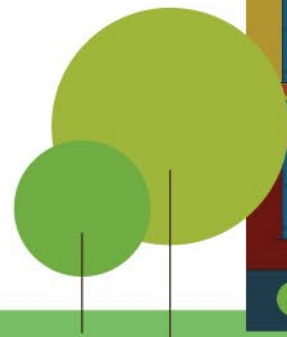
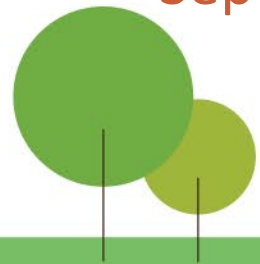


# Affordable Housing

*Home In Tacoma Project  
City Council Study Session*

September 26, 2023



# Objectives

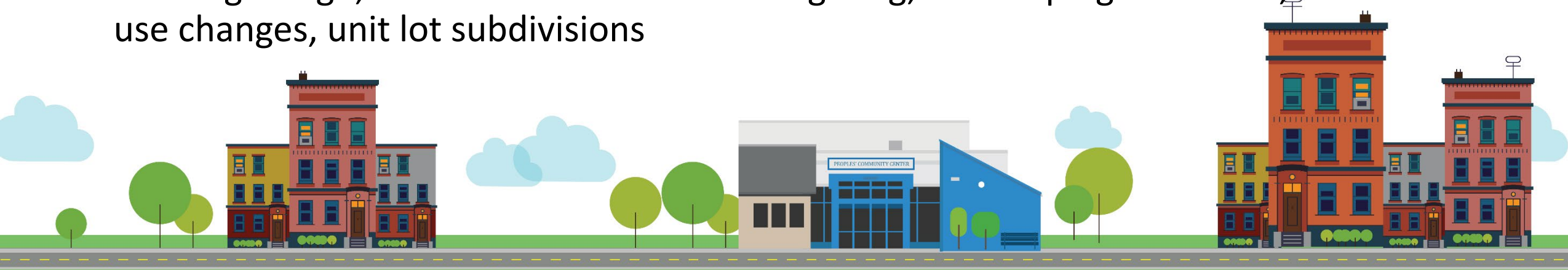
Build on decisions to date

Seeking guidance on

- Zoning framework (map, housing types, densities)
- Building scale (setbacks, building separation, height, FAR)
- Use of space (parking, amenity space, trees)
- Bonus approach (bonuses on offer, public benefits)

Upcoming

- Building design, bonuses calibration and targeting, landscaping standards, land use changes, unit lot subdivisions



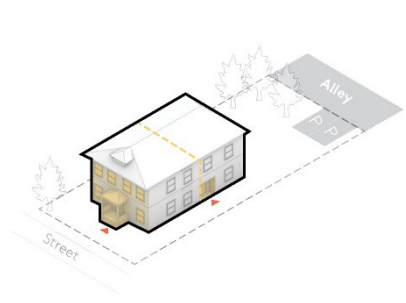
# Topics

- **Zoning framework (map, housing types, densities):**  
Seeking confirmation that the draft framework reflects City Council guidance to date
- Building scale
- Use of space
- Bonus approach



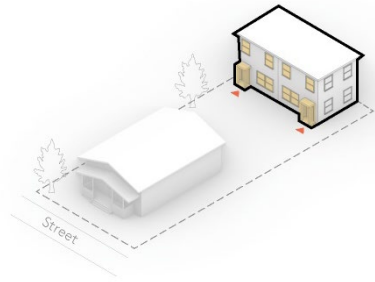
**Affordable  
Housing**

# Housing Types



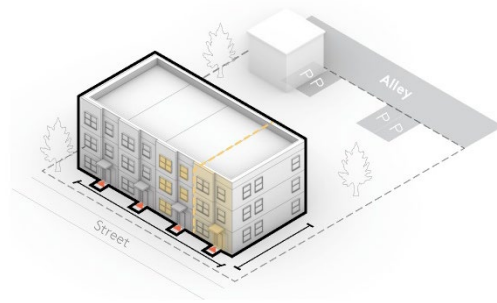
## Houseplex

A single building with up to 6 units which is generally the size of a single family house and includes an entry from the street and a backyard.



## Backyard Building

A building located behind another structure at the rear of a lot, which may contain a garage.



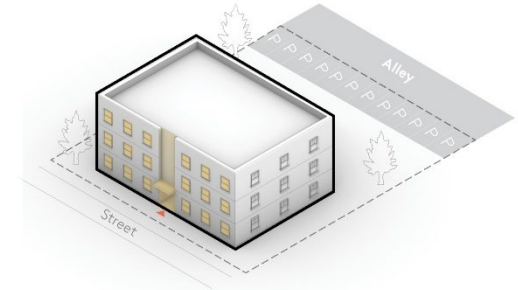
## Rowhouse

A multi-story building with access to the street from front door; it is always attached to 2 to 5 other Rowhouses, which together create a "Rowhouse Cluster".



## Courtyard Housing

A group of detached or attached units arranged around a shared courtyard which is a shared social space which takes the place of private back yards.



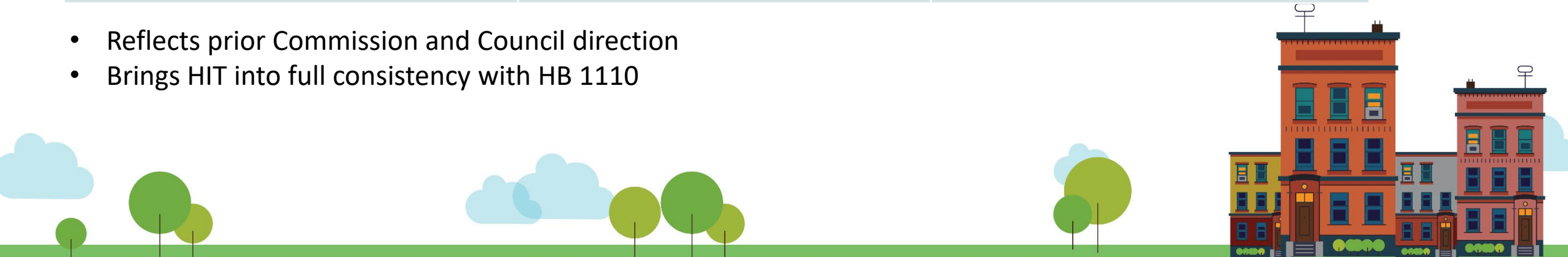
## Multiplex

A medium building consisting of 7 or more stacked units with the appearance of a large house or a small apartment building.

