



Agenda

Meeting: Regular Meeting (hybrid)
Date/Time: Wednesday, February 12, 2025, 12:00 pm
Location: Tacoma Municipal Building, 747 Market Street, Room 138
Zoom Info: Link: <https://www.zoom.us/j/85831009869>
 Dial-in: +1 253-215-8782
 ID: 858 3100 9869

ITEM	LEAD	DURATION
Call to Order		

1. Public Comment <i>(Written comments accepted via e-mail to planning@cityoftacoma.org, due by 5:00 p.m. the day before the meeting) (None received)</i>	Chair Wrenn	5 min.
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Discussion / Action Items

1. One Tacoma Comprehensive Plan: Growth Strategy Element Review	Chair Wrenn	45 min.
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Communication Items

1. Future Agenda Items	Steve Atkinson	3 min.
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2. New Business / Closing Comments	Chair Wrenn	2 min.
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Adjournment



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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.

02

Growth Strategy

GROWTH STRATEGY GOALS

- **Goal GS-1** Development, growth, and infrastructure investments support Tacoma's vision for equitable, walkable, connected, and complete communities.
- **Goal GS-2** Neighborhoods across the city include a mix of housing types and integrated commercial activity.
- **Goal 2** The growth strategy and coordinated land use and transportation planning advance the goals of Tacoma's Climate Action Plan.
- **Goal GS-12** Preserve and protect open space corridors to ensure a healthy and sustainable environment and to provide opportunities for Tacomans to experience nature close to home.
- **Goal GS-3** Tacoma's growth is focused in a citywide network of transit-connected centers that anchor 15-minute neighborhoods providing nodes of activity and access to housing, employment, and services.
- **Goal GS-4** Centers serve as the anchors of complete neighborhoods that include concentrations of housing alongside institutions, gathering places, cultural amenities, and green spaces.
- **Goal GS-5** Downtown is Tacoma's largest center with the highest concentrations of housing and employment, transit access, thriving local businesses, and access to arts and culture.
- **Goal GS-7** Crossroads Centers are successful places that serve the needs of surrounding neighborhoods and beyond. They are transit-oriented and contain high concentrations of employment, institutions, commercial and community services, and a wide range of housing options.
- **Goal GS-8** Neighborhood Centers are thriving activity hubs that serve the daily needs of residents, employees, and surrounding neighborhoods.
- **Goal GS-9** Tacoma's employment centers grow and thrive.
- **Goal GS-10** Transit-oriented communities are distributed across Tacoma, supported through equitable transit-oriented development (ETOD), high quality station areas that are accessible and safe, and multimodal integration.
- **Goal GS-11** Transportation planning and investments are coordinated with the Future Land Use Map and Frequent Transit Network Vision Map.
- **Goal GS-14** Annex areas within Tacoma's Urban Growth Area when conditions are appropriate.

Growth Strategy

02

2.1 Introductory Context

What is this chapter about?

The One Tacoma vision is that every **Tacoma resident is a safe and short walk, roll, bus, train, or bike ride away from amenities, such as groceries, schools, parks, and healthcare.** The goals and policies in this element convey the City's intent to:

- ▶ Establish Tacoma as a 15-minute city by fostering a network of centers, equitably distributed across the city, connected along transit-oriented corridors, increasing access to community services and businesses and creating sustainable, climate resilient, complete, healthy, and connected neighborhoods.
- ▶ Create a vibrant, walkable Tacoma ensuring safe and convenient access to pedestrian, transit, biking, and active transportation networks through a commitment to ongoing improvements to Tacoma's streets and neighborhoods.
- ▶ Improve public health and daily access to nature by enhancing Tacoma's public realm, integrating nature into the city and linking people, places, and wildlife through active transportation facilities, green infrastructure investments, and habitat connections.
- ▶ Describe the overall development pattern to inform and guide design, development, and future investments.
- ▶ Define the City's strategy to accommodate population, housing, and employment growth
- ▶ Ensure that Tacoma's development pattern supports a sustainable and resilient future, including a reduction in greenhouse gas emissions from transportation and the built environment.
- ▶ Support growth in housing that increases supply, expands choice, and meets Tacoma's affordability goals.

Why is this important?

Tacoma's identity now and in the future is significantly shaped by the design and physical structure of the city and its neighborhoods. How people live and get around is partly determined by the location of services and other destinations and the arrangement and design of buildings, streets and other public spaces. Together these design characteristics help determine whether: (1) a community is walkable and

Book I: Core Policy Elements

- 1 Introduction + Vision
- 2 Growth Strategy**
- 3 Complete Neighborhoods
- 4 Environment + Watershed Health
- 5 Housing
- 6 Transportation
- 7 Economic Development
- 8 Parks + Recreation
- 9 Public Facilities + Services
- 10 Historic Preservation
- 11 Engagement + Administration

Contents

- 2.1 Introductory Context
- 2.2 Goals + Policies
- 2.3 Priority Actions

accessible, (2) children have safe places to play, (3) people have places to gather and (4) businesses are successful and easy to access.

Where housing and services are built, where street networks are connected, and how all of this is designed provides a key opportunity to enable people to meet more of their daily needs locally. When residential and commercial areas are better linked, neighborhoods are strengthened, and greenhouse gas emissions are reduced. These connections can also improve equitable access to services citywide and support healthy, active lifestyles for community members.

This chapter includes policies that support enhancing centers across the city as anchors to complete neighborhoods, providing Tacomans with convenient access to local services.

What we heard

Throughout One Tacoma visioning engagement, the community expressed its overwhelming support for the 15-minute neighborhood concept. Tacomans are aligned with a growth strategy that emphasizes elements such as walkability in neighborhoods, ability to access daily needs without a car, and other factors that influence mobility needs. Engagement efforts revealed that across Tacoma, community members want to be able to easily access jobs, schools, and daily needs and activities within a safe walk, roll, bike, or bus ride.

Residents of Northeast Tacoma, Central Tacoma, and South Tacoma shared concerns about the lack of healthy foods, grocery stores, and other daily essentials nearby. They also noted a lack of adequate infrastructure and safety for active transportation, increasing their reliance on cars to access daily needs. Tacomans across the city expressed desire for greater accessibility within their own neighborhoods to their daily essentials like green and open spaces, parks of all sizes, and community gardens.

How does this chapter address key themes?

This chapter describes the overall blueprint for Tacoma’s growth and development to 2050. The goals and policies reflect the City’s recognition that land use patterns play a significant role in where housing, jobs, and daily essentials are located, and thus, how Tacomans access their daily needs. Laying this pattern determines where housing, jobs, and services are located and how they are connected. **A pattern of land use that clusters destinations in equitably distributed, walkable centers across the city, and along transit-oriented corridors, creates places where people can meet their daily needs within their own neighborhoods and contributes to the ability of each Tacoman to reach their full potential.** This pattern of development also reduces greenhouse gas emissions by expanding commute choices, making access by transit, walking, wheelchair, and bicycle more practical, and reducing the overall need for vehicle trips. This pattern supports a more efficient delivery of public services and use of public infrastructure and helps preserve space for parks, open space, green infrastructure, and the community and environmental health benefits they provide. Complete, walkable neighborhoods are an effective way to reduce greenhouse gas emissions and improve energy efficiency and promote sustainability. **(Opportunity and Sustainability)**



“ FOOD DESERTS ARE BECOMING REALLY NOTICEABLE. [...] THE LACK OF GROCERY STORE COMPETITION IN TACOMA GIVES OFF AN ILLUSION THAT OUR FOOD NEEDS ARE BEING TAKEN CARE OF. BUT WHEN EACH STORE HAS THE EXACT SAME DECREASING VARIETY OF GOODS, THAT'S EFFECTIVELY THE SAME EFFECT. ”

IDEAS WALL COMMENT



OPPORTUNITY



SUSTAINABILITY



PUBLIC HEALTH



EQUITY



SAFETY

Land use patterns also affect public health. Effective land use policies can enhance social determinants (factors of the environment in which you were born, lived, or live) of health by increasing access to medical care and mitigating the impacts from sources of pollution to public health, helping to address inequities related to environmental justice. The addition of parks and other green spaces can improve air quality and mitigate the effects of heat. Land use patterns that include spaces for people to play and learn, and to connect and belong, can help meet diverse needs. The presence of these spaces can ensure the wellbeing and resilience of people across the age spectrum and in many communities. Additionally, growth strategies that support sidewalk, trail, and other active transportation infrastructure can create safe, walkable, and bikeable access to daily essentials, facilitating active and healthy lifestyles. **(Public Health)**

Finally, the policies in this chapter present opportunities to cultivate unique neighborhood identities through encouraging a vibrant public realm, enabling arts and cultural experiences, and supporting anchor institutions. In turn, these can improve the frequency of social exchange and overall social cohesion. By striking the right balance between consistent land use policies city-wide and the unique assets and opportunities presented by establishing centers as compact and accessible destinations, these policies can advance equity and improve community safety and cohesion. **(Equity and Community Safety)**

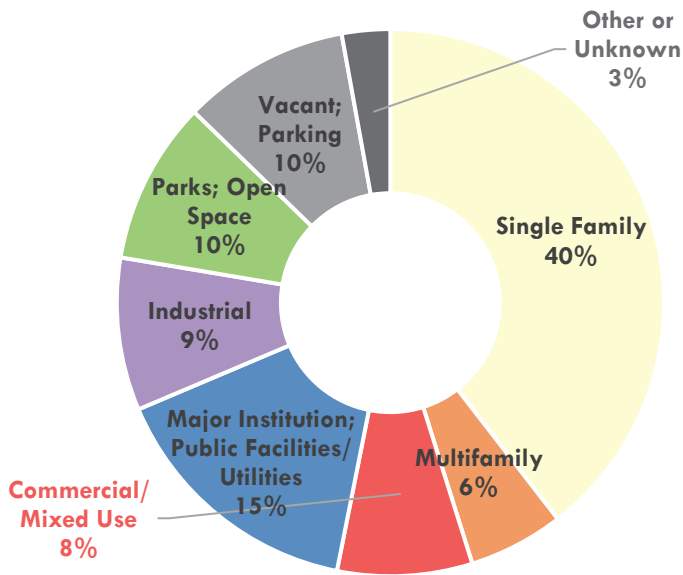
What are some baseline conditions and opportunities?

Tacoma's 2023 population is estimated to be 222,906 people. The City of Tacoma includes approximately 31,480 acres of land.

The graph in Exhibit 3 shows the current distribution of land uses in Tacoma, based on acreage. Single family homes remain the largest land use in the city, at 40% of all acreage.

Tacoma's centers are hubs of commercial activity, multifamily housing development, and quality public amenities such as parks, plazas, recreation facilities, and entertainment venues. A critical complement to growth and to achieving the 15-minute city vision is ensuring access to greenspace, clean air, public art, and quality infrastructure. A balance of land uses is needed across the community to ensure that all Tacomans enjoy a high quality of life, including dedicated parks and open space. Today, parks and open space comprise 10% of Tacoma's acreage.

Exhibit 3. Existing Land Use by Acreage, 2024.



Sources: Pierce County Assessor, 2024; Seva Workshop, 2024.

Tacoma's land use policy framework categorizes urban areas into specific types to guide development and growth effectively. These centers are designed to be compact, walkable, and connected by public transit and active transportation networks.

TYPES OF CENTERS IN TACOMA

Regional Growth Centers

Downtown Tacoma. Serves as the city's central business district, offering a mix of commercial, residential, and cultural amenities.

Tacoma Mall Neighborhood. A commercial hub undergoing transformation to include more residential and mixed-use developments.

Mixed-Use Centers

These are further divided into:

Neighborhood Centers. Smaller hubs that provide local services and amenities. Examples include:

- ▶ Proctor
- ▶ Lincoln
- ▶ 6th Ave
- ▶ South Tacoma Way
- ▶ McKinley
- ▶ Narrows

Crossroads Centers. Larger than Neighborhood Centers, they serve broader areas and are typically located at major intersections. Examples include:

- ▶ James Center
- ▶ Westgate
- ▶ Tacoma Central
- ▶ Upper Portland
- ▶ Lower Portland
- ▶ Upper Pacific
- ▶ Lower Pacific



“ I LIVE IN HILLTOP, WHERE THERE ARE VERY FEW BUSINESSES THAT ARE CLOSE ENOUGH TO WALK TO. THE CITY SHOULD CHANGE ZONING TO ALLOW MORE SMALL BUSINESSES TO BE LOCATED NEAR WHERE PEOPLE LIVE. ”

- IDEAS WALL COMMENT

Each center type is designed to focus growth and development, ensuring that residents have access to essential services, employment opportunities, and recreational spaces within a convenient distance.

Manufacturing Industrial Centers

Tacoma's Manufacturing Industrial Centers (MICs) are designated areas that concentrate manufacturing, industrial, and related activities, serving as pivotal areas for economic development and employment. Tacoma's MICs are integral to the city's economy and land use system, providing concentrated areas for industrial growth and employment opportunities. These centers are intended to:

Preserve Industrial Land. Ensuring that essential industrial operations have dedicated spaces to operate and expand.

Strengthen Existing Businesses. Supporting the growth and sustainability of current industrial enterprises.

Expand Opportunities. Attracting new manufacturing, industrial, and maritime businesses to the South Sound region.

The centers are strategically located to leverage existing infrastructure, such as transportation networks and proximity to the Port of Tacoma, facilitating efficient operations and contributing to the overall economic vitality of the region.

PORT OF TACOMA MIC

This center encompasses the Port of Tacoma, a significant hub for maritime and industrial activities. It includes facilities for warehousing, transloading, manufacturing, and fabrication, all situated close to marine cargo terminals. The Port of Tacoma handles a diverse range of cargo, including containerized goods, automobiles, and bulk commodities, contributing substantially to the regional economy.

SOUTH TACOMA MIC

Covering approximately 650 acres, Nalley Valley is zoned for industrial uses and is connected to the port industrial area by roadways and rail. The area hosts a variety of businesses, including food processing, metalworking, painting and coating, plastics manufacturing, auto sales, vehicle maintenance and repair, retail, and commercial enterprises associated with rail maintenance and operations.

TOD Areas

These areas represent areas within walking distance of high frequency transit and the station areas. TOD areas are envisioned to be the focus for higher density housing and access to services and employment.

Land Use Assets and Hazards

Tacoma's environmental assets are beloved by the community and include rivers, lakes, streams, and associated riparian uplands; floodplains; riparian corridors; wetlands and buffers; groundwater; trees and urban forests; bays, estuaries, and marshes; shorelines; open space lands; biodiversity areas and corridors; and priority species. These assets provide an array of ecologically, economically, aesthetically, and culturally valuable ecosystem services that Tacomans directly and indirectly experience daily. The maintenance, preservation, and protection of Tacoma's

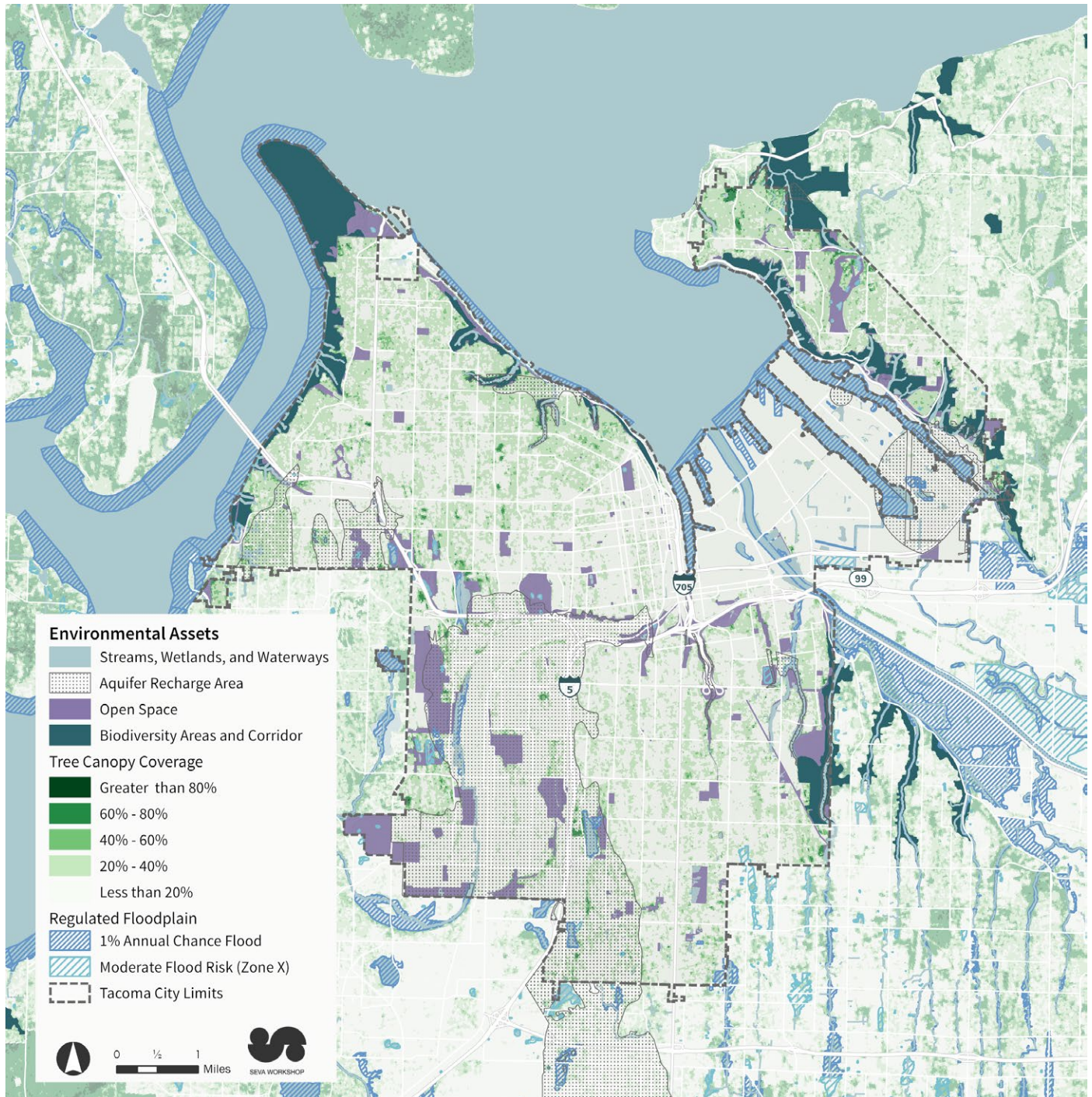


Tacoma's recent housing production reflects the City's growth strategy of promoting density, particularly in areas that are high-opportunity and transit-oriented. Since 2017, 80% of new housing units are in multifamily developments, 40% are located Downtown, and 30% are located within the city's other mixed use centers.

environmental assets are critical for the health and livelihoods of the communities within Tacoma.

