not exist and is not part of Peck Field MP, also doesn't connect to any other SUP network)
2. Add line for pedestrian network on S Fife St between S19<sup>th</sup> and 6<sup>th</sup>.
3. Add line for pedestrian network on S Steel Street from S12th to I St
4. Remove line from South State St (does not have safe crossings, compared to Fife).
5. Remove incomplete segments of shared use paths or provide a complete vision that doesn't leave isolated segments.

Background/why?

- What policies would this support?  
Pedestrian Element, adds to the map routes that are already pedestrian routes and removes ones that are not. Supports Pedestrian Strategy #1&2.
- What would be the impact (any pros and cons)?  
Greater map accuracy



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Martenson

Date: 3/28/2025

Element/Topic:

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing              | <input type="checkbox"/> Parks + Recreation           |
| <input type="checkbox"/> Growth Strategy                | <input type="checkbox"/> Transportation       | <input type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development | <input type="checkbox"/> Historic Preservation        |
| <input type="checkbox"/> Environment + Watershed Health |   | <input type="checkbox"/> Engagement + Administration  |

What the current draft does on this topic:

Sets:

Policy EN–1.10: Ensure that plans and investments maintain and improve watershed hydrology. Pollution reduction, impervious surface limitations, tree canopy expansion, and habitat restoration can improve water quality in rivers, streams, floodplains, wetlands and groundwater aquifers

Policy EN–1.11: Protect the quality of groundwater used for public water supplies to ensure adequate sources of potable water for Tacoma and the region through consistent engagement and collaboration with the South Tacoma Groundwater Protection District. Ensure that the level of protection provided corresponds with the potential for contaminating the municipal water supply aquifer.

Policy EN–1.20: Encourage the infiltration of stormwater to promote aquifer recharge and ensure a continuous supply while preventing further loss of groundwater.

Text change    Map change

Amend policy EN-1.20 to state that “stormwater infiltrated for the purpose of aquifer recharge shall be clean stormwater.” Aquifer recharge is NOT an opportunity to clean stormwater. Currently we allow all kinds of bad stormwater to enter the aquifer recharge area.

Background/why?

Align with best science and regional practices for protecting aquifer recharge areas.

- What policies would this support?

All above.



- What would be the impact (any pros and cons)?

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Martenson

Date: 3/28/2025

Element/Topic:

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Vision                         | <input type="checkbox"/> Housing              | <input type="checkbox"/> Parks + Recreation           |
| <input type="checkbox"/> Growth Strategy                | <input type="checkbox"/> Transportation       | <input type="checkbox"/> Public Facilities + Services |
| <input type="checkbox"/> Complete Neighborhoods         | <input type="checkbox"/> Economic Development | <input type="checkbox"/> Historic Preservation        |
| <input type="checkbox"/> Environment + Watershed Health |   | <input type="checkbox"/> Engagement + Administration  |

What the current draft does on this topic:

States that Urban Forests are part of Tacoma’s environmental assets, and also defines critical areas without including Fish and Wildlife Habitat Conservation Areas (which is how they are defined in this state).

Text change    Map change

Add Priority Habitats from State of Washington Priority Habitat List including Garry Oak woodlands and Old Growth – Mature Forest to Tacoma’s critical areas.. See <https://wdfw.wa.gov/sites/default/files/publications/00165/wdfw00165.pdf> & <https://wdfw.wa.gov/publications/00030> for additional information.

Background/why?

- What policies would this support?

Protect critical areas, habitat, and water quality and coordinate planning with adjacent jurisdictions, tribes, countywide planning groups, and watershed groups (MPP-En-1, En-6, En-11-12, En-14, En-16, En-Action-3)

Protect and restore native vegetation and tree canopy (MPP-En-9, En-13)

- What would be the impact (any pros and cons)?

Existing priority habitat would be protected from negative impacts. May make some development where priority habitats more expensive/less feasible.







# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Rash

Date: 03/26/2025

Element/Topic 05-Housing
What the current draft does on this topic: Goal H-5 relating to affordable housing
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <ul style="list-style-type: none"> <li>• Amend Policy H-5.1 to prioritize serving <b>below</b> 60% AMI rather than <b>at</b> 60% AMI or below. <ul style="list-style-type: none"> <li>○ Reasoning: 60-80% AMI units are not seeing near the demand from prospective tenants within the region, thus we need to be looking at average AMIs below 60% rather than at 60%.</li> </ul> </li> <li>• Amend Policy H-5.2 to the following: <del>Strive to</del> Meet this through increased resources for affordable housing development, zoning, and land use incentives. <ul style="list-style-type: none"> <li>○ Places greater emphasis on the dire need. We must increase the funding pool if we are going to have any hope at increasing the rate of affordable housing development. This cannot be a “nice-to-have;” it must be a call to action.</li> </ul> </li> <li>• Create new Policy: Prioritize entitlement and permit applications for projects that offer at least 20% of their units at levels serving 70% AMI or below by moving applications to the front of the queue and dedicating staff with affordable housing development and/or financing expertise to expedite the review period.</li> <li>• Create new Policy: Establish new code to create a program to offer surplus property to affordable housing development partners (i.e., housing authorities, non-profit developers, and Native American housing partners) for the development of affordable housing serving 70% AMI or below. Adopt rules and guidelines to support the selection of these partners based on criteria (e.g., levels of affordability served, at-risk populations served, design standards, incorporating transit-oriented development standards into the affordable housing project).</li> </ul> <p><input checked="" type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• Washington and Tacoma have a housing crisis. Not only are existing residents feeling housing pressure, but with tens of thousands of more people projected to move to Tacoma over the next 25 years, it is imperative that we create housing opportunities for the full spectrum of</li> </ul>



Tacoma's residents. This concern has been brought up time and again from our work on Home in Tacoma as well as on the One Tacoma Plan. And we simply cannot build enough affordable housing simply through tax incentives (e.g., MFTE); we must utilize every tool we have and even consider new ones if we are going to rise to this challenge.