# Draft zoning districts density & housing types

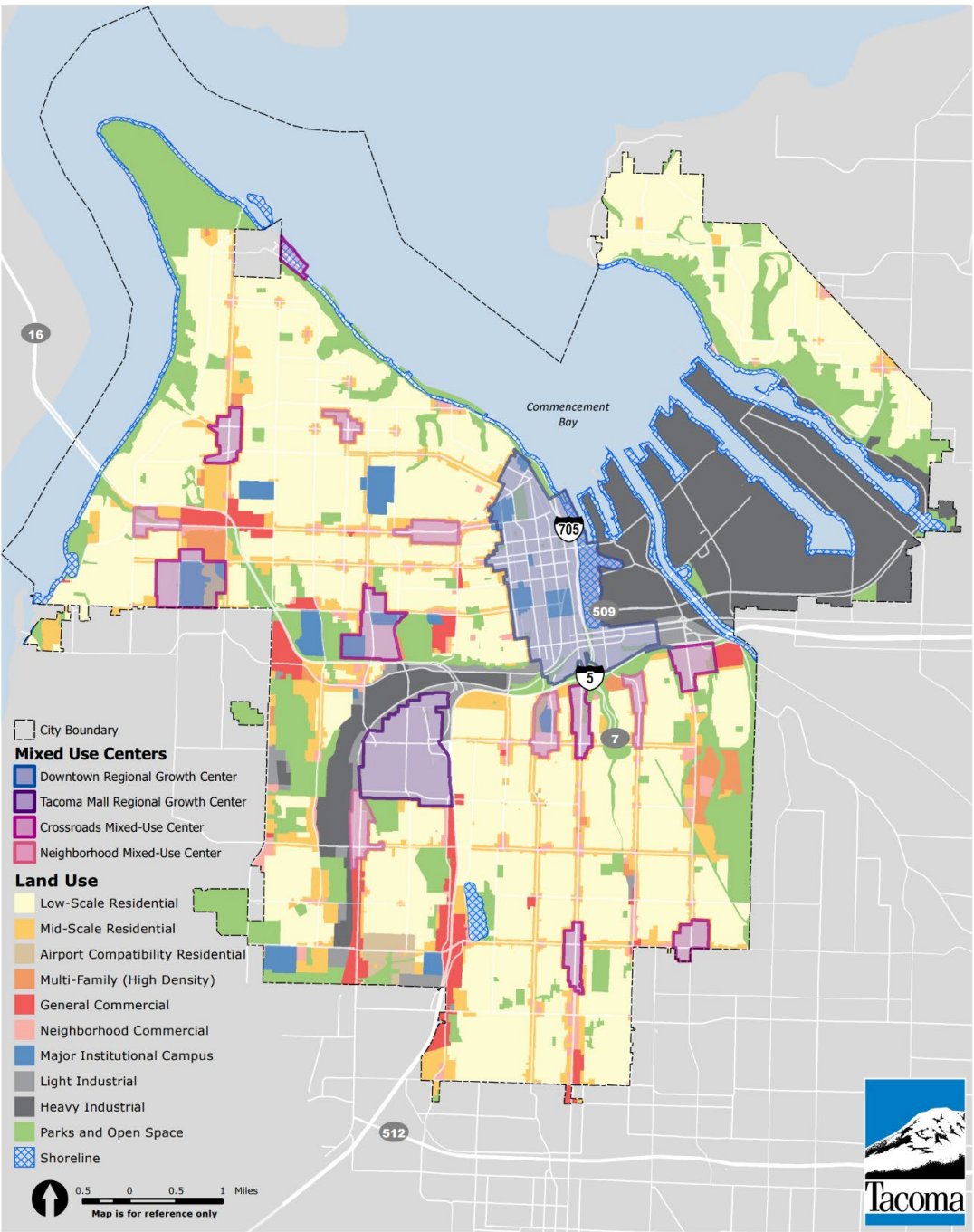
Urban Residential (UR-1) (Lowscale)	Urban Residential (UR-2) (Lowscale)	Urban Residential (UR-3) (Midscale)
<b>DENSITY</b> By right: 1/1500 sf (4 per lot) Density: 1/1000 sf (6 per lot)	By right: 1/1000 sf (6 per lot) Bonus: 1/750 sf (8 per lot)	By right: 1/750 sf (8 per lot) Bonus: 1/500 sf (12 per lot)
<b>HOUSING TYPES</b> Houseplexes Backyard Buildings Rowhouses Courtyard Housing (detached)	Houseplexes Backyard Buildings Rowhouses Courtyard Housing (all)	Houseplexes Backyard Buildings Rowhouses Courtyard Housing (all) Multiplexes

- Reflects prior Commission and Council direction
- Brings HIT into full consistency with HB 1110