Exhibit 4. Environmental Assets

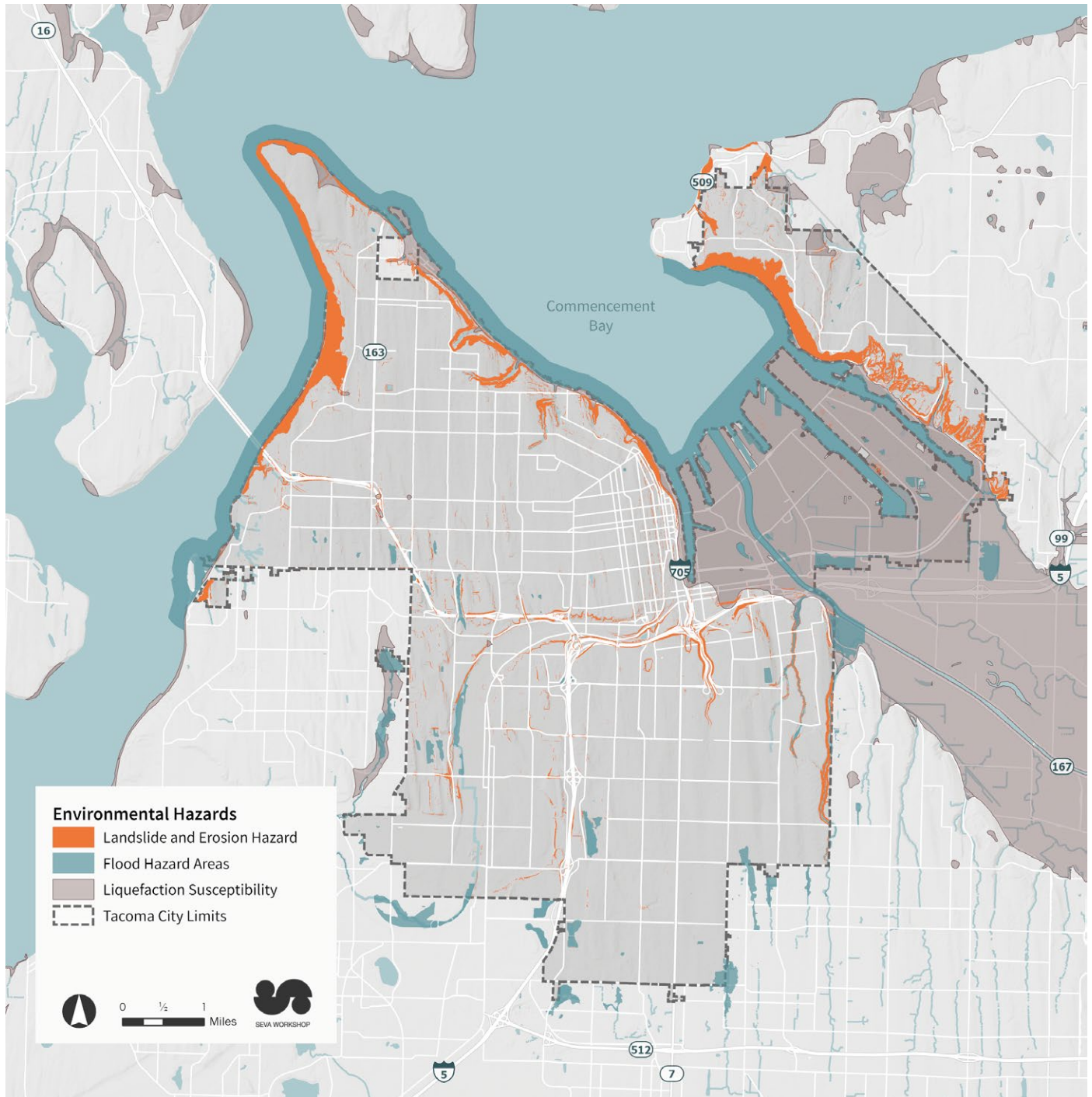
Sources: City of Tacoma (Streams, Wetlands, and Waterways; Aquifer Recharge Areas; Open Space Corridors) 2024; Washington Department of Fish and Wildlife (Biodiversity Areas and Corridor), 2024; USDA Forest Service (Tree Canopy Coverage), 2021; Pierce County (Regulated Floodplain), 2017; Seva Workshop, 2024.



Tacoma's environmental hazards include landslides, erosion, flooding, sea level rise, and liquefaction. These hazards have the potential to threaten the health and safety

of communities as well as damage property. They can lead to disruptions to social and economic services. Planning for land use with an understanding of Tacoma's environmental hazards is important for protecting communities and property and limiting the damages and disruptions they may cause.

Exhibit 5. Environmental Hazards



Sources: City of Tacoma (Landslides and Erosion Hazards; Flood Hazard Areas; Liquefaction Susceptibility) 2024; Seva Workshop, 2024.

Equity Outcomes

For the equity assessment that informed this Plan, we looked at a selected short list of equity outcomes that are cross-cutting across chapters and most relevant to the 2050 Comp Plan vision. A baseline analysis of these outcomes helped set direction for policy and prioritize communities and areas for investment. Some outcomes from this analysis related to land use are presented below. The information below highlights differences in race and geography on a few selected priority equity outcomes.

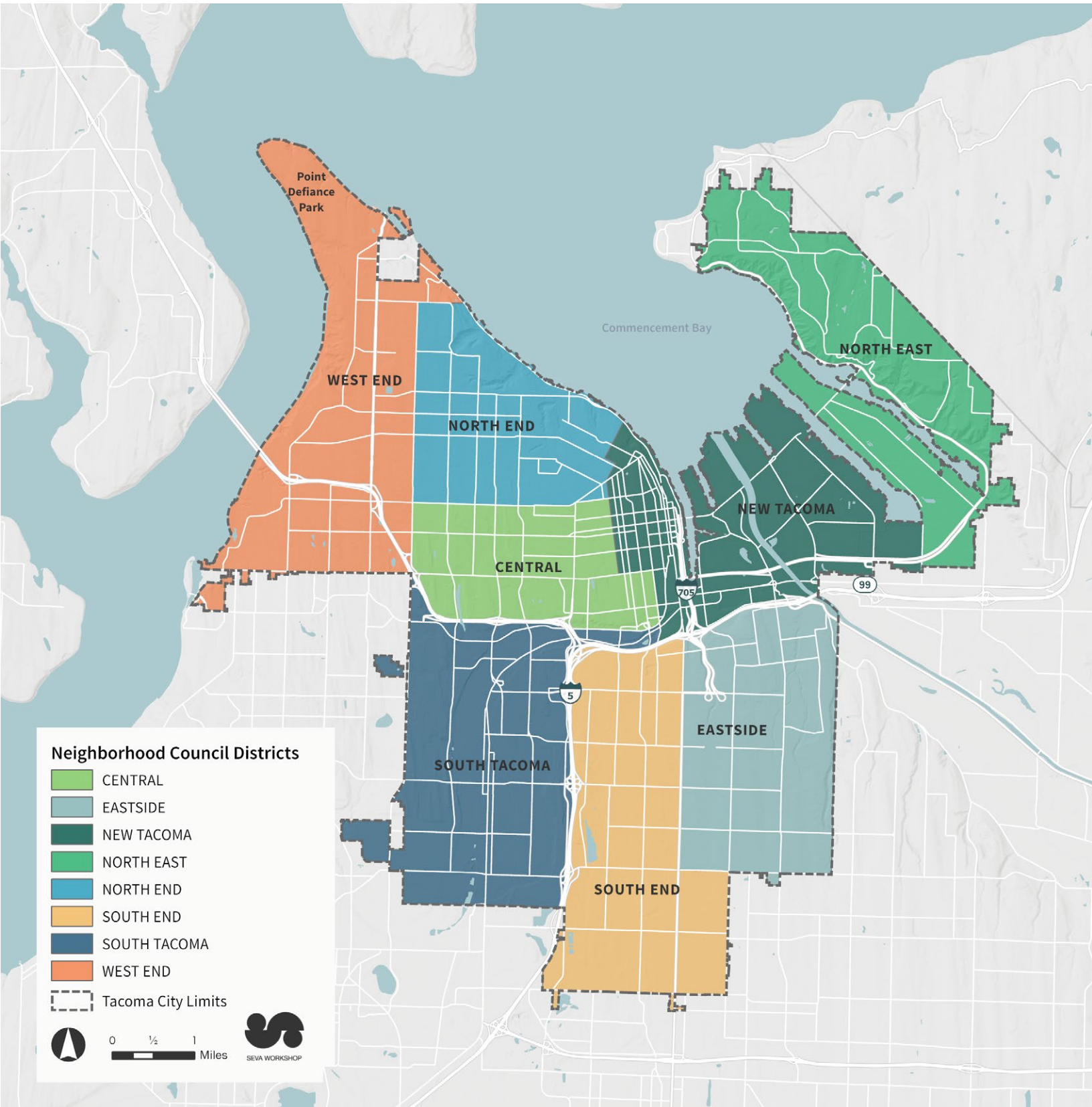
Using the Targeted Universalism framework, we seek to understand subgroup difference from the overall group outcome (typically for Tacoma as a whole, or what would be expected assuming equitable distribution that reflects the underlying population). Each table includes a column where the subgroup outcome is compared to the overall Tacoma goal or what would be expected for that subgroup given an equitable distribution. The red and blue color coding varies by the directionality of the outcome (sometimes larger numbers are the desired outcome, sometimes smaller numbers are desired).

This disaggregation and comparison to the overall outcome by subgroup is essential for a targeted universalism approach and for understanding progress on equity goals. However, it does create the potential for in- and out-group or exclusionary thinking when City services are for all Tacoma residents. Subgroups are highlighted here to highlight where additional emphasis may be warranted based on differences in outcomes. Policy solutions respond to the nuance of targeting groups with specific needs, without excluding others. Further this is a snapshot-in-time reflecting geographic and demographic patterns that are continuously shifting. The locations of residents are not necessarily where they want to be, it's where they can afford to live at this moment in time. Finally, we must acknowledge the limitations and biases that are inherent in relying on public data sets such as these. Community engagement and voice was essential to validate, refine, and address the disparities shown here.

Where available, data is presented by geographic subgroups and race/ethnicity subgroups. Depending on the source, geographic subgroups are based by neighborhoods or Council Districts.

Of course, no single metric can tell the complete picture in a complex and dynamic system like a city. Equity outcomes often need to be considered in their relevant context and together with other outcomes to develop the most effective policies. We also know that while the City does have significant influence, policies and programs alone are not sufficient to influence these outcomes.

Exhibit 6. Tacoma Neighborhood Council Districts



Source: City of Tacoma, 2024; Seva Workshop, 2024

Land Use and Air Quality

Particulate matter less than 2.5 micrometers in diameter can be inhaled and cause lung damage. It also affects visibility and quality of life as the primary contributor to haze. In 2024 the EPA lowered the level of the health-based annual PM2.5 standard to 9.0 micrograms per cubic meter (from 12.0). While PM 2.5 is not the only air pollutant, we include it as an equity priority for the next planning period because of the recent prevalence of wildfires. The neighborhoods with highest rates of PM 2.5 relative to the city average are the East Side and North East. However, all neighborhoods have, on average, rates considered safe under the new standard.

Exhibit 7. PM 2.5 by Neighborhood

NEIGHBORHOOD	AIR QUALITY (PM 2.5)	DIFFERENCE FROM CITY-WIDE AVERAGE
Central	8.1	0.01
Eastside	8.2	0.11
New Tacoma	8.2	0.09
North East	8.2	0.14
North End	8.0	(0.05)
South End	8.1	0.04
South Tacoma	8.0	(0.05)
West End	7.9	(0.20)
Tacoma	8.1	

Sources: City of Tacoma, Equity Index 2022, 2020 by block group; Environmental Protection Agency EJScreen

Land Use and Urban Heat

In city environments, more heat from the sun is absorbed and retained by impervious surfaces. This can intensify temperatures locally creating health impacts and impacting neighborhood livability.

In 2018, a campaign with Portland State University and the City of Tacoma was conducted to measure the air temperature across Tacoma during a heat wave in July. The most extreme temperatures were in the afternoon (3 PM). Another important attribute of the Urban Heat Island Effect is the duration of heat. In the actual measured morning (6 AM) temperatures, it's shown that heat islands retains heat from the day before. The central, eastside, South End and South Tacoma have more heat than the other parts of the city. Excessive urban heat events will have a greater impact over the next century as climate change drives heat waves to become more frequent and hotter.

