



## **MINUTES**

(Approved on August 20, 2025)

**MEETING:** Joint Meeting with the Sustainable Tacoma Commission (hybrid)

**DATE/TIME:** Wednesday, March 5, 2025, 5:00 p.m.

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

**ABSENT:** Matthew Martenson

### **SUSTAINABLE TACOMA COMMISSIONERS:**

**PRESENT:** Matthew Benedict, Alexandra Brewer, Stasha Burpee, Evlondo Cooper, John Doherty, Sheena Hewett, Laura Svancarek, Casey Twiggs, Lowell Wyse

#### **A. Call to Order**

Chair Karnes called the joint meeting to order at 5:01 p.m. A quorum was declared.

Chair Karnes read the Land Acknowledgement.

#### **B. Approval of Agenda**

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

#### **C. Approval of Minutes**

There were no meeting minutes to approve.

#### **D. Public Comments**

No written comments were received for public comment.

No individuals addressed the Planning Commission.

Public comment ended at 5:03 p.m.

#### **E. Disclosure of Contacts and Recusals**

Chair Karnes disclosed that he met with members of Tacoma For All and discussed the One Tacoma Comprehensive Plan.

#### **F. Discussion Item**

##### **1. Climate Action Planning**

Stephen Atkinson, Principal Planner, and Lakecia Farmer, Office of Environmental Policy and Sustainability, presented the climate-related policies and actions of the One Tacoma Plan and how those planning efforts can support the City's Climate Action Plan.

Discussion ensued regarding aspects of the proposed policies and actions that are most climate supportive, gaps that should be addressed, and areas that could be strengthened, including the economic green zone, climate adaptations, multimodal infrastructure deficiencies, urban forestry funding mechanisms,

antidisplacement protections, engagement, net zero emission target, energy efficiency, shift to electrification, and the Commute Trip Reduction Program.

The joint session concluded at 5:56 p.m. and the regular Planning Commission meeting convened at 6:00 p.m.

## **G. Planning Commission Public Hearings**

### **1. One Tacoma Comprehensive Plan Update**

Chair Karnes called the public hearing to order at 6:00 p.m. The Commissioners introduced themselves.

Atkinson provided an overview of the draft One Tacoma Comprehensive Plan, including planning requirements, engagement efforts, and next steps.

The following individuals provided testimony:

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

a major, major problem, and a growing one. Here, we believe that a social housing developer will help address that and help address rents. It's the right, just thing to do when we start thinking about 2050 and the new structures and what we want to build going forward. So thank you very much.