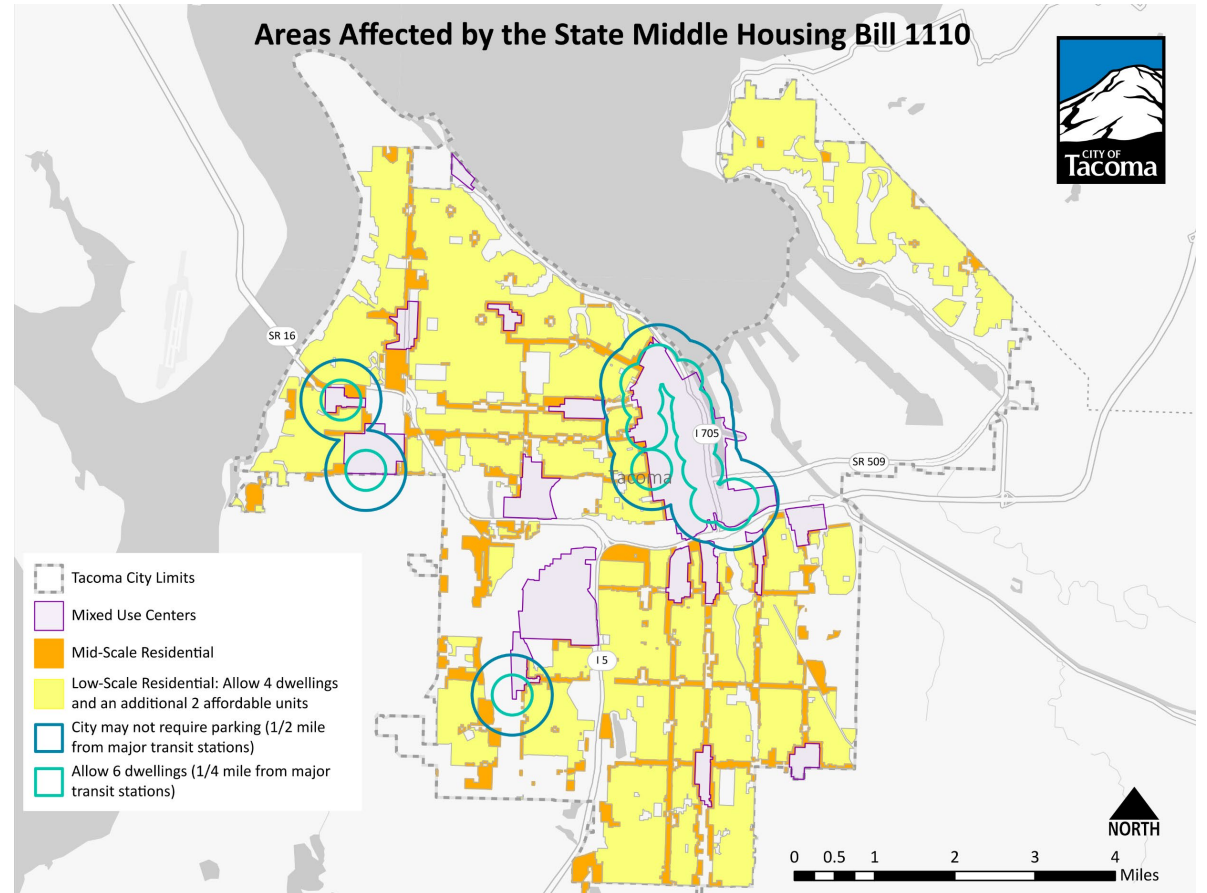
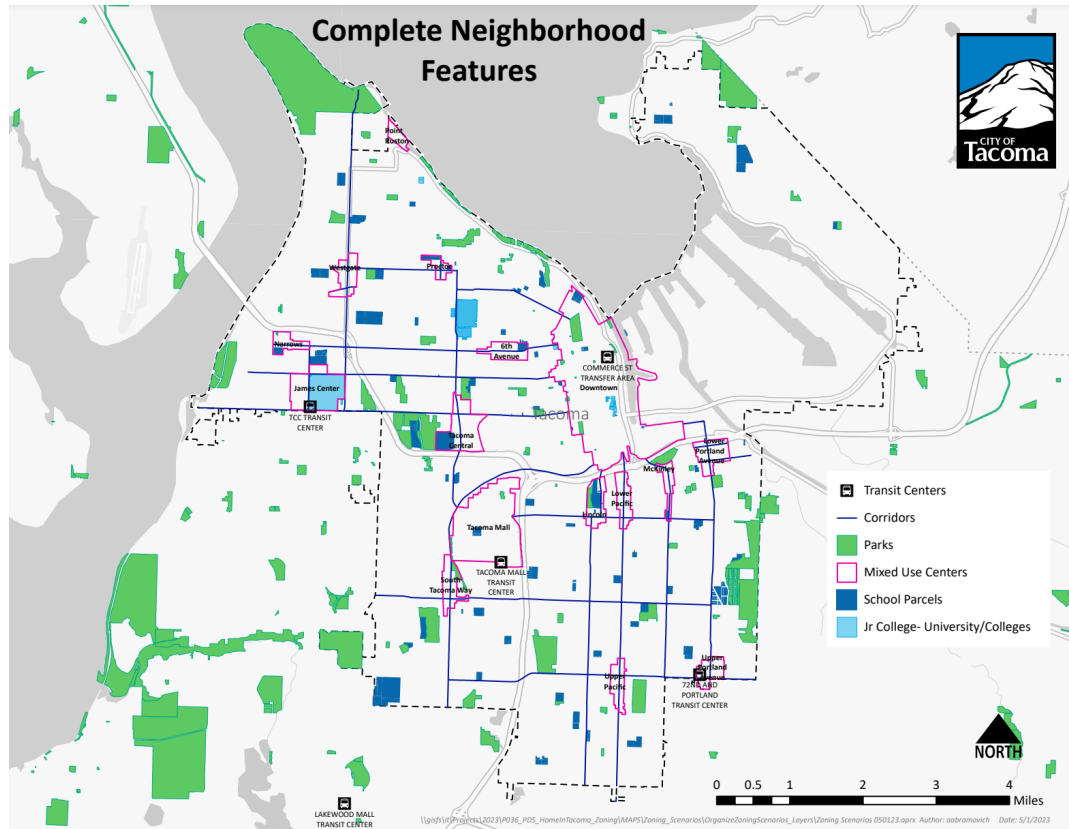
# Draft zoning map follows Comp Plan & HIT 1

- Comp Plan Low-scale Residential
  - UR-1, or
  - UR-2
- Comp Plan Mid-scale Residential
  - UR-3
- Other Comp Plan areas currently zoned single-family
  - Generally, UR-1



# UR-2 designated in more walkable/complete areas

- 1/8-mile of “complete neighborhood features”
- Fine tuning
  - Reviewed school sites
  - HIT1 Corridors departures
  - Major barriers (steep slopes, freeways)
- 1/4-mile of “major transit stations” (per HB 1110)