Exhibit 8. Urban Heat Island Index by Neighborhood

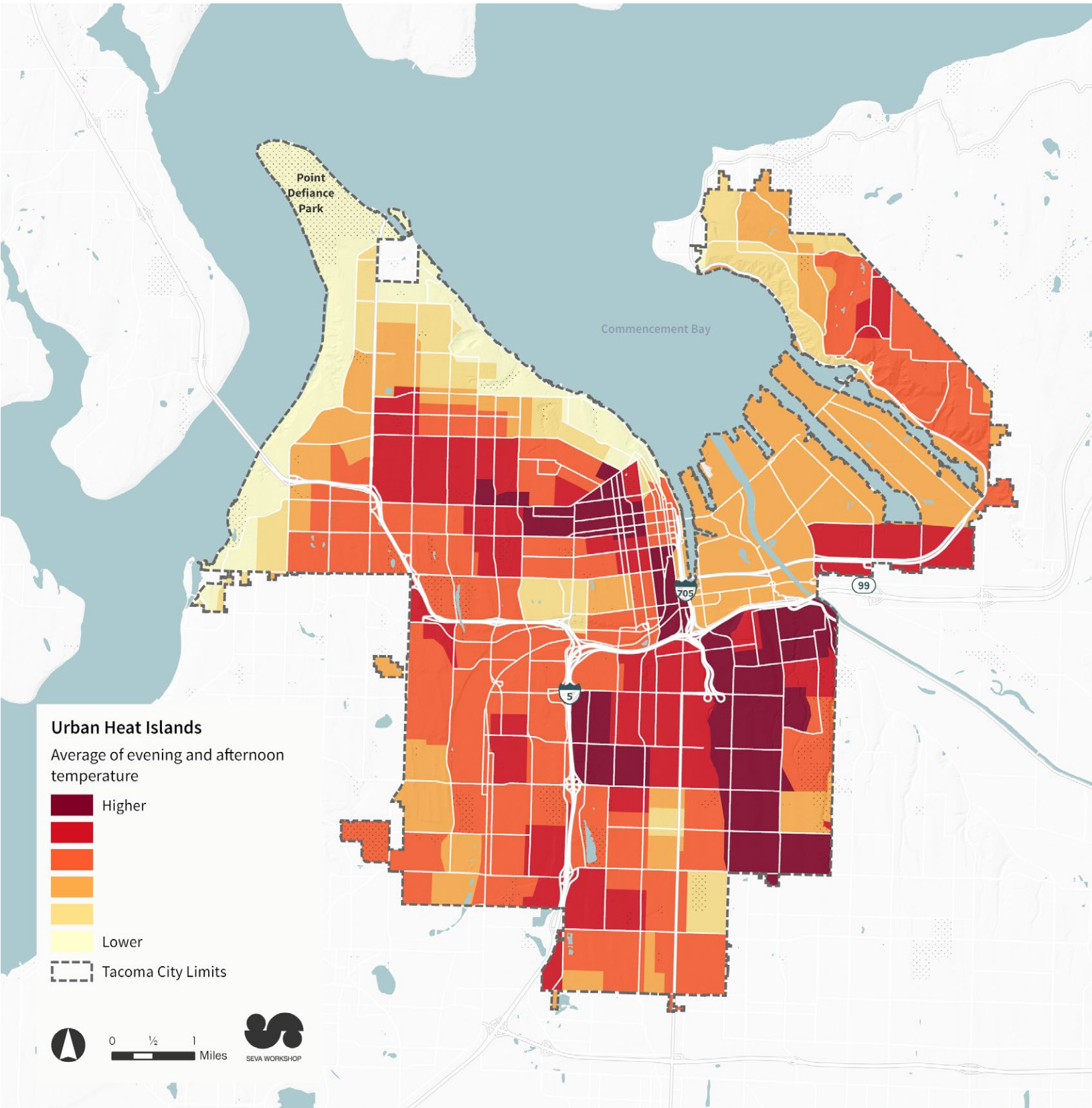
NEIGHBORHOOD	URBAN HEAT INDEX	DIFFERENCE FROM CITY-WIDE AVERAGE
Central	86.9	0.52
Eastside	87.2	0.81
New Tacoma	86.0	(0.35)
North East	85.8	(0.59)
North End	85.9	(0.53)
South End	86.8	0.38
South Tacoma	86.6	0.18
West End	85.5	(0.87)
Tacoma	86.4	

Sources: City of Tacoma, Equity Index 2022, 2020 by block group; Earth Economics



FEWER GREEN SPACES AND MORE IMPERVIOUS SURFACES LIKE ROADS, PARKING LOTS, AND BUILDINGS, ETC. ABSORB AND RETAIN HEAT FROM THE SUN TO CREATE A HEAT ISLAND. BECAUSE OF BUILT INFRASTRUCTURE, MANY URBAN AREAS EXPERIENCE HIGHER TEMPERATURES COMPARED TO THEIR RURAL SURROUNDINGS. THIS DIFFERENCE IN TEMPERATURE IS WHAT DEFINES AN URBAN HEAT ISLAND.

Exhibit 9. Urban Heat Islands

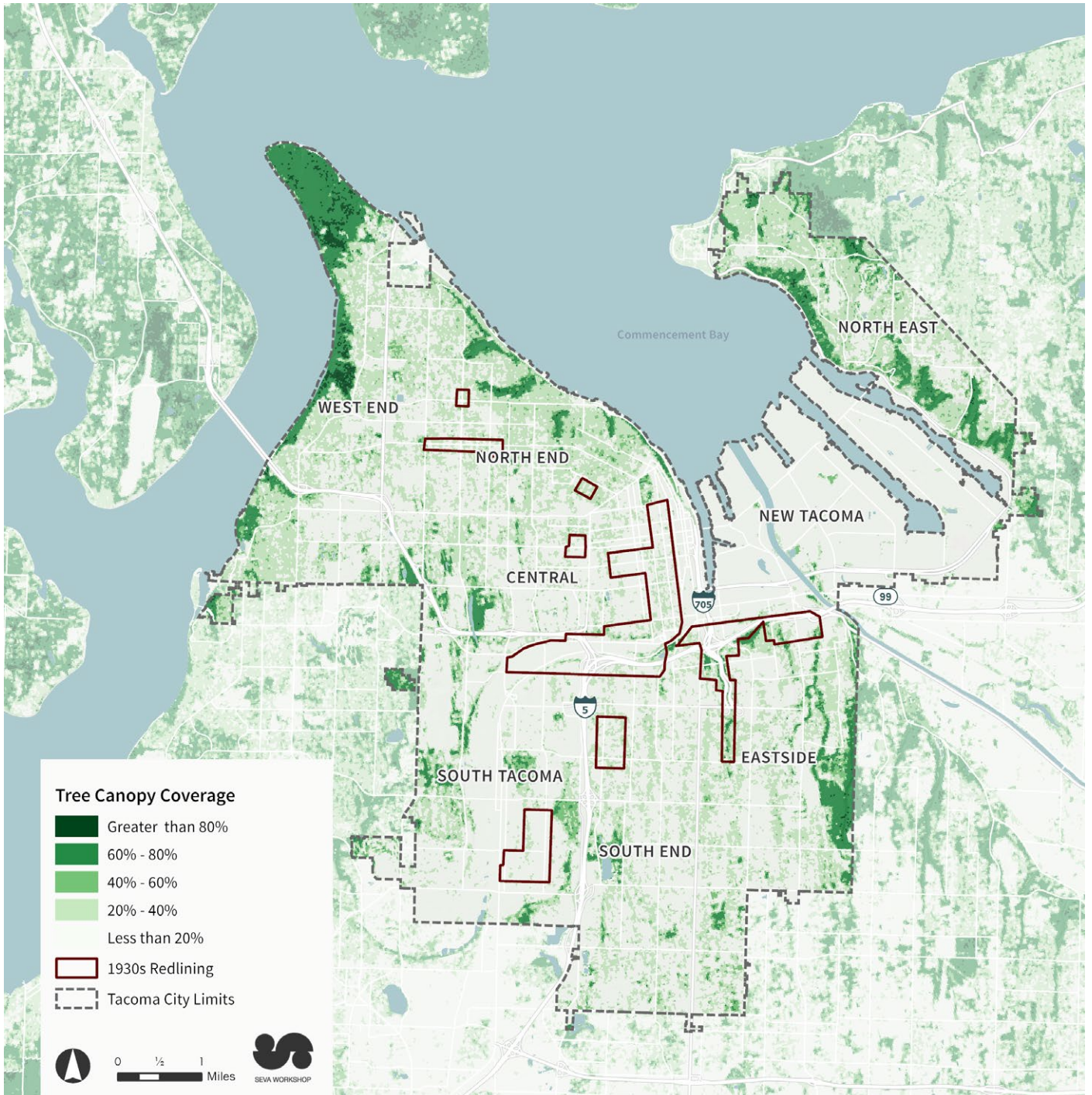


Sources: City of Tacoma, 2024; Seva Workshop, 2024.

Land Use and Tree Canopy

Recent studies have shown that heat island effects are greater, imperviousness is higher, and tree cover lower in areas that were formerly redlined (class D). Urban forestry, tree cover, and building and street design are all key tools to mitigate urban heat an important part of creating sustainable, healthy, and vibrant city. See Exhibit 10.

Exhibit 10. Tree Canopy



Sources: City of Tacoma, 2024; Seva Workshop, 2024.

Walkable Neighborhoods

Ensuring equitable distribution of public services and amenities is a focus for the Comprehensive Plan update. The Comprehensive Plan’s overarching vision is for a city in which daily essentials are not more than 15 minutes away from the average resident by foot, public transportation, or non-motorized transportation. There are many ways this concept can be measured and disaggregated – by transportation method, and by varying sets of amenities for example. The City of Tacoma produced an analysis in 2021 dubbed the 20-minute neighborhood that is focused on walking access, and integrates several walkability inputs, including distance to schools, parks, trails, commercial businesses and transit stops.

The following table describes the results by neighborhood. The percent of each neighborhood area classified as highly walkable varies by thirty percentage points in either direction. The Central area is the most walkable, nearly one-third of the total area is classified as highly walkable. North East is the least walkable area, with only 2% of the area classified as highly walkable. Overall 17% of Tacoma’s total land area is considered highly walkable by this measure. Areas such as South Tacoma and West End also lag the city-wide average for walkability.



STUDIES SHOW THAT REDLINING IS MORE STRONGLY ASSOCIATED WITH MEASURES OF THE BUILT ENVIRONMENT AND HARD INFRASTRUCTURE, WITH IMPACTS ON TEMPERATURE, TREE COVER AND AIR QUALITY. POLICIES TO REACH PEOPLE AND REPAIR HARM BY THESE HISTORICAL POLICIES AND REACH PEOPLE MOST IN NEED SHOULD HOWEVER GO BEYOND JUST PREVIOUSLY REDLINED AREAS. POLICIES SHOULD BE BASED ON CURRENT MEASURES OF HOUSING INSTABILITY AND CONSIDER THE FULL SPECTRUM OF POLICIES AND PRACTICES THAT HAVE EXCLUDED PEOPLE FROM HOUSING AND ECONOMIC OPPORTUNITIES. SEE THE HOUSING ELEMENT FOR MORE INFORMATION.

Exhibit 11. Walkability Scores by Neighborhood

NEIGHBORHOOD	LOW (SCORE OF 1-2)	MEDIUM (SCORE OF 3-9)	HIGH (SCORE OF 10+)	HIGH WALKABILITY DIFFERENCE FROM CITY-WIDE AVERAGE
Central	4%	64%	32%	15%
Eastside	5%	72%	23%	6%
New Tacoma	38%	27%	18%	1%
North East	22%	69%	2%	-15%
North End	0%	75%	24%	7%
South End	1%	78%	21%	4%
South Tacoma	10%	76%	12%	-5%
West End	18%	69%	11%	-6%
Tacoma	14%	65%	17%	

Sources: City of Tacoma, 2022.

Housing

Tacoma is working to undo the effects of years of exclusionary housing policy, dispossession, and displacement. At the same time, it is facing very high housing market pressure. In alignment with this work, the Comprehensive Plan and Strategic Plan seek to create more equity on the following measures:

- ▶ First-time buyers of single dwelling structures
- ▶ Renter-occupied housing cost burden greater than 50%
- ▶ Percent of residents living in the same house one year ago

This work is articulated in land use policies and in more detail in the Housing chapter of this plan, Anti-Displacement Strategy, Affordable Housing Action Strategy, and Home in Tacoma initiatives.

Life expectancy at birth

Life expectancy is an overall measure of health that can be affected by a multitude of factors – personal, social, and environmental. The US Centers for Disease control produces tract-level estimates of life expectancy for births between 2010 and 2015. Their model suggests a nearly 8-year range in life expectancy within Tacoma based on neighborhood as described in the following table. Land use policies in this chapter and across other elements articulate a cross sector framework for more equitable outcomes for life expectancy that result in less variation by neighborhood.

Exhibit 12. Life Expectancy at Birth by Neighborhood

NEIGHBORHOOD	LIFE EXPECTANCY	DIFFERENCE FROM CITY-WIDE AVERAGE
Central	76.8	(0.52)
Eastside	75.8	(1.51)
New Tacoma	75.2	(2.04)
North East	82.6	5.30
North End	80.3	3.03
South End	75.1	(2.15)
South Tacoma	74.7	(2.57)
West End	79.8	2.54
Tacoma	77.3	

Source: CDC, U.S. Small-area Life Expectancy Estimates Project (USALEEP), 2010-2015 by tract

Access to healthy food

Access to healthy food is a key component of health equity. City policies, especially on land use, can create the conditions for healthy food stores and temporary food markets to open in neighborhoods, as well as support mobile food options, food affordability, and food distribution. The Tacoma Equity Index uses the modified Retail Food Environment Index (mRFEI) to measure access to healthy food. The mRFEI is the percentage of all food retailers in an area that are considered healthy. This measure captures areas with no food options (“food deserts”; correspond to a score of zero) as well as areas that have food outlets that are dominated by large relative amounts of unhealthy snack foods (“food swamps”; correspond to lower scores) (Centers for Disease Control). Tacoma overall has an mRFEI score of 0.7. The South End and New Tacoma stand out as areas with relatively healthy food options. The North East, South Tacoma, and West End have relatively unhealthy options.

Exhibit 13. Access to Healthy Food by Neighborhood

NEIGHBORHOOD	HEALTHY FOOD AVAILABILITY	DIFFERENCE FROM CITY-WIDE AVERAGE
Central	0.9	0.20
Eastside	0.5	(0.16)
New Tacoma	1.3	0.63
North East	0.1	(0.62)
North End	0.5	(0.23)
South End	1.4	0.67
South Tacoma	0.3	(0.35)
West End	0.3	(0.38)
Tacoma	0.7	

Source: City of Tacoma, Equity Index 2022 by block group; ESRI Business Analyst

The distribution of grocery stores by neighborhood largely reflects similar patterns as the mRFEI. However, contrasting figures for South Tacoma and West End suggest that while there are relatively more food outlets available, they are not necessarily healthy options. More equitable distribution of healthy food access would result in less variation in this index across the city. Tacoma's future vision is also for daily essentials, including grocery, to be within a 15-minute walk of all residences. In North East, where a single grocery serves many people in a large area, many residents are likely to drive to a neighboring city or to other parts of Tacoma for grocery access.

Good and Promising Job Availability

Over 100,000 jobs are located in Tacoma. Health care, retail, government, and administration are some of the sectors that comprise the largest shares of Tacoma-based jobs. The Brookings Institute Opportunity Industries report and analysis examined industries for their ability to provide pathways and quality employment to workers without college degrees. They also produced metropolitan area level estimates by industry about the availability good and promising jobs according to the following definitions:

- ▶ **Good jobs** provide stable employment, middle-class wages and benefits.
- ▶ **Promising jobs** are entry-level positions from which most workers can reach a good job within 10 years.
- ▶ **High-skill jobs** are good and promising jobs held by workers with a bachelor's degree. The bachelor's degree represents a barrier to entry.
- ▶ **Other jobs** do not provide decent pay, benefits, or pathways to good jobs.

About 17% of jobs located in Tacoma are considered good or promising by the Brookings Institute definition. Another 24% are high-skill good or promising jobs. The North East has the highest share of good jobs, driven largely by the number of logistics jobs located there. Many Tacomans have work locations outside of the city but may choose to work closer to home if the opportunity was available.

Exhibit 14. Good and Promising Jobs by Neighborhood

NEIGHBORHOOD	PROMISING JOBS	GOOD JOBS	HIGH-SKILL JOBS	OTHER JOBS	DIFFERENCE FROM CITY-WIDE GOOD AND PROMISING JOBS RATE
Central	4%	64%	32%		15%
Eastside	5%	72%	23%		6%
New Tacoma	38%	27%	18%		1%
North East	22%	69%	2%		-15%
North End	0%	75%	24%		7%
South End	1%	78%	21%		4%
South Tacoma	10%	76%	12%		-5%
West End	18%	69%	11%		-6%
Tacoma	14%	65%	17%		

Source: U.S. Census, Longitudinal Employer-Household Dynamics (LEHD) LODES 8.1 Workplace Area Characteristic (WAC), All jobs (JT00), 2021 by block; Brookings Institute, Opportunity Industries for Seattle-Tacoma-Bellevue, WA 2018

FUTURE NEEDS

Growth Targets

Tacoma’s growth target is to add 60,000 housing units and 94,000 jobs from 2017 - 2050. Growth trends 2017-2022 lag behind growth rates needed to achieve these targets, as shown in Exhibit 15. The Buildable Lands Report from 2022 identifies citywide housing capacity of 68,049 housing units and 84,436 jobs. Legislation passed after this analysis related to housing policy, Home in Tacoma, has further expanded the city’s housing capacity since the 2022 capacity analysis. One policy need identified as part of this planning effort is to identify more capacity for employment. This is consistent with the vision for a 15-minute city, where more commercial activity and jobs are located across Tacoma, rather than concentrated in only one or two districts.

Exhibit 15. Tacoma Growth Targets for Housing and Jobs, 2017-2050.



Sources: Housing estimates from OFM, 2022; PSRC Jobs Estimates, 2022; PSRC Growth Targets, Vision 2050 Consistent; Seva Workshop, 2024.