- What policies would this support? Goal H-5
- What would be the impact (any pros and cons)? Pros: Increased density in Tacoma with greater access to services, jobs; improved utilization of services such as transit, bike/ped infrastructure; reduced pressures on household budgets, homelessness; Cons: Costs for developing new affordable housing are expensive, thus existing resources simply cannot meet the level of demand; tools for funding affordable housing limited by state law

# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Rash

Date: 03/26/2025

Element/Topic 04-Environment & Watershed Health

What the current draft does on this topic: Goal EN-6 restores and protects natural resources to maximize net gains in ecological functions

What the proposed change would do

DESCRIBE: Add a policy to the effect of: Study City stormwater systems and water quality to determine how to return water resources to salmon-bearing streams.

Text change    Map change

Background/why?

- Stormwater conveyance systems (e.g., in Flett Creek) divert stormwater that result in low flows. This has a negative impact on salmon, particularly during the summer and early fall when juvenile salmon are in the system as well as when adults begin their return to spawn.
- What policies would this support? EN-6
- What would be the impact (any pros and cons)? Pros: Improved salmon habitat and ecological conditions; Cons: If implemented, there would be capital costs for investments in infrastructure.



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Rash

Date: 03/26/2025

Element/Topic 04-Environment & Watershed Health

What the current draft does on this topic: Goal EN-4 relates to environmental and climate hazards

What the proposed change would do

DESCRIBE: Create new policy (under “Air Pollution?”) that states the following: In recognition of the effects of climate change on Tacoma’s urban tree canopy as well as the risk posed to neighborhoods during a wildfire, the Tacoma Fire Department shall identify areas with wildfire potential (e.g., large forested and/or vegetated areas) and create a wildfire response plan.

Text change    Map change

Background/why?

- Over the past several years, many communities across the Western US from Los Angeles to Malden have been severely impacted by the effects of wildfire. While Tacoma would not be considered the “wildland-urban interface,” there are open space areas that could catch fire and pose a threat to human and natural resources. Thus, being prepared and identifying opportunities to improve preparation (e.g., forest health treatments) are certainly relevant and timely.
- What policies would this support? EN-4
- What would be the impact (any pros and cons)? Pros: Improved preparedness for wildfire events; Cons: None.



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Rash

Date: 03/26/2025

Element/Topic 04-Environment & Watershed Health

What the current draft does on this topic: Policy EN-1.16 Protect soils, minimize soil compaction, support plant growth, etc.

What the proposed change would do

DESCRIBE: Amend this policy as follows: Encourage retention and use of native soils, minimizing soil compaction to foster tree health and plant growth and other soil life, including **plant life endemic to Puget Sound prairies**, microbes, fungi, invertebrates, and other organisms essential for nutrient cycling, carbon storage, and overall soil health.

Text change    Map change

Background/why?

- Much of the South Puget Sound area was once a prairie that provided unique habitats to native wildlife as well as food sources to Indigenous tribes (e.g., camas). While much of the prairie is lost – and likely irretrievably damaged in Tacoma – opportunities to recreate a semblance of prairies (even if at very small scale) would be beneficial as outdoor classrooms, creating microhabitats, and diversifying the flora that can be observed in Tacoma.
- What policies would this support? EN-1.16
- What would be the impact (any pros and cons)? Pros: Increased diversity of natural resources and environments that residents and visitors may encounter; cons: Likely only able to accomplish this on existing public lands, and it is unlikely that staff capacity and/or expertise exists to recreate a prairie habitat if a suitable location can be identified.



# One Tacoma Update – Potential Changes Submittal Form

Planning Commissioner: Rash

Date: 03/26/2025

Element/Topic 07-Economic Development
What the current draft does on this topic: Policy EC-1.13 Implements the Green Economic Development Strategy
<p>What the proposed change would do</p> <p>DESCRIBE: Add a sub-policy to the effect of: Analyze best practices in developing solar energy projects a) on new commercial and industrial development for sizing, cost, etc. and recommend code to implement requirements to including solar on these uses; and, b) above surface parking for sizing, cost, etc. and recommend code to implement requirements to install solar projects on these uses.</p> <p><input checked="" type="checkbox"/> Text change   <input type="checkbox"/> Map change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> <li>• Washington State law SB 5116 (2019) sets a goal to decarbonize the state’s energy supply by 2045, which can only be accomplished by developing new, renewable forms of energy. To ensure the City is able to serve its residents and businesses with renewable energy and to increase our energy independence, creating standards for developing solar projects above other uses would help the City meet its energy goals while simultaneously protecting rural and resource lands from shouldering the energy development burden.</li> <li>• <a href="https://e360.yale.edu/features/putting-solar-panels-atop-parking-lots-a-green-energy-solution">https://e360.yale.edu/features/putting-solar-panels-atop-parking-lots-a-green-energy-solution</a></li> <li>• What policies would this support? EC-1, SB 5116</li> <li>• What would be the impact (any pros and cons)? Pros: Increased renewable energy production, increased density of uses within the City, increased property values; Cons: Increased costs of development (though this could be repaid by selling the the solar energy to TPU and/or to the regional grid). This is why the policy direction is to study solar on these uses, then develop code to adopt solar projects to right-size to the opportunity.</li> </ul>