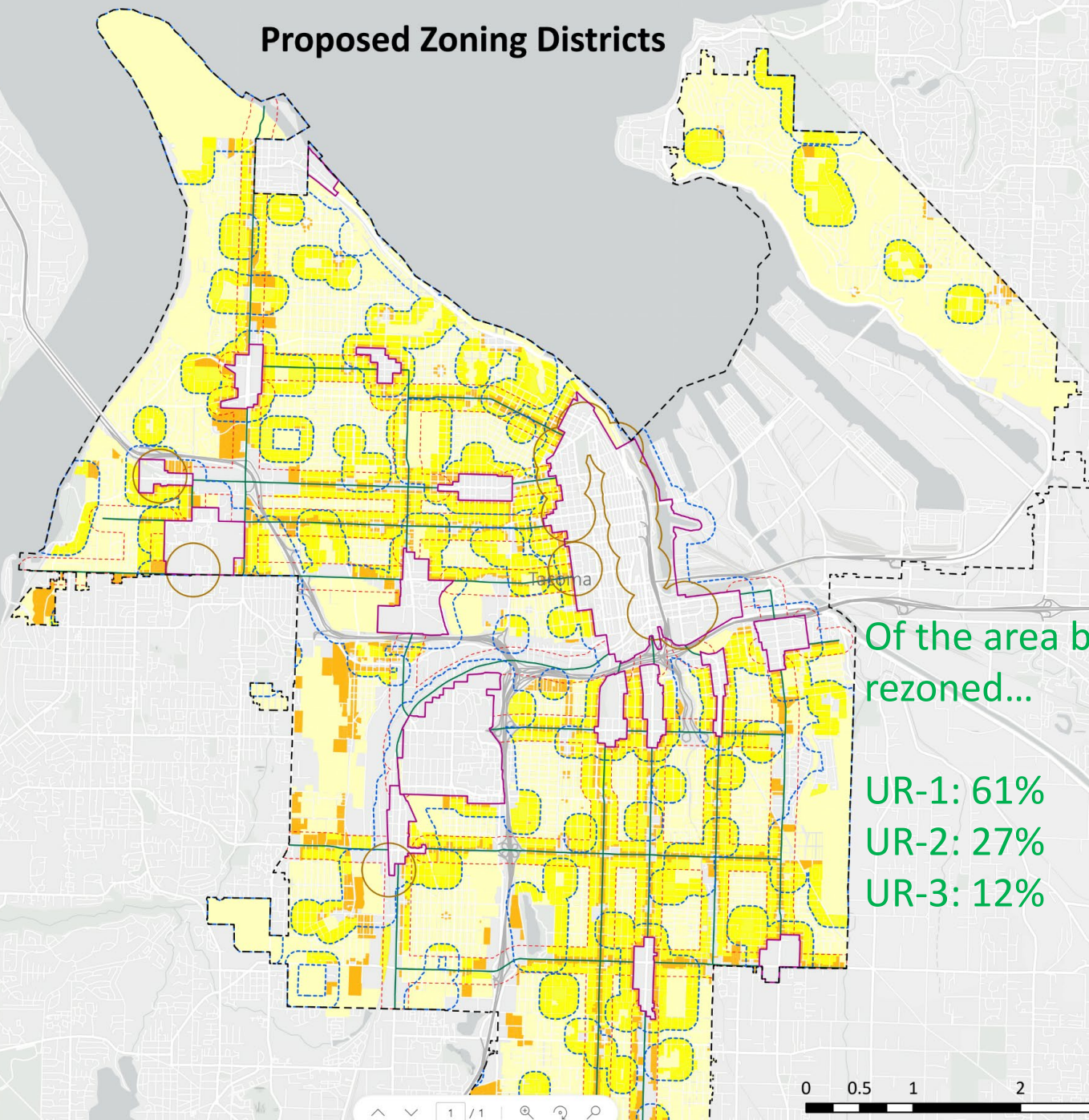


# Proposed Zoning Districts

Draft



- Tacoma City Limits
  - Mixed Use Centers
  - 0.25-mile Buffer from Major Transit Stations
  - 0.125-mile Buffer from Complete Neighborhood Feature Services
  - 0.125-mile Buffer from Corridors & Departed Exceptions
  - Corridors
- Proposed Zoning Districts
- UR-1
  - UR-2
  - UR-3

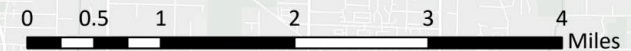


Of the area being rezoned...

UR-1: 61%

UR-2: 27%

UR-3: 12%





# Topics

- Confirm zoning framework
- **Building scale (setbacks & building separation, height, FAR):**  
Do proposals strike the right balance between housing goals and reasonable compatibility with residential patterns?
- Use of space
- Bonus approach



**Affordable  
Housing**

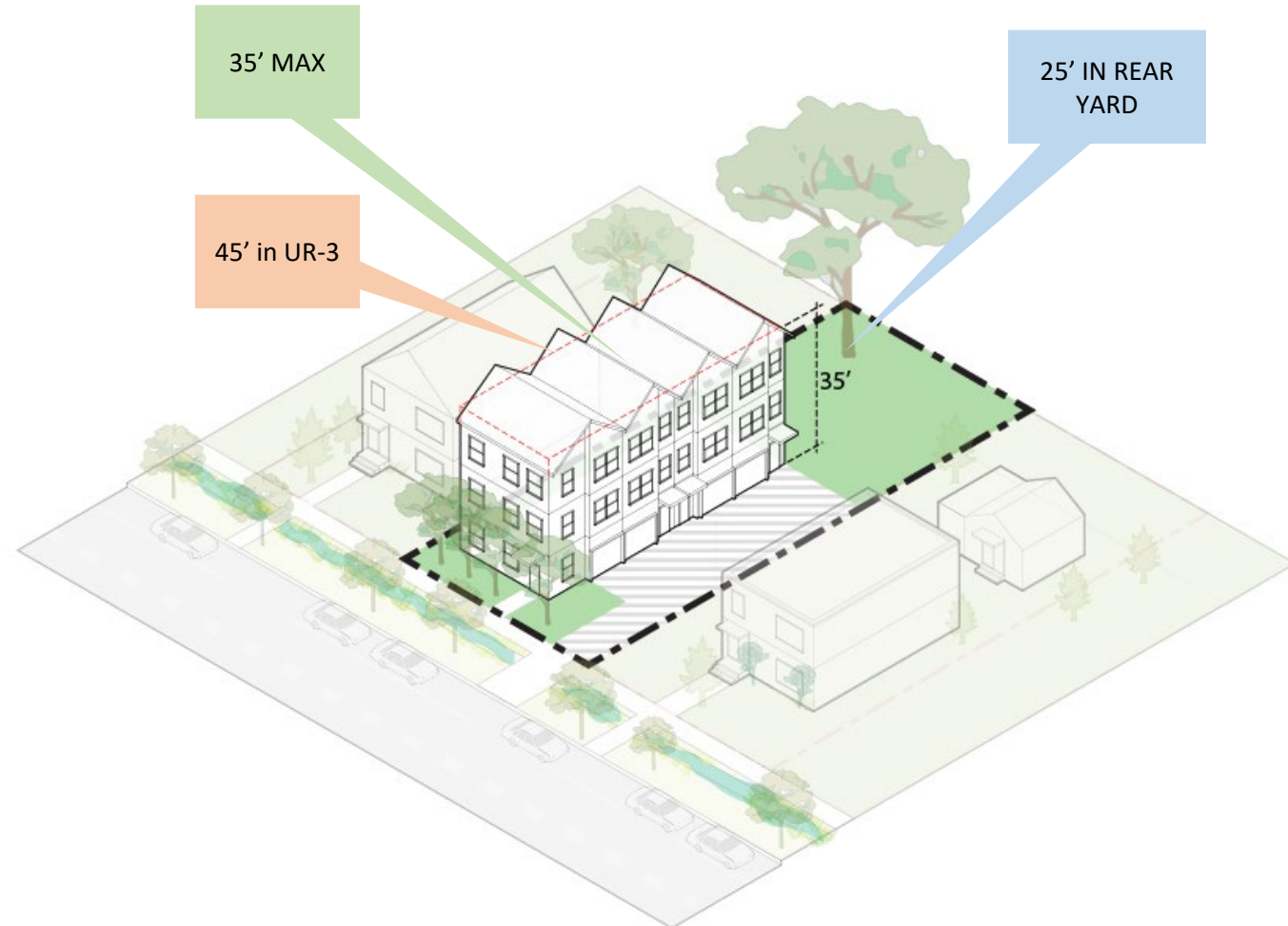
# Housing development reasonably compatible with residential patterns