PLAN VISION

15-minute cities

Central to the One Tacoma vision is the concept of a 15-minute City, composed of 15-minute neighborhoods where residents can access daily essentials—work, education, healthcare, groceries, recreation, etc.—within a short walk, bike ride, or transit trip. This framework integrates land use and transportation planning to create resilient neighborhoods across the city. Tacoma’s vision ensures that all residents, regardless of location, can enjoy a high quality of life without relying on cars (or other single-occupancy vehicles) for every trip. By promoting mixed-use development, connected pedestrian and bike networks, and accessible, inviting, and vibrant public spaces, Tacoma is advancing sustainable urban living that prioritizes the well-being of its residents while reducing vehicle miles traveled and greenhouse gas emissions.

The 15-Minute Neighborhoods map, shown in Exhibit 16, shows the relative level of attainment toward a 15-minute neighborhood across Tacoma, providing a snapshot of neighborhoods that are lacking (or robust) in their access to a wide array of daily essentials. The composite score also includes elements related to infrastructure investments and pedestrian safety, such as intersection density and sidewalk to road ratio. This information is critical to a range of key decision-making processes regarding land use, and investments in facilities, services, and infrastructure, among others, to achieve more equitable outcomes in access to daily essentials. Furthermore, the tool can be used to track progress (or regression) over time as Tacoma continues to grow and evolve. The Stadium to Dome corridor through the Downtown core, Hilltop in Central Tacoma, Oakland/Madrona in South Tacoma, and the Proctor District in North End score highly on the composite walkability score. Most of the rest of Tacoma rates as areas where walking to meet daily needs would be challenging using these criteria.



What the 15 minute city is.....

The 15-minute city concept, envisions cities where residents can meet their essential needs—work, education, healthcare, shopping, and leisure—within a 15-minute walk or bike ride from their homes. The concept is rooted in sustainable urban design, fostering community well-being, and reducing environmental impact. Below are the main ideas and goals of the 15-minute city model:

Main Ideas of the 15-Minute City

1. LOCAL ACCESSIBILITY: Focus on decentralizing urban services, so each neighborhood has its own set of amenities.

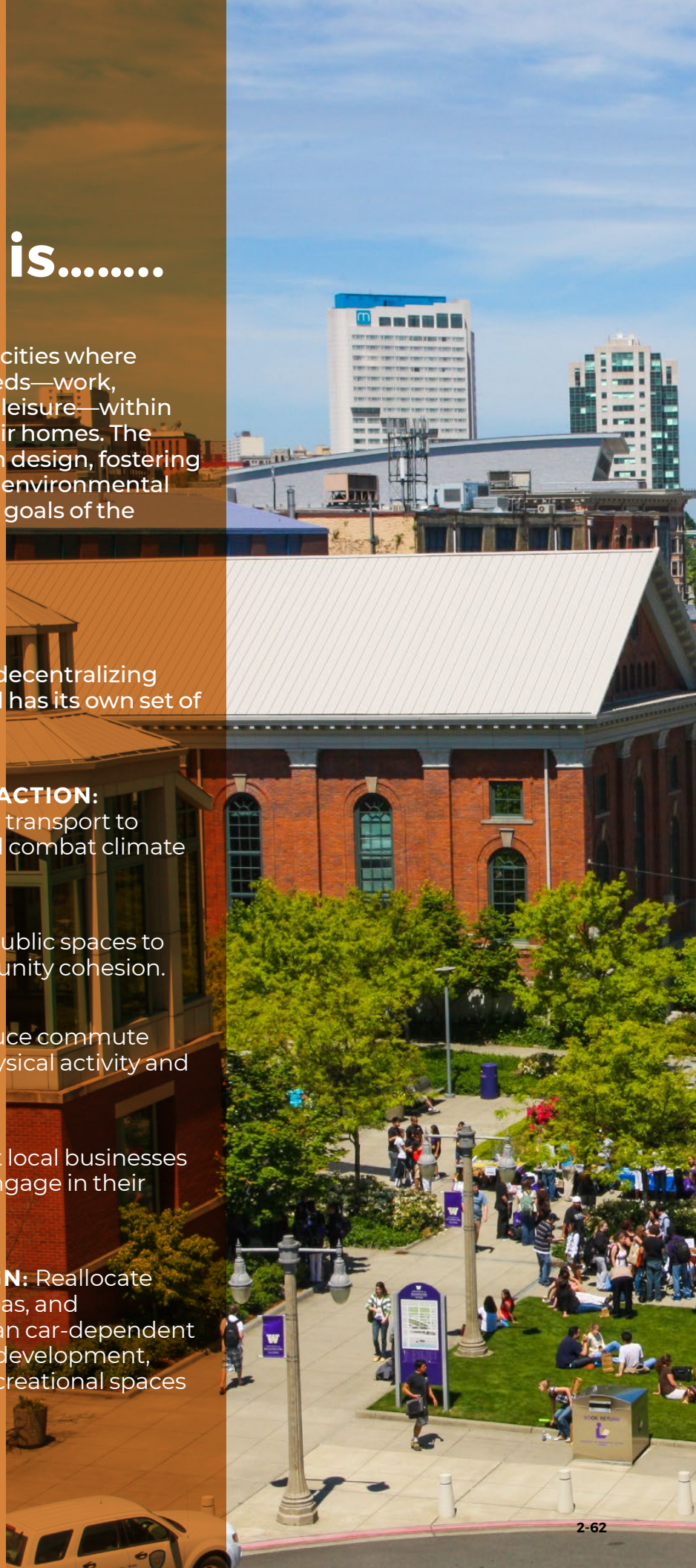
2. SUSTAINABILITY AND CLIMATE ACTION: Encourage walking, biking, and public transport to reduce greenhouse gas emissions and combat climate change.

3. COMMUNITY BUILDING: Design public spaces to promote social interaction and community cohesion.

4. HEALTH AND WELL-BEING: Reduce commute times and traffic stress, encourage physical activity and better quality of life.

5. ECONOMIC RESILIENCE: Support local businesses by encouraging people to shop and engage in their neighborhoods.

6. HUMAN-CENTRIC URBAN DESIGN: Reallocate urban space for pedestrians, green areas, and community gathering spots rather than car-dependent infrastructure. Emphasize mixed-use development, where residential, commercial, and recreational spaces coexist, enhancing community life.





and what it is not....

The 15-minute city concept has been the target of various conspiracy theories. These misconceptions typically arise from misinterpretations or deliberate misinformation. Here's a look at some common myths:

1. "IT'S A PLAN TO RESTRICT MOVEMENT OR TRAP PEOPLE IN ZONES":

The 15-minute city does not limit people's ability to travel. Instead, it aims to reduce the need for long commutes by making essential services more accessible. People remain free to move outside their neighborhoods.

2. "YOU'LL BE CONFINED TO YOUR 15-MINUTE RADIUS":

No aspect of the 15-minute city suggests restricting movement. The goal is to enhance access within neighborhoods, not impose limitations.

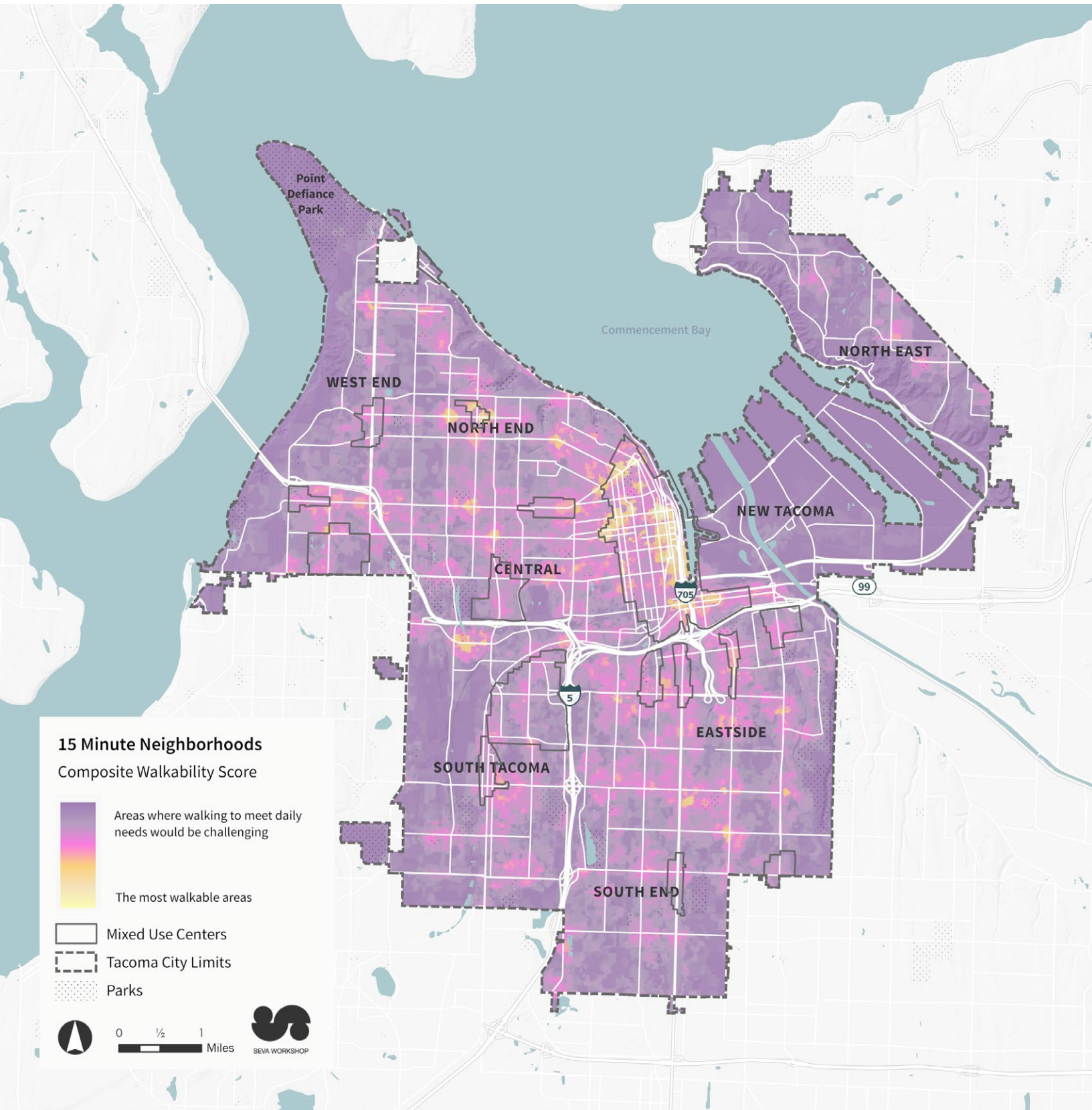
3. "IT'S A PLOY TO BAN CARS":

The goal is not to ban cars but to reduce car dependency. This is achieved by improving public transport, biking, and walking infrastructure, making cars less necessary for daily life.

4. "IT'S ABOUT PROPERTY DEVALUATION OR WEALTH REDISTRIBUTION":

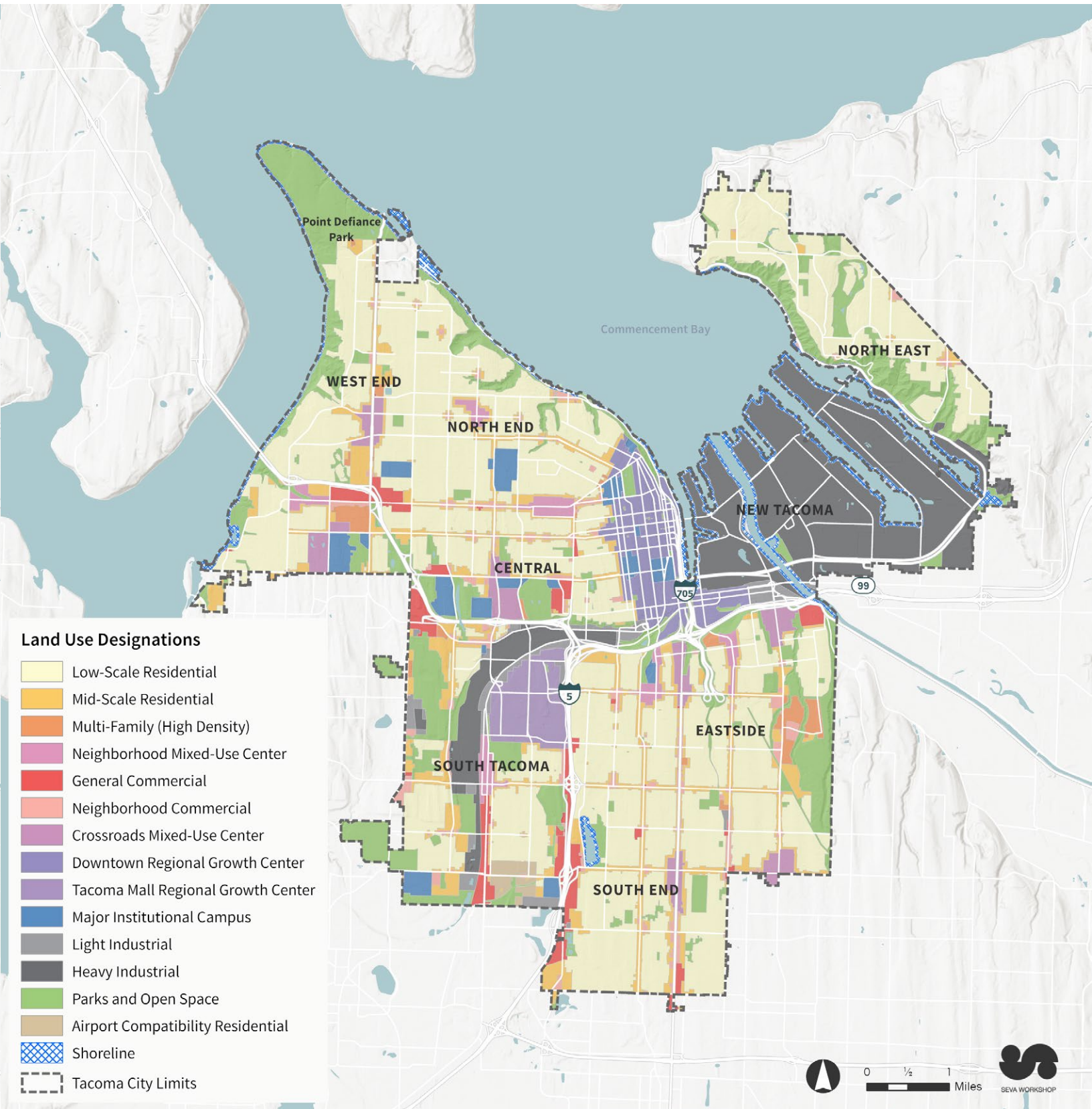
The idea enhances neighborhood livability and often increases property values by creating desirable, accessible, and greener communities. It focuses on improving urban living for everyone, not redistributing wealth.

Exhibit 16. Tacoma 15-Minute Neighborhoods, 2024.



Source: City of Tacoma, 2024; Seva Workshop, 2024.

Exhibit 17. Future Land Use Map.



City of Tacoma, 2024; Seva Workshop, 2024



Land Use Designations

The Future Land Use Map illustrates the City's intended future land use pattern through the geographic distribution of residential and commercial areas, the designation of mixed-use and manufacturing/industrial centers, as well as shoreline and residential designations. This land use distribution was a result of analysis of the growth strategy element policies, existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals. Various types of zoning and land use may be permitted within each of the designations. The map is to be used in conjunction with the adopted policies of the Comprehensive Plan for any land use decision.

The land use designations are established by adoption of the Comprehensive Plan and amendments thereof. The Future Land Use Map is the official land use map of the City, and is maintained by the Planning and Development Services Department in an electronic format to facilitate its accurate use and implementation.

The Future Land Use Map and the designations in Exhibit 18 on page 1-68 provide a basis for applying zoning districts and for making land use decisions. Policies should be considered and interpreted in accordance with the geographic characteristics of the mapped areas. Exhibit 18 depicts the relationship between the land use designations and zoning classifications.

Exhibit 18. Comprehensive Plan Future Land Use Designations and Corresponding Zoning.