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

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

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

9. Anna Petersen – I'm a senior planner at Pierce Transit, so I'm wearing my Pierce Transit hat today to talk to you. For those of you who are not familiar with Pierce Transit, we're your local public transit provider in Pierce County. The main reason I am here today is to acknowledge that city staff has worked in consultation with Pierce Transit as your comprehensive plan, and we have worked on our long-range plan, so we both been planning for the next 20 years, and we've been working together to do this. I also want to express the support of Pierce Transit for the City of Tacoma in playing a stronger role in supporting transit through multimodal investments and support of transit-oriented development. We also want to make sure that the commission is aware that we support and are excited for Tacoma's transit expansion vision, and we look forward to hearing more details on how Tacoma can or plans to support public transit. We hope to work together in that realm. I know that we didn't need to speak and do a letter, but we will be sending in a letter with some more details and some specific suggestions. Keep up the good work, and we just want to let you know that we really appreciate all the work that has gone into this plan, especially everything to do with transit and that first and last mile multimodal. Thank you.
10. Day-Z Gould-Wong – I am an advocate for public transportation, and I have a couple of notes I'd like to bring up. Number one, in the last city transportation plan, there was not only a frequent transit network vision, but there was a page dedicated to recommended streetcar corridors throughout the city. For example, streetcars on Sixth Avenue, 19th Avenue, 48th Street, Union Avenue, part of Puyallup Avenue, part of Portland Avenue, part of McKinley Avenue, part of Pacific Avenue and part of Pearl Street. All of that is completely missing from the One Tacoma Plan, and I view that as a step backwards. Number two, there's a frequent transit line in the plan from Northeast Tacoma to Federal Way, but we have to have some kind of express route between downtown Tacoma and northeast Tacoma. Whether it's rush hour only or all day, this is an essential connection for our friends in northeast Tacoma, and it is simply inequitable to leave them with no direct connection to the rest of the city. And number three, a lot of streets have frequent transit lines in the plan, but the physical transit routes that will go on the need to connect to key transit centers. In particular, we have got to increase transit access to South Tacoma station with more transit lines. Sound Transit is currently working with the city to increase access to the station with bicycle and pedestrian infrastructure, but we need better transit infrastructure too. Lastly, I just wanted to mention that Pierce Transit is in dire need of more funding just to go on with current service, we have to get something on the ballot as soon as possible, or I fear service will get even worse. Thank you.
11. Agustina Mclean – I am a homeowner in Tacoma, and I am one of those weirdos who actually will drive a bike. As such, I really want to bring attention to a couple of places - Lakewood Drive, especially as we're heading down into Lakewood. It's like mountain biking on that, and there are no sidewalks. There are 50-mile-an-hour cars going down there, so it's just a dirt strip. And there's a lot of high-density housing in that area. That is really dangerous. There's a public transit line there as well, so people are using those bus stops. If we could at least have some sidewalks, if we can't manage a bike lane on that road, that would be really helpful. There's also definitely more of a need for bike lanes, especially since Home In Tacoma. We're going to increase density. I mean, obviously, we need to focus on public transit more as well, but there are other alternatives, like owning a vehicle nowadays is going to be, especially as we're looking towards the future, which is going to be really expensive. There are going to be other people who are going to refuse to get a new car or upgrade their vehicle. Gas prices - if they start going up again because it looks like it might. We really need bike lanes, and we need some, ideally, some protected bike lanes, especially on the roads that are frequently used, because that is terrifying, especially on 72nd and Pacific. How many people have gotten hit while riding a bike there? Just in the past, I moved here in the summer of '23, and there have been two major incidents involving bikes that I know of there. I just really, really want to focus more attention on improving the bike lane infrastructure. Thanks.
12. Therese Thomas – I am a homeowner in Tacoma as well. I wanted to say that I'm so pleased to see the emphasis that are being proposed, like 15-minute neighborhoods, improving the walkability

and bike-ability of our infrastructure. I'm excited to see the emphasis on access to the creation and access of public space, spaces to foster community. My comment is specifically regarding building permits. What I care about is esthetics, and I understand that beauty is subjective, but I would hate to see too many ugly buildings being constructed in Tacoma. I think our city has a lot of character, and I think we would be doing a huge disservice if we didn't have a little bit of an esthetic provision when it comes to new construction. That is all. Thank you.

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

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

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

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

Chair Karnes closed the public hearing at 7:10 p.m.

The Planning Commission recessed at 7:11 p.m. and reconvened at 7:17 p.m.

## **2. Minor Amendments to the Land Use Regulatory Code**

Chair Karnes called the public hearing to order at 7:17 p.m.

Carl Metz, Senior Planner, presented the 2025 Annual Amendment package, consisting only of Minor Amendments, including the amendment process and timeline, overview of 2025 Code Amendment, and how to provide comment.

No individuals provided testimony.

Chair Karnes closed the public hearing at 7:33 p.m.

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

(2) Agenda for the March 19, 2025, meeting includes:

- Tideflats Subarea Plan and EIS
- One Tacoma Comprehensive Plan Update – Debrief
- Minor Amendments - Debrief

(3) Agenda for the April 2, 2025, meeting includes:

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

## **I. Communication Items**

The Commission acknowledged receipt of communication items on the agenda.

## **J. Adjournment**

The meeting was adjourned at 7:36 p.m.

*\*These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit: <https://tacoma.gov/planningcommission>*