- Rhythm along street
- Building scale (height, size, width, depth)
- Separation between buildings, front and rear yards
- Pedestrian orientation, cars deemphasized
- Retain existing structures
- Retain existing (and add) trees



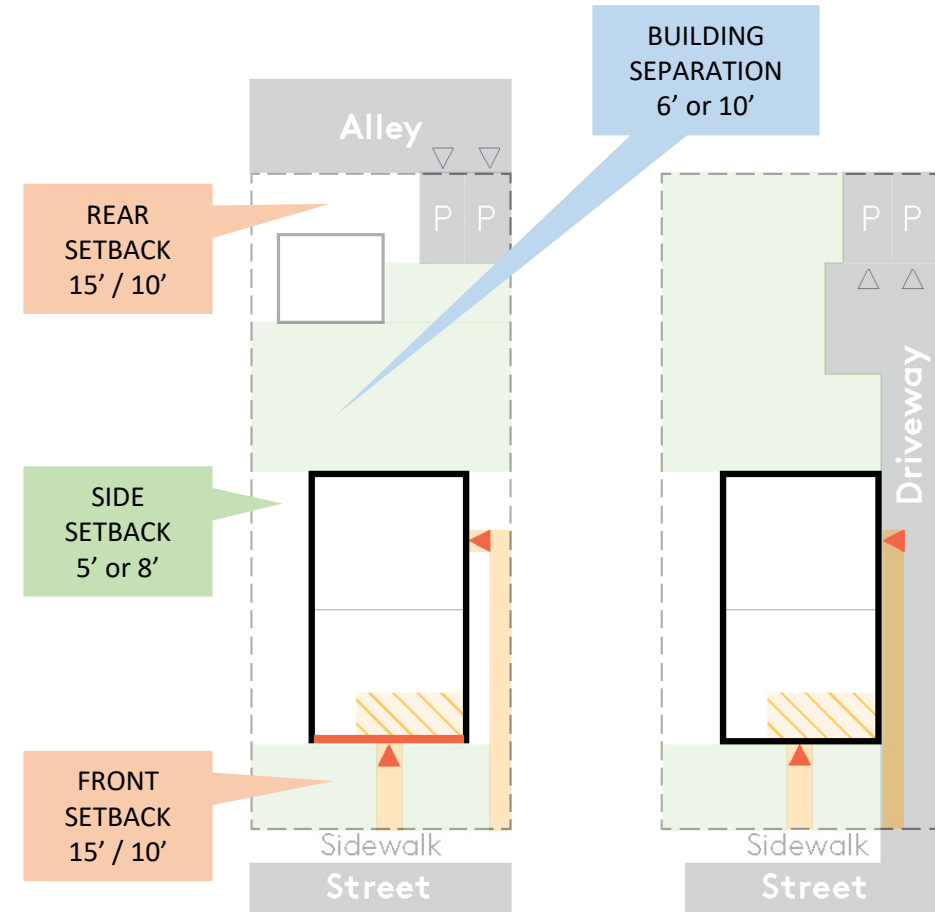
# Height

- **Retain** 35 ft limit for main buildings, 15 ft for accessory structures, no change to VSD height limits
- **Increase** max height to 45 ft in UR-3 through bonus program
- **Establish** 25 ft height limit for Backyard Buildings and Courtyard housing (UR-1 and 2), or...
- **Consider reducing** height to 25 ft for rear portion of lot (UR-1 and 2); increase to 35 ft through bonus program



# Setbacks, Building Separation

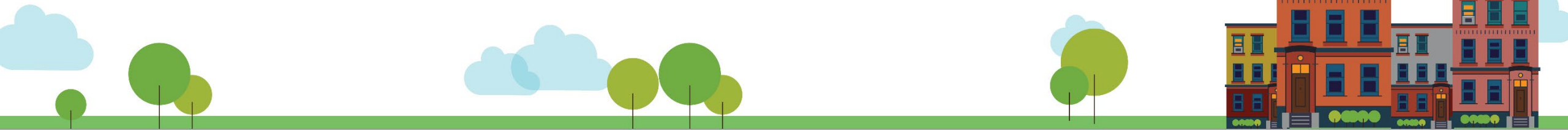
- Setbacks
  - Front: **Reduce** from 20 ft to 15 ft (10 ft in UR-3)
  - Rear: **Reduce** from 25 to 15 ft (10 ft in UR-3)
  - Side: **Retain** 5 ft, **increase** to 8 ft if used for unit access
- Building Separation
  - **New requirement:** Minimum 6 ft, 10 ft for buildings 25 ft or taller