GENERAL CHARACTERISTICS	GROWTH SHARE	ZONING DISTRICTS
Low-scale Residential		
<p>Low-scale residential designations are generally located in quieter settings of complete neighborhoods that are a short to moderate walking distance from parks, schools, shopping, transit and other neighborhood amenities.</p>	<p>Citywide Growth Share: Housing: 12.5%</p> <p>Employment: 1%</p>	<p>UR1 Urban Residential 1 UR2 Urban Residential 2</p>
<p>Qualities associated with low-scale residential areas include: Diverse housing types and prices, lower noise levels, limited vehicular traffic, moderate setbacks, private and shared open space and yards, street trees, green features, and complete streets with alleys. Infill in historic districts is supported to expand housing options consistent with the low-scale designation, but must be consistent with the neighborhood scale and defining features, and with policies discouraging demolition.</p>	<p>Target Development Density: 10-25 dwelling units/net acre</p>	
<p>Primary housing types supported include detached houses, houses with attached and/ or detached accessory dwelling units, duplexes, triplexes, townhouses up to 3 units, cottage housing, and cohousing. Existing houses shall not be considered non-conforming. Secondary housing types including fourplexes and small-scale multifamily may be permitted, subject to appropriate design, locational and other standards, where they can fit harmoniously with the overall scale of the neighborhood such as corner lots, large sites or at transitions to more intensive designations. Community facilities including parks, schools and religious facilities are also desirable to enhance neighborhood vitality.</p>		
<p>Low-scale residential designations provide a range of housing choices built at the general scale and height of detached houses and up to three stories (above grade) in height. Standards for low-scale housing types provide flexibility within the range of building width, depth, and site coverage consistent with detached houses and backyard accessory structures, pedestrian orientation, and a range of typical lot sizes from 2,500 square feet up to 7,500 square feet.</p>		

GENERAL CHARACTERISTICS

GROWTH SHARE

ZONING DISTRICTS

Mid-scale Residential

Mid-scale residential designations are generally located in close proximity to Centers, Corridors and transit and provide walkable, urban housing choices in buildings of a size and scale that is between low-scale residential and the higher-scale of Centers and Corridors.

Citywide Growth Share:
Housing: 12.5%
Employment: 2%

UR3 Urban Residential 3

Qualities associated with mid-scale residential areas include: Diverse housing types and prices, a range of building heights and scales, walkability, transportation choices, moderate noise and activity levels, generally shared open space and yards, street trees, green features, and complete streets with alleys. Infill in historic districts is supported to expand housing options consistent with the mid-scale designation, but must be consistent with neighborhood scale and defining features, and with policies discouraging demolition.

Target Development Density: 15-45 dwelling units/net acre

Housing types supported include small-lot houses, accessory dwelling units, duplexes, triplexes, townhouses, cottage housing, cohousing, fourplexes and multifamily. Existing houses shall not be considered non-conforming.

Community facilities including parks, schools and religious facilities are also desirable and some nonresidential uses such as small childcare, cafes or live-work may be appropriate in limited circumstances.

Standards for mid-scale housing support heights up to 3 stories (above grade), and 4 stories in limited circumstances along corridors. Standards shall ensure that development is harmonious with the scale and residential patterns of the neighborhood through building height, scale, width, depth, bulk, and setbacks that prevent overly massive structures, provide visual variety from the street, and ensure a strong pedestrian orientation. Development shall be subject to design standards that provide for a smooth scale transitions by methods including matching low-scale building height maximums where mid-scale residential abuts or is across the street from low-scale areas.

GENERAL CHARACTERISTICS

GROWTH SHARE

ZONING DISTRICTS

Multi-family High Density

This designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and institutions, and some limited commercial uses and mixed-use buildings. It is characterized by taller buildings, higher traffic volumes, reduced setbacks, limited private yard space, and greater noise levels. These areas are generally found in the central city and along major transportation corridors where there is increased access to public transportation and to employment centers.

Housing types supported include small-lot houses, accessory dwelling units, duplexes, triplexes, townhouses, cottage housing, cohousing, fourplexes and multifamily.

Community facilities including parks, schools and religious facilities and some nonresidential uses such as small childcare, cafes or live-work.

Standards for Multi-family High Density support building heights up to the mid-rise (4-6 stories) to high-rise (up to 15 stories) range.

Citywide Growth Share
Housing: 2%

Employment: 1%

Target Development Density: 45–75
dwelling units/net acre

R-4 Multiple-Family Dwelling District
R-5 Multiple-Family Dwelling District

Neighborhood Commercial

This designation is characterized primarily by small-scale neighborhood businesses with some residential and institutional uses. Uses within these areas have low to moderate traffic generation, shorter operating hours, smaller buildings and sites, and less signage than general commercial or mixed-use areas. There is a greater emphasis on small businesses and development that is compatible with nearby, lower intensity residential areas.

Non-residential uses typically occupy the street frontage. Low to mid-scale housing types are generally supported. Parking is generally located on-street or within a structure, or to the side or rear of the structure. Building height typically ranges from single story to three story.

Citywide Growth Share:
Housing: 2%

Employment: 4%

Target Development Density: 14–36
dwelling units/net acre

C-1 General Neighborhood Commercial District
T Transitional District

GENERAL CHARACTERISTICS	GROWTH SHARE	ZONING DISTRICTS
General Commercial		
<p>This designation encompasses areas for medium to high intensity commercial uses which serves a large community base with a broad range of larger scale uses. These areas also allow for a wide variety of residential development, community facilities, institutional uses, and some limited production and storage uses. These areas are generally located along major transportation corridors, often with reasonably direct access to a highway or high frequency transit. This designation is characterized by larger-scale buildings, longer operating hours, and moderate to high trip generation.</p> <p>Single purpose commercial structures, office buildings, multi-story mixed-use and residential structures. Nonresidential uses typically occupy the street frontage but stand-alone residential uses are allowed in some cases.</p> <p>Low to mid-scale housing types are generally supported.</p> <p>Building height typically ranges from single story to four story.</p>	<p>Citywide Growth Share: Housing: 1%</p> <p>Employment: 3%</p> <p>Target Development Density: 45-75 dwelling units/net acre</p>	<p>PDB Planned Development Business District C-2 General Community Commercial District</p>
Neighborhood Center		
<p>The neighborhood center is a concentrated mix of small- to medium-scale development that serves the daily needs of center residents, the immediate neighborhood, and areas beyond. They are designed with a compatible character to adjacent residential neighborhoods. The design of the neighborhood center encourages pedestrians and bicyclists and its location on a major arterial makes it a convenient and frequent stop for local transit. The regional transit network also may directly serve some neighborhood centers.</p> <p>Development contains a mix of residential and commercial uses, and the majority of parking is provided within structures.</p> <p>Buildings are generally up to six stories along the commercial corridors, up to three stories at the periphery of the centers near low-scale residential districts, and up to four stories in areas between the core and the periphery.</p>	<p>Citywide Growth Share: Housing: 15%</p> <p>Employment: 2.5%</p> <p>Minimum Allowable Development Density: 25 dwelling units/net acre</p>	<p>CCX Community Commercial Mixed-Use District RCX Residential Commercial Mixed-Use District HMX Hospital Medical Mixed-Use District URX Urban Residential Mixed-Use District</p>

GENERAL CHARACTERISTICS	GROWTH SHARE	ZONING DISTRICTS
Crossroads Center		
<p>The crossroads center is a concentration of commercial and/or institutional development that serves many nearby neighborhoods and generally includes a unique attraction that draws people from throughout the city. Some residential development may already be present, and there is a goal to have more residential development. It is directly accessible by arterials and local transit.</p> <p>Development contains a mix of residential and commercial uses, and the majority of parking is provided within structures.</p>	<p>Citywide Growth Share: Housing: 15%</p> <p>Employment: 12.5%</p> <p>Minimum Allowable Development Density: 25 dwelling units/net acre</p>	<p>CCX Community Commercial Mixed-Use District RCX Residential Commercial Mixed-Use District HMX Hospital Medical Mixed-Use District URX Urban Residential Mixed-Use District</p>
Tacoma Mall Regional Growth Center		
<p>The urban center is a highly dense self-sufficient concentration of urban development. It is an area of regional attraction and a focus for both the local and regional transit systems. Many major city arterials connect to the urban center and nearby freeway access is present. Parking is provided both in surface lots and within structures. Internal streets and pathways provide connections among the developments within the center.</p>	<p>Citywide Growth Share: Housing: 5%</p> <p>Employment: 8%</p> <p>Minimum Allowable Site Density: 25 dwelling units/net acre</p>	<p>UCX Urban Center Mixed-Use District RCX Residential Commercial Mixed-Use District URX Urban Residential Mixed-Use District</p>
Downtown Regional Growth Center		
<p>The downtown center is the highest concentration of urban growth found anywhere in the city. It is the focal point for the city, the center of government, cultural, office, financial, transportation and other activities. This variety of day and night activities attracts visitors from throughout the city and region. The interstate freeway, major arterials, provides access and the center has both local and regional transit connections. Larger, often historic, buildings fronting on the sidewalk characterize the area. Pedestrian orientation is high. Parking is found along the street and within structures.</p>	<p>Citywide Growth Share: Housing: 35%</p> <p>Employment: 50%</p> <p>Minimum Allowable Site Density: 25 dwelling units/net acre</p>	<p>DR Downtown Residential District DMU Downtown Mixed-Use District WR Warehouse/Residential District DCC Downtown Commercial Core District UCX-TD Downtown Mixed-Use District</p>
Light Industrial		
<p>This designation allow for a variety of industrial uses that are moderate in scale and impact, with lower noise, odors and traffic generation than heavy industrial uses. This designation may include various types of light manufacturing and warehousing and newer, clean and high-tech industries, along with commercial and some limited residential uses. These areas are often utilized as a buffer or transition between heavy industrial areas and less intensive commercial and/or residential areas.</p>	<p>Citywide Growth Share: Housing: 0%</p> <p>Employment: 8%</p>	<p>M-1 Light Industrial District</p>

GENERAL CHARACTERISTICS	GROWTH SHARE	ZONING DISTRICTS
Heavy Industrial		
<p>This designation is characterized by higher levels of noise and odors, large-scale production, large buildings and sites, extended operating hours, and heavy truck traffic. This designation requires access to major transportation corridors, often including heavy haul truck routes and rail facilities. Commercial and institutional uses are limited and residential uses are generally prohibited.</p>	<p>Citywide Growth Share: Housing: 0%</p> <p>Employment: 8%</p>	<p>M-2 Heavy Industrial District PMI Port Maritime + Industrial District</p>
Major Institutional Campus		
<p>This designation is intended for large institutional campuses that are centers of employment and that service a broader population than that of the neighborhood in which it is located. This designation includes hospitals, medical centers, colleges, universities, and high schools typically greater than 10 acres in size. The designation recognizes the unique characteristics of these institutions and is intended to accommodate the changing needs of the institution while enhancing the livability of surrounding residential neighborhoods and the viability of nearby business areas.</p>		<p>This designation is appropriate in all zoning classifications.</p>
<p>Hospitals, medical centers, colleges, universities, and high schools on a site or campus typically greater than 10 acres in size.</p>		
<p>Buildings in this designation may range in scale from single story to high rise.</p>		

GENERAL CHARACTERISTICS

GROWTH SHARE

ZONING DISTRICTS

Parks and Open Space

This designation is intended to conserve and enhance open, natural and improved areas valuable for their environmental, recreational, green infrastructure and scenic character and the benefits they provide. The designation encompasses public and private parks and open space lands, with lands set aside for these purposes by the City of Tacoma and the Metropolitan Parks District forming the core of the designation. As more land is placed in conservation status by these agencies as well as other public and private entities, the extent of the designation will be expanded to include them.

The designation supports Tacoma’s vision of an integrated parks and open space system that defines and enhances the built and natural environment, supports and nurtures plant and wildlife habitat, enhances and protects trees and the urban forest, preserves the capacity and water quality of the stormwater drainage system, offers recreational opportunities, and provides pedestrian and bicycle connections.

Lands within this designation include both natural open space areas and active use parks and recreational areas.

Parks and recreation lands are intended to provide opportunities for active recreation such as playfields and sports facilities, and urban amenities such as plazas, pocket parks and community gardens and other complementary land uses, such as cultural or educational facilities or community event spaces that enhance the park and recreational experience. This designation is intended to support flexibility in building scale to meet community demand for park and recreation programs and facilities.

This designation is appropriate in all zoning classifications.

Airport Compatible Residential

This designation is intended to increase safety in residential areas within the approximately 200-acre area of South Tacoma corresponding with the Joint Base Lewis McChord Airport Protection Zone II. Safety will be increased by preventing development conditions that could interfere with airport operations or increase the likelihood of an accident, and by reducing risk to life and property in the incidence of a crash. Key strategies are to prevent development with explosive or flammable characteristics, and to allow reasonable use and expansion of existing uses while discouraging increases in residential density or in public gathering capacity.

Citywide Growth Share:
There are no specific housing or employment targets associated with this designation.

This designation is implemented through the JBLM Airport Compatibility Overlay District, and through the future establishment of an appropriate base residential zoning district.

GENERAL CHARACTERISTICS

GROWTH SHARE

ZONING DISTRICTS

Shorelines

The city’s shoreline areas provide great social, ecological, recreational, cultural, economic and aesthetic value, both at the local and regional level. It is the community’s intent to use the full potential of these areas in a manner that is both ordered and diversified, supports the community’s ability to enjoy the water and the unique setting it creates, and which integrates water and shoreline uses while achieving a net gain of ecological functions.

Recognizing the limited nature of this important resource, use and development of the shoreline areas must be carefully planned and regulated to ensure that these values are maintained over time. The Shoreline Master Program has been developed to provide additional and more detailed policy direction regarding the city’s shoreline areas, along with specific zoning and development standards.

The Shoreline Master Program utilizes a system of “environment designations” which further guide the character, intensity and use of individual shoreline segments. These classifications include Natural, Shoreline Residential, Urban Conservancy, High Intensity, Aquatic, and Downtown Waterfront and are based on the existing development patterns, natural capabilities and goals and aspirations of the community for its shoreline areas.

These areas are intended to balance the overarching goals outlined in the State Shoreline Management Act:

- To ensure an adequate land supply for water-dependent uses;
- To promote and enhance the public’s opportunities to access and enjoy the water; and
- To protect and preserve natural resources.

This designation includes areas that support deepwater port and industrial sites, habitat for a variety of fish and wildlife, archaeological and historical sites, open space, recreation and community activities, and some commercial and residential development.

Typical uses and building scale are based on the specific Shoreline Environment Designation and Zoning District but may range from single to three story in most districts to mid and high rise residential on the Thea Foss Waterway. Industrial areas support height and scale standards to support the long-term viability of Port container operations.

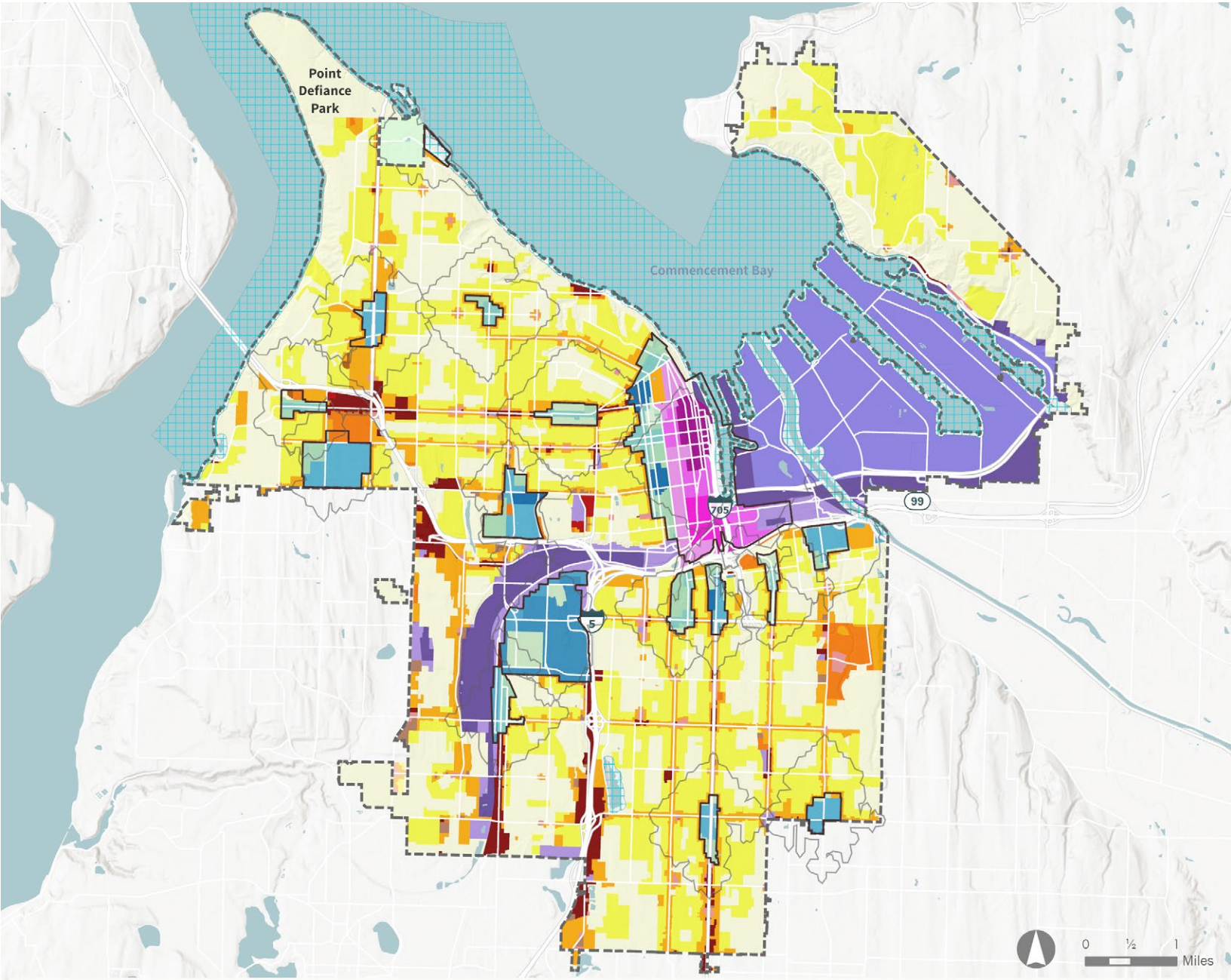
Citywide Growth Share: Housing and employment growth within shoreline environments are based on the Shoreline Environment Designations of the Shoreline Master Program (Title 19 of the Tacoma Municipal Code)

S1–S14 Shoreline Zoning Districts

Coordination between land use changes, infrastructure investments and transportation network improvements are needed to achieve the vision of this Plan. Recent updates to the land use code through the Home in Tacoma legislation will enable higher housing densities in areas previously restricted to single family homes. Home in Tacoma replaces single-family zoning with two new zoning categories – Low-Scale Residential and Mid-Scale Residential. Mid-Scale Residential zoning is concentrated around transit corridors and commercial centers to promote walkability, reduce car dependence, and support more sustainable urban growth. More neighborhood-serving commercial spaces such as cafes, live-work spaces, and other daily services will be accommodated throughout these zones. Commercial spaces are anticipated to be both embedded within neighborhoods as well as within Centers. These zoning updates add diverse housing types and supportive commercial uses across Tacoma’s neighborhoods to implement Tacoma’s Growth Strategy to allow as many people as possible to experience 15-minute neighborhood living.

An important element of this strategy is to support a network of centers, equitably distributed across the city, connected along transit-oriented corridors. Transit station areas and the neighborhoods will also accommodate a range of housing types and commercial uses to achieve the vision of the 15-minute city. The proposed zoning, overlaid with identified centers and 15-minute walksheds from the centers, is shown in Exhibit 19.

Exhibit 19. Zoning and Centers, 2024



Zoning Districts Citywide

UR1-Urban Residential 1	C2-Commercial	CIX-Commercial Industrial Mixed Use	M1-Light Industrial
UR2-Urban Residential 2	PDB-Planned Development Business	UCX-Urban Center Mixed Use	M2-Heavy Industrial
UR3-Urban Residential 3	NRX-Neighborhood Residential Mixed Use	HMX-Hospital Medical Mixed Use	PMI-Port Maritime Industrial
R4-Multiple Family Dwelling	URX-Urban Residential Mixed Use	DR-Downtown Residential	RUS-Ruston
R5-Multiple Family Dwelling	RCX-Residential Commercial Mixed Use	DMU-Downtown Mixed Use	Shoreline Districts
T-Transitional	NCX-Neighborhood Commercial Mixed Use	WR-Warehouse Residential	Mixed Use Centers (MUCs)
C1-Commercial	CCX-Community Commercial Mixed Use	DCC-Downtown Commercial Core	MUC 15-Minute Walkshed



Sources: City of Tacoma, 2024; Seva Workshop, 2024.

Exhibit 20. Proposed Zoning by Acreage, 2024

PROPOSED ZONING	ACRES	
UR1-Urban Residential 1	10,245	25%
UR2-Urban Residential 2	7,885	19%
UR3-Urban Residential 3	3,021	7.4%
R4-Multiple Family Dwelling	359	0.9%
R5-Multiple Family Dwelling	16	0.0%
T-Transitional	163	0.4%
C1-Commercial	252	0.6%
C2-Commercial	819	2.0%
PDB-Planned Development Business	35	0.1%
NRX-Neighborhood Residential Mixed Use	11	0.0%
URX-Urban Residential Mixed Use	271	0.7%
RCX-Residential Commercial Mixed Use	427	1.1%
NCX-Neighborhood Commercial Mixed Use	283	0.7%
CCX-Community Commercial Mixed Use	637	1.6%
CIX-Commercial Industrial Mixed Use	96	0.2%
UCX-Urban Center Mixed Use	396	1.0%
HMX-Hospital Medical Mixed Use	118	0.3%
DR-Downtown Residential	246	0.6%
DMU-Downtown Mixed Use	231	0.6%
WR-Warehouse Residential	171	0.4%
DCC-Downtown Commercial Core	162	0.4%
M1-Light Industrial	639	1.6%
M2-Heavy Industrial	1,223	3.0%
PMI-Port Maritime Industrial	2,898	7.1%
RUS-Ruston	170	0.4%
Shoreline Districts	9,816	24%

Sources: City of Tacoma, 2024; Seva Workshop, 2024.



TACOMA'S GROWTH TARGET IS FOR 60,000 NEW HOUSING UNITS AND 94,000 NEW JOBS BY 2050.

2.2 Goals + Policies

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

Policy GS-1.1: Establish future land use and zoning designations that can accommodate planned housing and employment growth and ensure land use compatibility. See Exhibit 17: Future Land Use Map.

Policy GS-1.2: Implement the Comprehensive Plan land use designations and update the zoning code, as needed, to ensure consistency. See Exhibit 18: Comprehensive Plan Future Land Use Designations and Corresponding Zoning.

Policy GS-1.3: Promote the development of complete, walkable, and accessible neighborhoods where residents have safe and convenient access to daily essentials and services including employment, grocery stores, restaurants, schools, and parks, that support a variety of transportation choices and encourage walking, rolling, biking, and transit as attractive options.

Policy GS-1.4: Encourage development that creates or maintains 15-minute neighborhoods throughout existing neighborhoods with middle housing types and smaller commercial nodes.

Policy GS-1.5: Ensure quality, context-sensitive urban infill throughout the city’s neighborhoods with design standards, project review procedures, and zoning requirements.

Policy GS-1.6: Integrate and preserve nature and prioritize the use of green infrastructure throughout Tacoma as the first option, when feasible.

Policy GS-1.7: Recognize the importance of preserving and enhancing the city’s regularized and predictable street grid, block sizes, and intersection density for supporting safe multi-modal transportation choices, quality neighborhood design, and the City’s growth strategies, including 15-minute neighborhoods. Whenever practicable, create or restore connections in areas lacking safe intersection crossings, such as superblocks.

Policy GS-1.8: Encourage high quality neighborhood design that demonstrates Tacoma’s dedication to the human-centric design of its built environment, commitment to equity, and culture of generating innovative design solutions.

Policy GS-1.9: Policy GS-1.11 Leverage Tacoma’s unique assets, diverse community, and culture of art and creativity to complement growth in a way that showcases its distinctive character and quality of place.

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

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-1.12: Consider parks, schools, and institutional campuses as uses that might need special permits or zones to preserve.

Citywide

GOAL GS-2: Neighborhoods across the city include a mix of housing types and integrated commercial activity.

Policy GS-2.1: Implement actions in Tacoma’s Anti-Displacement Strategy to create more homes for more people, keep housing affordable and in good repair, help people stay in their homes and their communities, and reduce barriers for people who often or historically have encountered them.

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.

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.

Policy GS-2.4: Devise strategies to address shortcomings in the achievement of 15-minute neighborhoods and promote equity, focusing efforts first in and around centers, in areas with lower incomes and higher concentrations of BIPOC communities, and in neighborhoods farthest from success.

Policy GS-2.5: Encourage regulatory changes like parking quantity reductions or incentives to reduce parking to make smaller scale retail viable.

GOAL GS-3: The growth strategy and coordinated land use and transportation planning advance the goals of Tacoma’s Climate Action Plan.

Policy GS-3.1: Direct the majority of growth and change to centers, transit-oriented corridors with current or planned Frequent Transit service, and high-capacity transit station areas.

Policy GS-3.2: Explore innovative concepts for developing public spaces that prioritize people walking and rolling; design a public realm that is people-first rather than auto-oriented, especially in centers and transit-oriented areas.

Policy GS-3.3: Encourage the renovation and reuse of existing structures to reduce demolition waste and new construction emissions.

Policy GS-3.4: Encourage EV charging infrastructure in residential, commercial, and public spaces.

Policy GS-3.5: Explore areas with targeted policies for emissions reductions, such as zero-emission neighborhoods.



Growth Strategy as Climate Action

By fostering equitable transit-oriented communities, Tacoma aims to reduce dependency on single-occupancy vehicles while enhancing walkability and access to daily essentials. Tacoma’s commitment to addressing climate change is reflected in the 2030 Tacoma Climate Action Plan (CAP), which sets a goal to achieve net-zero greenhouse gas (GHG) emissions by 2050. An ambitious goal requiring a series of actions aimed at reducing emissions across various sectors, including transportation, industry, and buildings. The plan emphasizes the importance of transitioning to renewable energy sources, enhancing energy efficiency, and promoting sustainable urban development to create a resilient and equitable low-carbon future for the community.

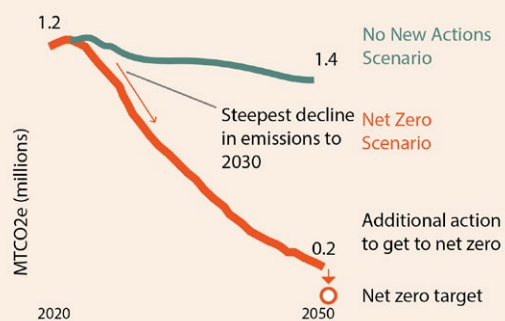
Fortunately, Tacoma’s growth strategies and policies in the 2015 One Tacoma Comprehensive Plan were already producing positive outcomes toward achieving

Tacoma’s GHG goals. That plan focused growth within centers, with the majority of growth occurring in downtown, the area of the city best served by local and regional transit.

These policies were used as inputs for Section 1 of the CAP which contains an analysis of energy + emissions modeling, providing insight into the impacts of Tacoma’s growth strategy (among other programs and policies) on achieving net-zero GHGs by 2050. Two charts show the promise of these strategies and the additional gap that needs to be bridged. Under the 2015 growth strategy, per capita emissions were nearly cut in half between 2019 and 2049. Furthermore, despite significant population and employment growth, the analysis showed a nearly 20% reduction in total cumulative emissions between 2020 and 2050.

Through integrated planning, One Tacoma is building a resilient and sustainable future for all its residents. The city’s land use

strategies that increase density, in coordination with transit agency partners, along higher-frequency transit networks coupled with investments in multimodal infrastructure create neighborhoods where walking, biking, and public transit are safe, reliable, convenient, and appealing modes of travel. By focusing on dense, transit-rich environments, and promoting active transportation Tacoma is encouraging a shift away from single-occupancy vehicles, producing critical reductions in GHG emissions from the transportation sector. Tacoma’s growth and development strategies also leverage efficiencies gained by newer and multi-unit building typologies along with more compact infrastructure that serves more people with less materials and space, for additional GHG reductions. These efforts not only support Tacoma’s climate goals but also contribute to cleaner air, quieter streets, and healthier, more livable neighborhoods.



A steep decline in emissions until 2030 (see figure) is a key component of the Net-Zero Scenario. This is needed in order for Tacoma to maximize cost savings from energy and emissions reductions, to put itself on track to achieve its target, to avoid the need for even more drastic measures to reduce emissions in the future, and to decrease the risk of catastrophic climate change.

Natural Systems and Open Space Corridors

GOAL GS-4: Preserve and protect natural systems and open space corridors to ensure a healthy and sustainable environment and to provide opportunities for Tacomans to experience nature close to home.

Policy GS-4.1: Maintain and enhance a network of Open Space Corridors that supports recreation, wildlife habitat, trails and connection of critical areas and enriches the lives of Tacoma’s current and future residents.

Policy GS-4.2: Protect natural systems and discourage development and land use decisions that cause adverse impacts to the natural environment.

Policy GS-4.3: Manage flood prone areas and storm and flood waters of the city in accordance with the Critical Areas Ordinance, the City Shorelines Master Program, the City of Tacoma Stormwater management Program Plan, standards as enacted by the Federal Emergency Management Agency (FEMA), and the National Pollutant Discharge Elimination System (NPDES) Permit.

Policy GS-4.4: Use land use designations and separation or mitigation measures such as vegetation buffers, and habitat and native vegetation restoration to avoid conflicts between land uses, the natural environment.

Policy GS-4.5: Improve Open Space Corridors using a mix of tools including natural resource protection, property acquisition, natural resource restoration, tree planting and landscaping with native plants, and ecological design integrated with new development.

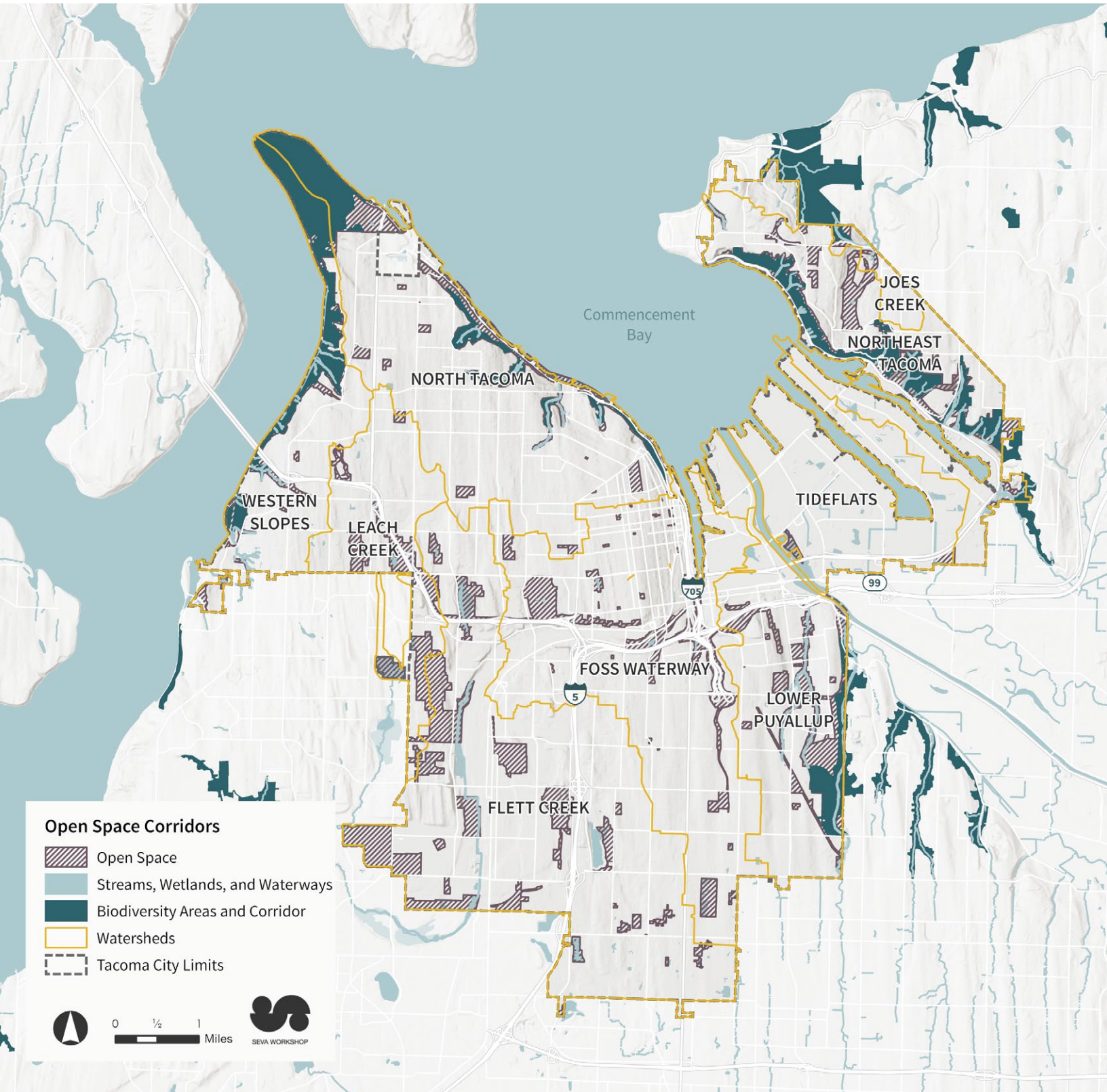
Policy GS-4.6: Ensure that connections between Open Space Corridors, streets and trail systems are located and designed to support the functions of each element, and create positive interrelationships between the elements, while also protecting habitat functions, fish, and wildlife.