# Floor Area Ratio - Proposed

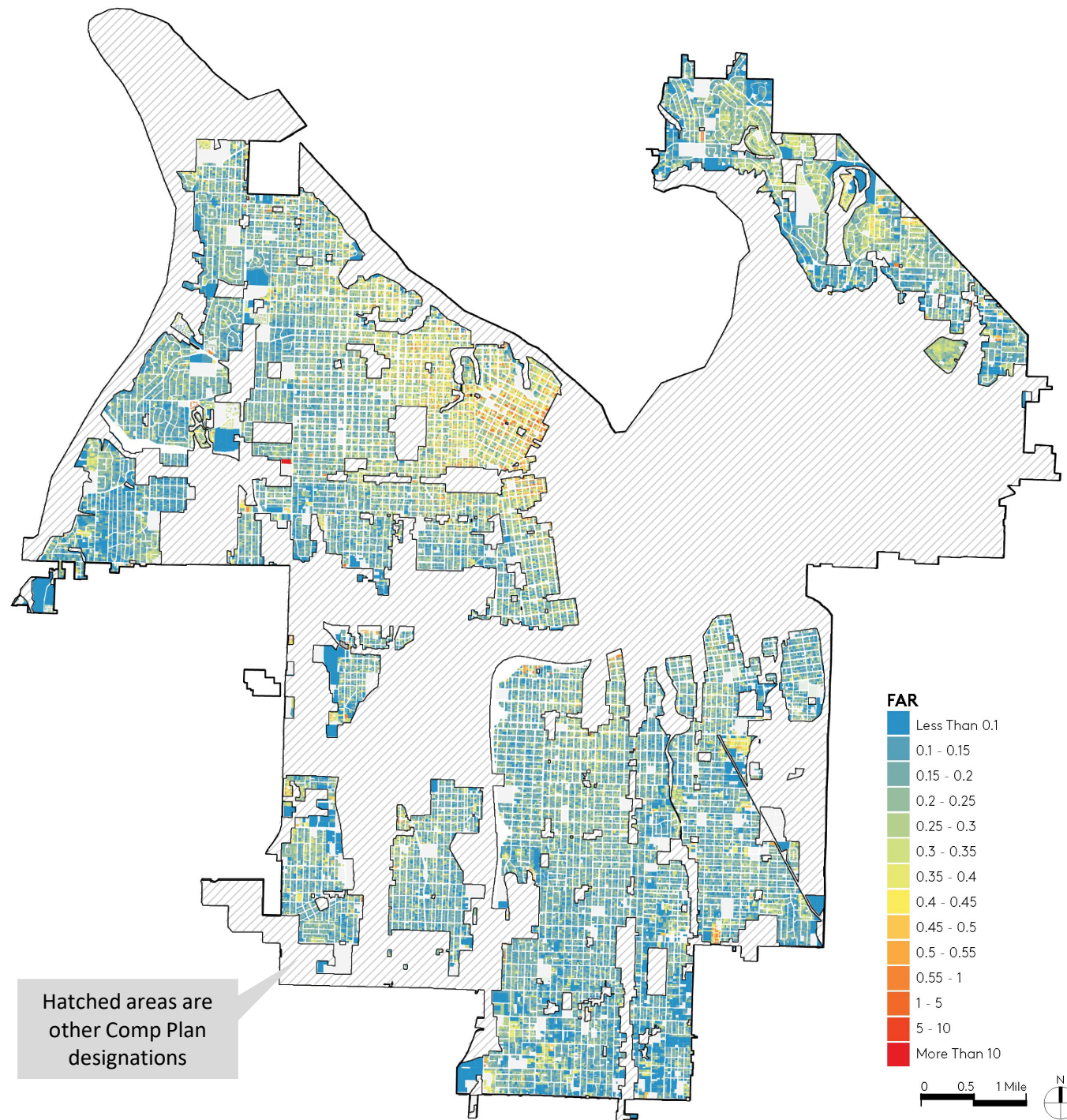
Urban Residential (UR-1)	Urban Residential (UR-2)	Urban Residential (UR-3)
<b>EXISTING FAR</b> 0.5 maximum FAR for small lots		
<b>PROPOSED FAR</b> By right: FAR (1-2 units): 0.6 FAR (3+ units): 0.8 Bonus: 1.0	By right: FAR (1-2 units): 0.8 FAR (3+ units): 1.0 Bonus: 1.2	By right: FAR (1-2 units): 1.0 FAR (3+ units): 1.2 Bonus: 1.6

- Strikes a balance with residential compatibility that favors significant housing development
- Incentivizes more unit production by allowing more FAR for more units, while also allowing choice of unit types produced
- Promotes use of bonus program by offering an FAR increase



# Floor Area Ratio - Existing

Low-scale and Mid-scale Residential areas only



# Floor Area Ratio - Examples

FAR: 0.6



FAR: 0.8



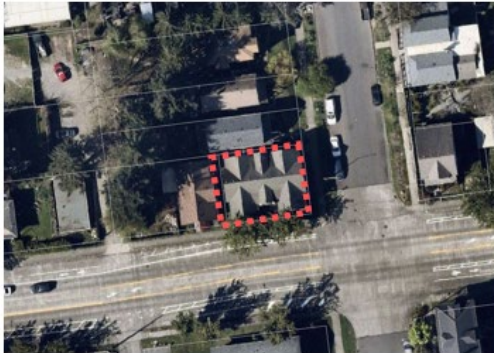
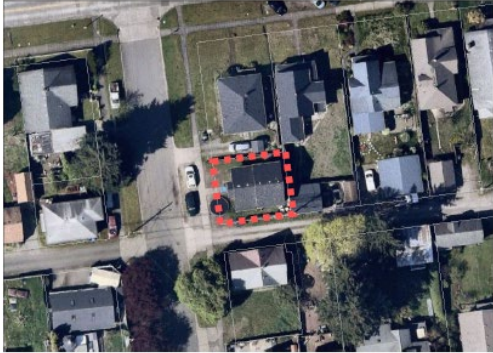
FAR: 1.0



FAR: 1.2



FAR: 1.6



Single Family  
URX

Duplex  
C1

Fourplex  
URX

Rowhouses  
URX

Multiplex  
URX

Source: City of Tacoma GIS: Floor Area Ratio

# Floor Area Ratio – Comparison

Zone: UR-1, 2, 3

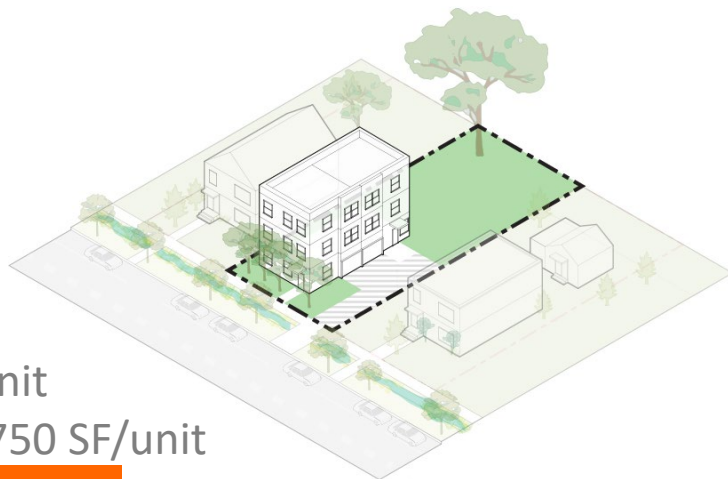
Units: 2

Height: 35'

Parking: 1 stall/unit

Amenity Space: 750 SF/unit

**FAR: 0.6 (1800 SF / DU)**



Zone: UR-1, 2, 3

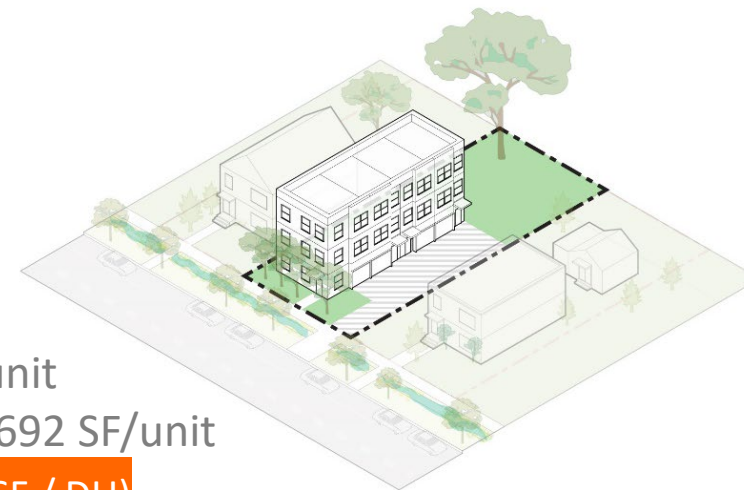
Units: 4

Height: 35'

Parking: 1 stall/unit

Amenity Space: 692 SF/unit

**FAR: 0.8 (1200 SF / DU)**



Zone: UR-2, 3

Units: 4

Height: 35'

Parking: 1 stall/unit

Amenity Space: 492 SF/unit

**FAR: 1.0 (1500 SF / DU)**



Zone: UR-3

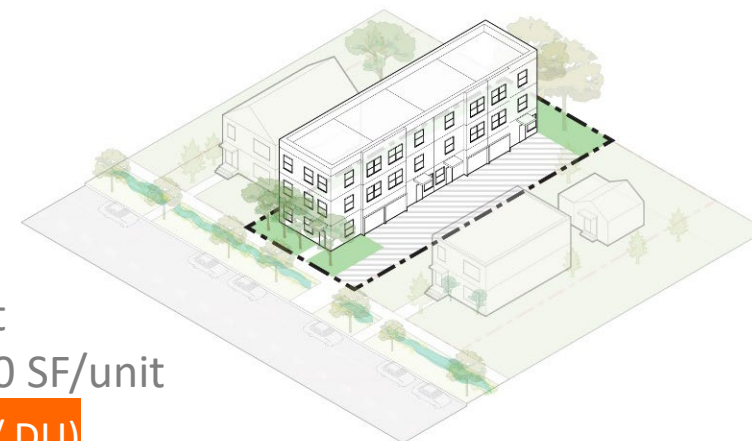
Units: 4

Height: 35'

Parking: 1 stall/unit

Amenity Space: 300 SF/unit

**FAR: 1.2 (1800 SF / DU)**

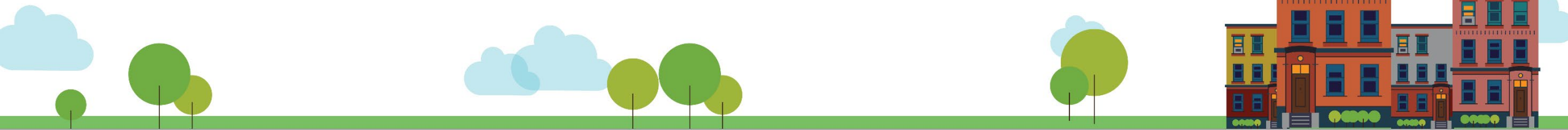




# Summary – Building Scale

	Proposed
<b>SETBACKS &amp; BUILDING SEPARATION</b>	<ul style="list-style-type: none"> <li>• Reduce front and rear setbacks</li> <li>• Increase side setback when used for access</li> <li>• Require separation between buildings on same site</li> </ul>
<b>HEIGHT</b>	<ul style="list-style-type: none"> <li>• Retain 35 ft max height,</li> <li>• increase height to 45 ft in UR-3 with bonus,</li> <li>• Reduce rear yard height to 25 in UR-1 and 2 (unless bonus is used)?</li> </ul>
<b>FAR</b>	<ul style="list-style-type: none"> <li>• Establish FAR as a sliding scale (0.6 to 1.2) based on zoning districts, loosely tied to number of units</li> <li>• Increased through bonus program (1.0 to 1.6)</li> </ul>

- **Reduces** setbacks and creates rules for multiple buildings on a lot
- **Retains** height and creates bonus height, **reduces** height in rear yard
- **Establishes** FAR requirements and bonus FAR
- NOTE: Some Building Design standards also affect scale (future discussion)

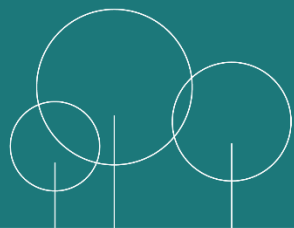


# Topics

- Confirm zoning framework
- Building scale
- **Use of space (parking, amenity space, trees):**  
Does reducing parking and increasing tree requirements strike the right balance between housing and other goals?
- Bonus approach