Policy GS-4.7: Recognize and promote the multiple benefits Open Space Corridor preservation and restoration provides to the city, including more development, and sense of civic pride and identity. Whenever feasible, partner with developers to improve connections between new development sites and parks, trails, and open space.

Policy GS-4.8: Promote the beautification and re-vegetation of open space areas along state highways, including I5, SR 16, SR 7 and Pearl.

Policy GS-4.9: Ensure access to open spaces within neighborhoods to support resilience against rising temperatures, support programming and events, increase access to fresh food through gardening programs, and diversity community leadership.

Exhibit 21. Open Space Corridors, 2024



Open space corridors are lands that are useful for recreation, wildlife habitat, trails and connection of critical areas; these include active and passive open spaces, which are both sites formally developed for community recreation like parks, and properties that are underdeveloped, in their natural state, and vegetated, like wetlands, streams, and forests.

Sources: City of Tacoma, 2024; Seva Workshop, 2024.

Centers

GOAL GS-5: Tacoma's growth is focused in a citywide network of transit-connected centers that anchor 15-minute neighborhoods providing nodes of activity and access to housing, employment, and services.

Policy GS-5.1: Plan for an equitable distribution of centers across the city to enhance equitable access to services, employment, and housing opportunities. See Exhibit 22: Centers Map for existing designations.

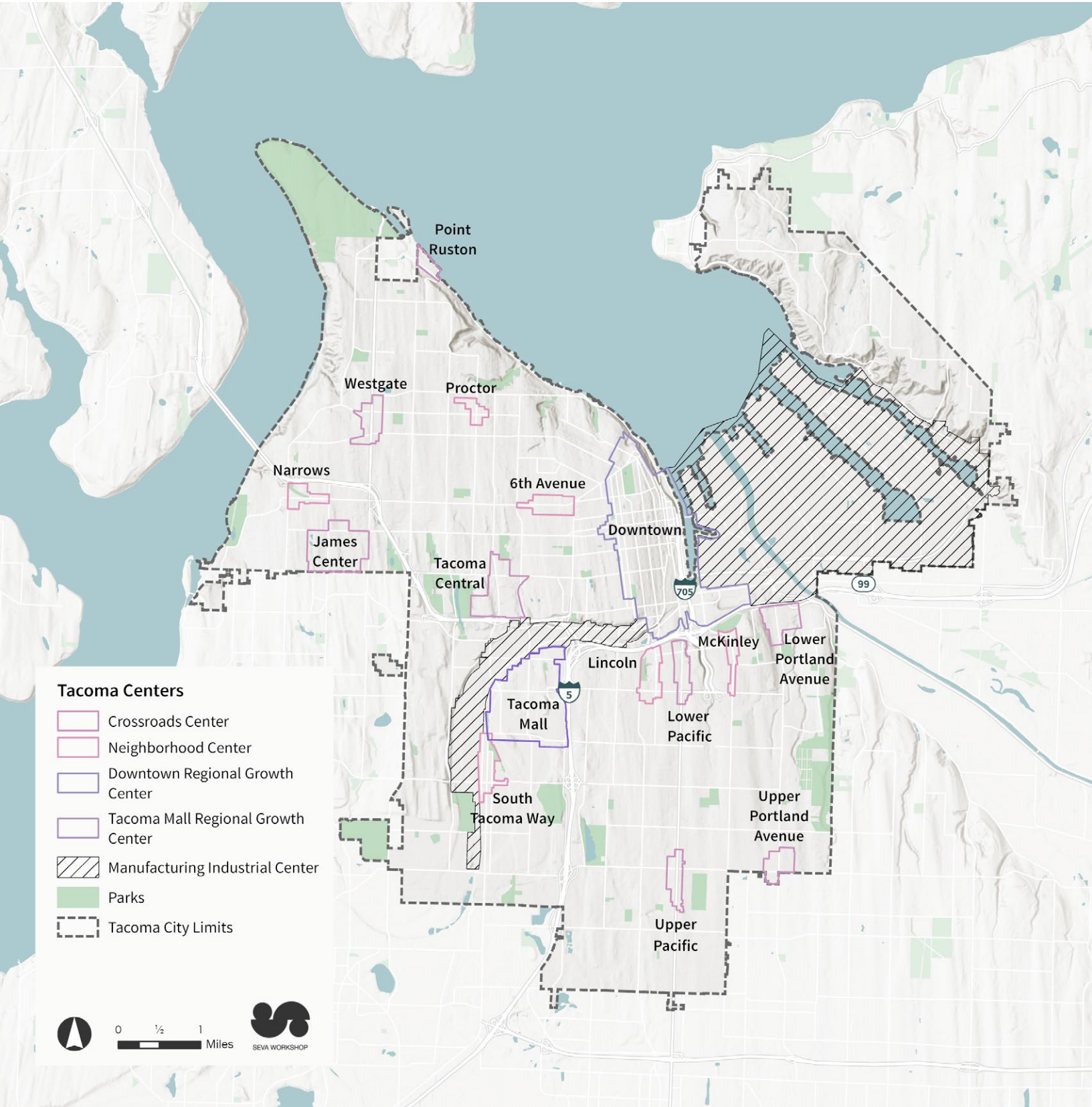
Policy GS-5.2: Connect centers to each other and to other key destinations, such as schools and parks, by frequent, safe, and convenient transit, bicycle routes, a complete and accessible pedestrian network, and electric vehicle charging stations.

Policy GS-5.3: When planning capital and transportation improvements in centers, emphasize equitable outcomes and co-benefits. Consider the priorities outlined in the TMP and Public Facilities and Services elements, which should reflect these priorities.

Policy GS-5.4: Expand the boundary of a center if the change can better implement the vision of a city of 15-minute neighborhoods. Examples include:

- a. Support boundary expansion where the demand for additional growth exists and where the capacity for additional growth is limited.
- b. Support boundary expansion to establish mid-scale transition areas near Centers that provide a scale and intensity transition down to low-scale neighborhoods while supporting well-designed, context-sensitive, pedestrian-oriented housing in walkable, transit-supportive urban locations.

Exhibit 22. Centers Map



Sources: City of Tacoma, 2024; Seva Workshop, 2024.

GOAL GS-6: Centers serve as the anchors of complete neighborhoods that include concentrations of housing alongside institutions, gathering places, cultural amenities, and green spaces.

Policy GS-6.1: Design centers to be accessible places, where the street environment makes access by transit, walking, biking, and mobility devices, such as wheelchairs, safe and convenient for people of all ages and abilities.

Policy GS-6.2: Encourage the placement of services in centers, including schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.

Policy GS-6.3: Ensure that land use plans and infrastructure investments allow for and incorporate arts, culture, and local history as central components of centers and as identity forming creative processes.

Policy GS-6.4: Partner with Pierce Transit and Sound Transit to better connect Tacoma neighborhoods, improve transit stations, and in providing development incentives and programs to improve transit-orientation in all centers.

Policy GS-6.5: Expand tree canopy and integrate more greenery into the public realm.

Policy GS-6.6: Integrate nature, parks, and trail networks into centers. Utilize green infrastructure to reduce urban heat island effects and improve climate adaptation in these denser communities.

Policy GS-6.7: Provide housing capacity for diverse housing types and price points, aligned with proportional allocations by income group identified in the Housing element, in and near centers, concentrating enough density and population to support a broad range of commercial services.

Policy GS-6.8: Encourage public and private investment in infrastructure, economic development, and community services within centers to ensure that all centers support the populations they serve as anchors of 15-minute neighborhoods.

Policy GS-6.9: Partner with employers within centers to reduce dependence on automobile use and increase the use of transit, ridesharing, and active transportation modes through implementation of transportation demand management, including Commute Trip Reduction programs, Reduced Parking Areas, and other strategies.

Policy GS-6.10: Develop or update neighborhood and subarea plans for Tacoma's largest centers—Downtown, Tacoma Mall, and Crossroads Centers—to develop a set of prioritized investments to implement a community-informed vision for these areas.

Downtown Tacoma Regional Growth Center

GOAL GS-7: Downtown is Tacoma’s largest center with the highest concentrations of housing and employment, transit access, thriving local businesses, and access to arts and culture.

Policy GS-7.1: Achieve Downtown Tacoma’s regional targets for employment and housing, including both quantity and income levels for housing. Continue its growth as a Regional Center for innovation and exchange through diverse transit-oriented housing and employment.

Policy GS-7.2: Enhance public places and the Thea Foss Waterway in Downtown as places of business and social activity for the people of its districts and the broader region. Integrate public art and cultural programming wherever possible and improve access to Thea Foss Waterway.

Policy GS-7.3: Transform Downtown Tacoma into a central destination for regional travel by collaborating with State plans for high-speed rail service and developing a vibrant, mixed-use transit-oriented development (TOD) hub inside and around the future Tacoma Dome regional light rail station (TDLE).

Policy GS-7.4: Downtown Tacoma is a regional destination attracting people to come work, shop, and experience cultural life.

Policy GS-7.5: Establish Downtown as a series of interconnected neighborhoods and encourage development that recognizes and responds to the context of these unique subareas: Stadium, St. Helens, Hilltop, Commercial Core, UWT/Museum District, Old Brewery District, Foss Waterway, and Dome District.

Exhibit 23. Downtown Character Areas.



Sources: City of Tacoma, 2024; Seva Workshop, 2024.

Tacoma Mall Regional Growth Center

GOAL GS-8: The Tacoma Mall Regional Growth Center thrives as a hub of employment, housing, retail, and public services.

Policy GS-8.1: Achieve the Tacoma Mall Regional Growth Center’s targets for employment and population growth. Continue its role as a retail destination while expanding economic opportunities and services.

Policy GS-8.2: Increase housing density so that the center has the largest concentration of housing in South Tacoma.

Policy GS-8.3: Improve both the internal pedestrian connectivity and connectivity to Downtown and regional transportation facilities to promote cohesion of the center and to optimize access to the shopping and employment opportunities.

Policy GS-8.4: Collaborate with Sound Transit and Pierce Transit to connect Tacoma Mall to regional transit services (express bus and BRT) ahead of future potential expansion of light rail.

Policy GS-8.5: Enhance the public realm to provide a better setting for business and social activity that serves South Tacoma and the region.

Crossroads Centers

GOAL GS-9: Crossroads Centers are successful places that serve the needs of surrounding neighborhoods and beyond. They are transit-oriented and contain high concentrations of employment, institutions, commercial and community services, and a wide range of housing options.

Policy GS-9.1: Allow and encourage a wide range of housing types in Crossroads Centers, which are intended to generally be larger in scale than the surrounding residential areas. Housing types should be accessible to a wide range of income levels and include income-restricted affordable housing. The combined area of a Crossroads Center and the area within a half-mile walking distance of the Center should be able to accommodate a minimum of 5,000 households.

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.

Policy GS-9.3: Provide parks and/or public squares within or near Crossroads Centers to support their roles as places of focused business and social activity.

Policy GS-9.4: Complete any gaps in pedestrian and bike networks. Improve safety for nonmotorized modes of travel across these centers to connect destinations and reduce reliance of automobiles for everyday trips.

Neighborhood Centers

GOAL GS-10: Neighborhood Centers are thriving activity hubs that serve the daily needs of residents, employees, and surrounding neighborhoods.

Policy GS-10.1: Neighborhood Centers are characterized by middle density housing and small to mid-scale commercial developments. A core commercial area, with integrated transit access, provides jobs, retail, and services for the center and its surrounding residential neighborhoods. Residential streets integrate commercial uses and a range of housing types.

Policy GS-10.2: There should be sufficient zoning within a half-mile walking distance of a Neighborhood Center to accommodate a minimum of 3,000 households in a variety of housing types.

Policy GS-10.3: Design Neighborhood Centers as transit-oriented communities that optimize pedestrian and bicycle access from adjacent neighborhoods and are served by frequent, safe, and easily accessible transit service.

Policy GS-10.4: Provide small parks, gardens, or plazas within or near Neighborhood Centers to support their roles as places of local activity and gathering. Connect all ages and abilities bicycle and pedestrian networks throughout these areas to promote a high quality of life for residents.

Employment Areas

GOAL GS-11: Tacoma's employment centers grow and thrive.

Policy GS-11.1: Ensure that there is sufficient zoning and development capacity to accommodate the 2050 employment growth allocations.

Policy GS-11.2: Encourage an equitable distribution of employment throughout the City.

Policy GS-11.3: Consider the land development and transportation needs of Tacoma's job centers when creating and amending land use plans and making infrastructure investments.

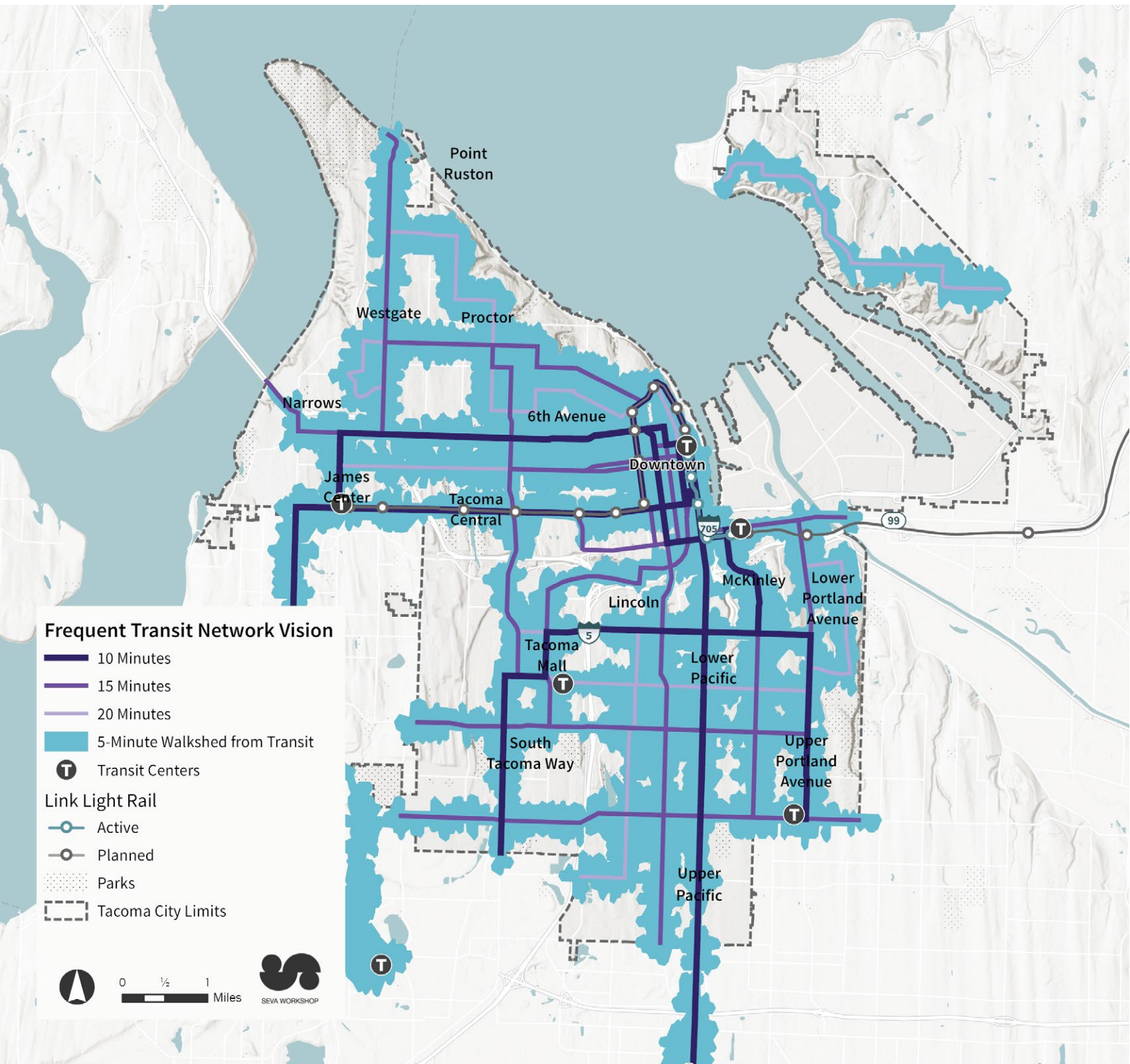
Policy GS-11.4: Concentrate employment centers and MICs in close proximity to transit and other public services and amenities.

Policy GS-11.5: Continue to support the city's Manufacturing Industrial Centers (MICs) as locations for industrial and manufacturing employment.

Policy GS-11.6: Ensure existing infrastructure and utilities can support growth and existing activity in the MICs.

Policy GS-11.7: Support more neighborhood commercial opportunities and small, local businesses in and around Centers, as residential density increases.

Exhibit 24. Frequent Transit Network Vision Map.



Sources: Nelson Nygaard, 2024; City of Tacoma, 2024; Seva Workshop, 2024

Transit Oriented Development Areas

GOAL GS-12: Transit-oriented communities are distributed across Tacoma, supported through equitable transit-oriented development (ETOD), high quality station areas that are accessible and safe, and multimodal integration.

Policy GS-12.1: Ensure planned land use and zoning maximize activity units (jobs + population) within the five- and ten-minute walk or transit walksheds of frequent transit and bus stops. Planned land use and zoning designations should allow transit-supportive densities across as much of the corresponding transit walkshed as possible and investments in connectivity should be made to expand station area walksheds where feasible.

Policy GS-12.2: Promote land use strategies that complement place-based economic development and support employment growth within the ten-minute walkshed of key transit nodes.

Policy GS-12.3: Integrate transit stations into surrounding communities with accessibility features, thoughtful design elements, site-specific station art, and seamless connectivity with local transportation grids. Create areas near and connecting to transit that are safe, comfortable and beautiful, and foster a sense of community. Ensure:

- a. adequate lighting
- b. seating and shade
- c. tree canopy
- d. public art
- e. well-maintained sidewalks with adequate widths
- f. protected bicycle lanes
- g. pedestrian-scale lighting at transit waiting areas
- h. safe and accessible crossings to support access to transit

Policy GS-12.4: Design transit areas to improve pedestrian, bicycle, and personal safety en route to accessing transit, within the station, and in the station area.

Policy GS-12.5: Encourage transit stations to provide high density concentrations of housing across a range of affordability levels, including income-restricted affordable units and commercial uses that maximize the ability of residents to live in high-quality mixed-use and mixed-income neighborhoods. Use incentives for encouraging desired types of development and promote development in underutilized urban tracts. Establish FAR minimums and transit-oriented standards and guidelines for new development along the Frequent Transit Network.

Policy GS-12.6: Enhance connections between major destinations and transit facilities to strengthen the role of these stations as places of focused activity. When siting new stations, collocate with existing activity hubs to build momentum for adjacent development.

Policy GS-12.7: Encourage middle housing types and transit-supportive levels of density in areas outside of centers but within walking distance of transit stations.¹

Policy GS-12.8: Create design standards for transit-supportive development, considering factors such as block size, zero lot line construction, public spaces like parks and plazas, and frontages that incorporate protection from inclement weather and enhance the public realm and pedestrian experience.



EQUITY IS A FOUNDATIONAL PRINCIPLE OF THE ONE TACOMA COMPREHENSIVE PLAN, GUIDING EFFORTS TO PROVIDE ALL RESIDENTS—PARTICULARLY THOSE IN HISTORICALLY UNDERSERVED (LOWER OPPORTUNITY) NEIGHBORHOODS—WITH EQUITABLE ACCESS TO DAILY ESSENTIALS AND OPPORTUNITIES. BY PRIORITIZING TRANSIT-ORIENTED DEVELOPMENT NEAR AFFORDABLE HOUSING AND ENHANCING PUBLIC AMENITIES IN AREAS OF NEED, TACOMA ENSURES THAT THE BENEFITS OF GROWTH ARE DISTRIBUTED FAIRLY ACROSS THE CITY. EXPANDED TRANSIT OPTIONS, WHEN COMBINED WITH SAFE AND WELCOMING PUBLIC SPACES AND APPROPRIATE POLICIES AND PROGRAMS, EMPOWER COMMUNITIES, MITIGATE DISPLACEMENT RISKS, AND ADDRESS LONG-STANDING DISPARITIES. THROUGH INCLUSIVE PLANNING, ONE TACOMA FOSTERS A CITY WHERE EVERYONE, REGARDLESS OF INCOME OR BACKGROUND, CAN ACCESS DAILY ESSENTIALS, OPPORTUNITIES (E.G., CULTURAL, EDUCATIONAL, EMPLOYMENT, ETC.), AND THRIVE.

¹ <https://www.psrc.org/sites/default/files/2022-03/tsdlguidancepaper.pdf>

Policy GS-12.9: Attract businesses needed by transit riders, and incorporate food and beverage vendors, restrooms, landscaping, and other daily essentials at transit centers.

Integrated Transportation and Land Use

GOAL GS-13: Transportation planning and investments are coordinated with the Future Land Use Map and Frequent Transit Network Vision Map.

Policy GS-13.1: Ensure street patterns support multimodal transportation choices for Tacomans with interventions such as establishing regularized grids, installing adequate multimodal and accessibility infrastructure, and prioritizing the safety of vulnerable users over vehicular speeds.

Policy GS-13.2: Implement anti-displacement measures in tandem with transportation investments to foster inclusive development and stabilize communities, especially residents most vulnerable to displacement.

Policy GS-13.3: Consider the land use context for transportation investments, and vice versa, to ensure transportation choices and land uses are working in concert with each other. Ensure adequate zoning capacity, standards, and guidelines to establish transit-supportive densities in centers and along transit-oriented corridors.

Policy GS-13.4: Conduct inclusive planning studies that engage communities and stakeholders in shaping desired development outcomes in anticipation of frequent or high-capacity transit projects.

Policy GS-13.5: Establish interconnected street networks that connect activity centers identified in the Future Land Use Map and support the Frequent Transit Network Vision Map.

Policy GS-13.6: Investing in comprehensive multimodal infrastructure prioritizing pedestrians, cyclists, and transit users. This includes sidewalks, protected bike lanes, frequent and reliable transit service aligned with the Frequent Transit Network Vision Map, and universally accessible crossings connecting to key destinations outlined in the Future Land Use Map. This may require re-allocating space currently dedicated to unrestricted vehicle travel, reducing speeds, and implementing other strategies that prioritize movement for people over vehicles.

Policy GS-13.7: Recognize streets as vital public spaces. Design and manage them to simultaneously fulfill transportation needs and foster social interaction, connection to nature, habitat health, recreation, and other community purposes.

Policy GS-13.8: Support an enhanced pedestrian environment across all Tacoma neighborhoods, including complete and accessible sidewalks, trees, seating, and public art, with a particular emphasis on safe access to transit.



TRANSIT SUPPORTIVE DENSITIES. RESIDENTIAL DENSITIES EXCEEDING 15 TO 20 HOMES PER ACRE, AS WELL AS EMPLOYMENT AREAS WITH DENSITIES OF 50 JOBS PER ACRE AND HIGHER, ARE PREFERRED TARGETS FOR THE HIGHER FREQUENCY AND HIGH-VOLUME SERVICE PROVIDED BY HIGH-CAPACITY TRANSIT. REGIONAL GROWTH CENTERS ARE EXPECTED TO PLAN FOR LAND USE THAT ACCOMMODATES AT LEAST 45 ACTIVITY UNITS (POPULATION + JOBS) PER GROSS ACRE



Coordination and Transit-Supportive Densities

Supporting and promoting Tacoma’s vision for a high-quality, frequent transit-network (See Exhibit 24: Frequent Transit Vision Map), requires a high-level of coordination both across City of Tacoma departments, commissions, and city council, as well as external agencies such as the transit agencies operating within Tacoma, Pierce Transit and Sound Transit. In April, 2019, the Tacoma City Council formed the Transit-Oriented Development Advisory Group (TODAG) to help inform the design and development of significant transit projects throughout the City. The Advisory Group developed several issue papers and provided both formal and informal comment on transit investments, most notably, those within the Dome District. Additionally, the Advisory Group worked with a consultant to develop the “Tacoma TOD Toolkit,” serving as a foundational document for the City’s upcoming efforts related to transit-oriented development.

Upon the recommendation of the TODAG, a Resolution passed in May of 2023 to sunset the TODAG and form the TOD Taskforce, a Joint Subcommittee of the Planning and Transportation Commissions. During the development of this Comprehensive Plan, including updates to the City’s Transportation and Mobility Plan (TMP), the City of Tacoma, along with its transit agency partners Pierce and Sound Transit, met with the TOD Taskforce regularly, typically once per month. These meetings became a venue to coordinate and align plans, including an update to Pierce Transit’s long-range plan, Destination 2045, as well as provide input and collaboration on critical transit station and station access investments forthcoming from Sound Transit.

The Taskforce became a working group to help align City staff, its consultants, transit agency partners, and City commissioners during the development of both the Comprehensive Plan and TMP. The Taskforce focused on the integration between land use and transportation and provided critical input and recommendations on both the transit modal element of the TMP and the Growth Strategy Element of the Comprehensive Plan. Notably, the Taskforce urged the City to remain proactive in its advocacy for high quality transit service and to temporally align transit-

Annexation

Tacoma's Urban Growth Area (UGA) is an area surrounding the city that has been identified for future expansion. The city has four designated UGAs, also referred to as the Potential Annexation Areas (PAAs), namely, Fife Heights, Browns Point/Dash Point, and Parkland/Spanaway areas. The Growth Management Act states that cities should be the primary providers of urban services within UGAs and Tacoma does intend to meet this provision through close collaboration with other jurisdictions and strategic planning. Tacoma already provides some facilities and services in its UGAs and also encourages other service providers within the UGAs to provide similar level of service standards as the City. The City intends to jointly plan for the provision of public facilities and services with Pierce County, other neighboring jurisdictions, and regional service providers.

GOAL GS-14: Annex areas within Tacoma's Urban Growth Area when conditions are appropriate.

Policy GS-14.1: Plan for future annexation of the city's Potential Annexation Areas (PAA) in a collaborative manner with affected jurisdictions and residents.

Policy GS-14.2: Anticipate public facility and service needs of possible future annexation areas through long range planning, and when feasible develop facility capacities within the city to meet these needs prior to or after annexation.

Policy GS-14.3: Conduct joint planning effort or study with Pierce County and other adjacent jurisdictions for land use development, transportation and services within urban growth areas to ensure development is orderly, compatible and sufficiently served, and consistent with City plans.

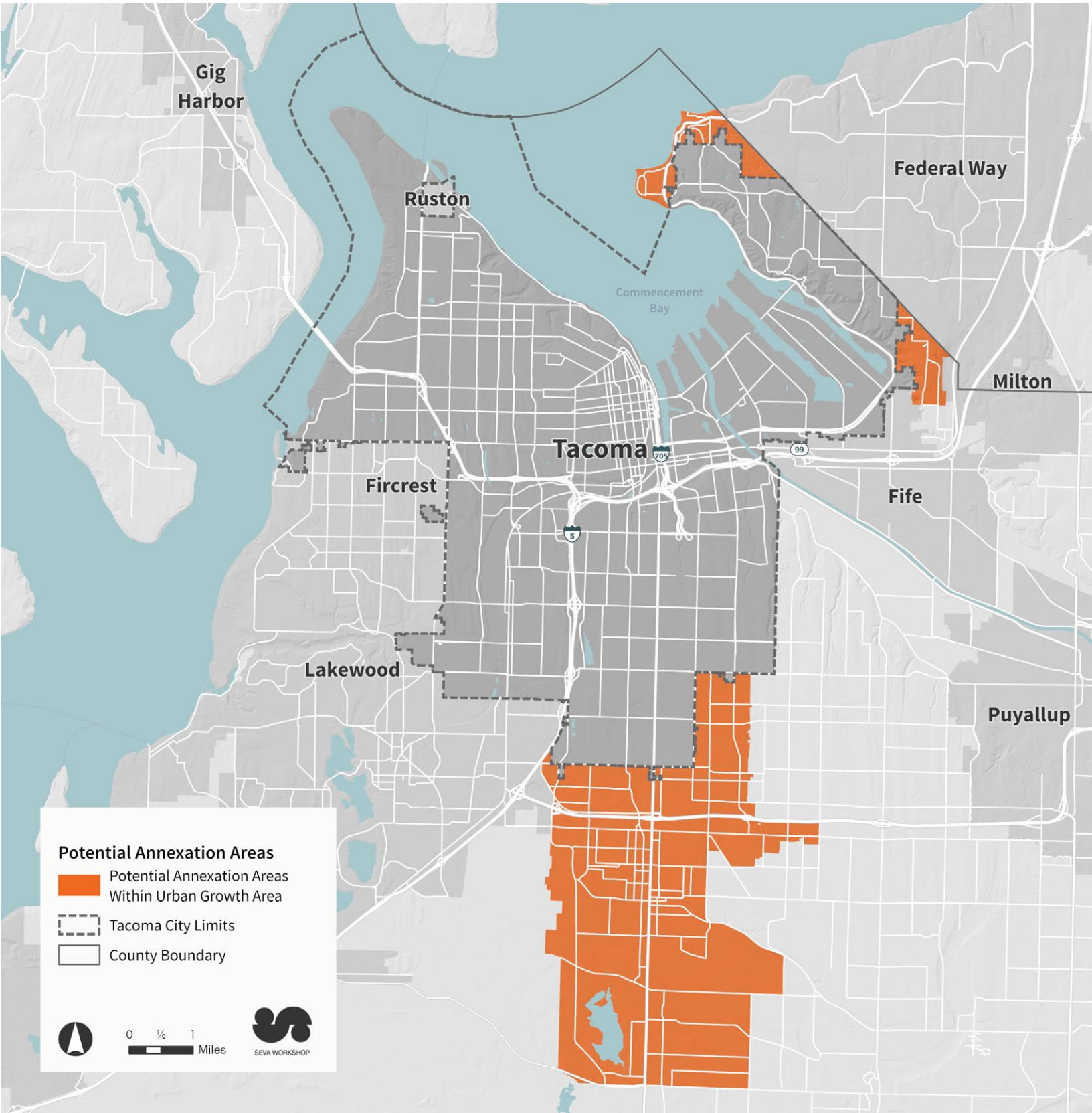
Policy GS-14.4: Ensure through interlocal agreement or other mechanism, the compatible development of land—including the rate, amount, type and location of growth, and the provision and phasing of service within Tacoma's urban growth area—are consistent with the adopted policies and standards of the city.

Policy GS-14.5: Extension of utility services within Tacoma's urban growth areas should occur only upon annexation or if a commitment for annexation is in place.

Policy GS-14.6: Provide for active participation by affected residents and property owners in the joint planning, annexation proposals, or agreements for service within Tacoma's urban growth area.

Policy GS-14.7: Expand the city's boundaries within established urban growth areas in a manner that will benefit both the residents of Tacoma and the residents of the area to be annexed.

Exhibit 25. Potential Annexation Areas



2.3 Priority Actions

ACTION STEP	LEAD DEPARTMENT
Update Zoning and Development Regulations to implement policies in this element.	PDS
Conduct commercial zoning update , including the following: <ul style="list-style-type: none"> • Update design and development standards for General and Neighborhood Commercial Zones to implement the goals and policies of the One Tacoma Plan • Identify commercial areas appropriate for consideration as new Mixed-Use Centers or for incorporation into existing centers • Consider minimum height, lot coverage, Floor Area Ratio, or other density standards for new development. 	PDS
Explore financial incentives and tools that could be effectively utilized to stimulate private investment in the centers.	PDS
Develop neighborhood plans for Mixed-Use Centers and Subarea Plans for Regional Growth Centers and Transit Investment Corridors.	PDS
Update the land use designation typologies for General Commercial and Neighborhood Commercial Areas on the Future Land Use Map	PDS
Consider zoning districts or permit requirements to encourage major institutions to do master planning	PDS
Consider zoning or development standards to fully implement the policy intent of the parks and open space FLUM designation. Consider designation of an overlay zone.	PDS
Conduct area-wide rezones to bring the zoning districts into consistency with the Future Land Use Map	PDS
Consider overlay zone that limits residential uses or sensitive uses adjacent to freeways and puts in place regulatory standards for indoor air quality.	PDS
Update incentives and height bonuses for the mixed use centers and regional growth centers.	PDS

ACTION STEP	LEAD DEPARTMENT
Update Regional Growth Center subarea plans. Consider affordable housing requirements for those centers based on state law.	PDS
Update the Land Use Designation table to more consistently address the following characteristics for each designation: Location criteria – where is the designation appropriately applied. <ul style="list-style-type: none">• Intent of the designation• Typical characteristics, to include aspects such as parking and tree canopy• Typical preferred and complementary land uses• Typical range of building types and scale	PDS