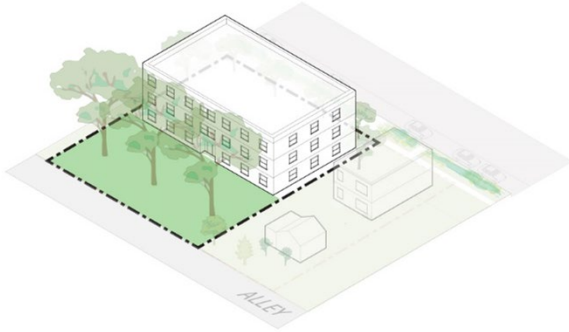
**Affordable  
Housing**



# Parking

	Current	Proposed
<b>PARKING (CARS)</b>	<ul style="list-style-type: none"> <li>• 2.0 stalls per single-family dwelling</li> <li>• 1.25 per multifamily dwelling unit</li> <li>• Some reductions available</li> <li>• None required for ADUs</li> </ul>	<ul style="list-style-type: none"> <li>• Parking tied to zone (not housing type)               <ul style="list-style-type: none"> <li>• UR-1: 1.0 per unit</li> <li>• UR-2: 0.75</li> <li>• UR-3: 0.5</li> <li>• Parking reduced through bonus program</li> </ul> </li> <li>• No parking required               <ul style="list-style-type: none"> <li>• Reduced Parking Area (1/2-mile from major transit stations)</li> <li>• For ADUs</li> </ul> </li> </ul>
<b>DRIVEWAYS &amp; PARKING STALLS</b>	<ul style="list-style-type: none"> <li>• Driveways 10 ft wide, 20 ft for 2+ units</li> <li>• Most stalls must be full size</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce required driveway widths (<i>pending input from Public Works</i>)</li> <li>• Allow more/all stalls to be compact</li> </ul>
<b>BIKE PARKING</b>	<ul style="list-style-type: none"> <li>• 1 long-term bike stall per unit</li> <li>• 1 short-term stall per 20 units</li> </ul>	<ul style="list-style-type: none"> <li>• Study tying bike parking to zoning district</li> <li>• Allow long-term bike parking within dwelling unit</li> </ul>

# Parking Ratio - Comparison



Zone: UR-3  
 Units: 16  
 Height: 35'  
 Amenity Space: 344 SF/unit  
**Parking: 0 stalls/unit**  
**Total parking stalls: 0**



Zone: UR-3  
 Units: 16  
 Height: 35'  
 Amenity Space: 285 SF/unit  
**Parking: 0.5 stalls/unit**  
**Total parking stalls: 8**



Zone: UR-3  
 Units: 16  
 Height: 35'  
 Amenity Space: 239 SF/unit  
**Parking: 0.75 stalls/unit**  
**Total parking stalls: 12**

1:1 RATIO FORCES ROOFTOP AMENITY



Zone: UR-3  
 Units: 16  
 Height: 35'  
 Amenity Space: 73 SF/unit\*  
**Parking: 1 stall/unit**  
**Total parking stalls: 16**

\* Includes amenity space on roof, 36 SF/unit excluding roof

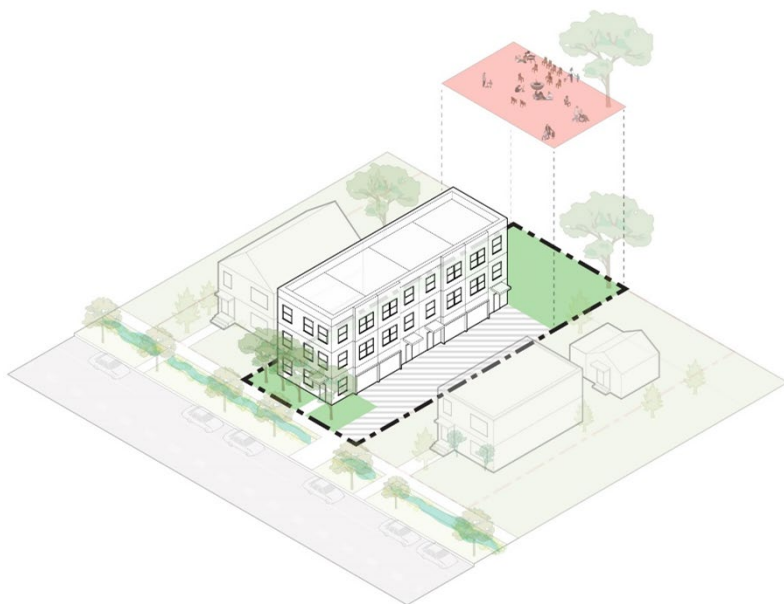
# Amenity Space

	Current	Proposed
<b>YARD/AMENITY SPACE</b>	<ul style="list-style-type: none"> <li>• Single, duplex, triplex and small lots: 10% of lot size</li> <li>• Multifamily: 20% of lot size</li> <li>• Townhouses: 400 sf/unit private, and 100 sf/unit common space</li> </ul>	<ul style="list-style-type: none"> <li>• Rename “amenity space” (<i>consistent with Urban Design Studio</i>)</li> <li>• Tie to number of units (rather than lot size)</li> <li>• Option 1 – by housing type               <ul style="list-style-type: none"> <li>• 200 sf per unit for most housing types</li> <li>• 100 sf per unit for multiplexes</li> </ul> </li> <li>• Option 2 – by zone               <ul style="list-style-type: none"> <li>• UR-1: 300 sf per unit</li> <li>• UR-2: 200 sf per unit</li> <li>• UR-3: 100 sf per unit</li> </ul> </li> </ul>

- Creates consistent calculation method for all housing types (square feet per unit)



# Amenity Space - Comparison



Zone: UR-1, 2, 3

Units: 4

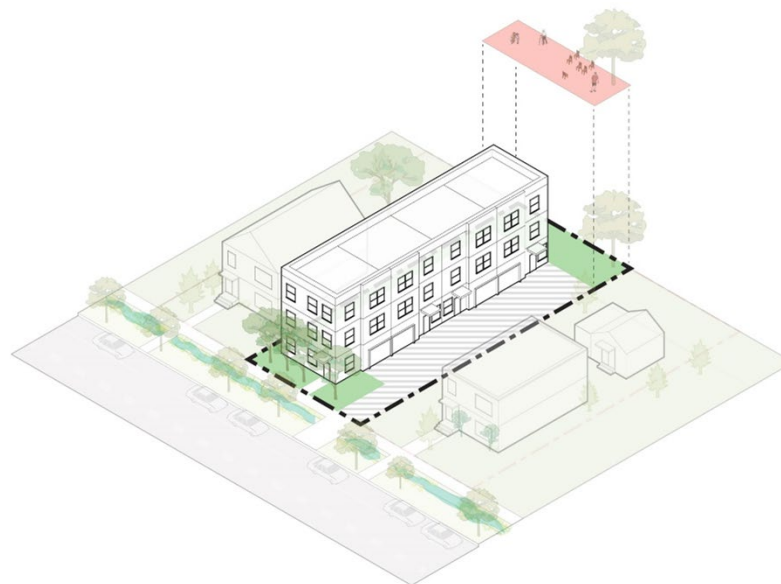
Height: 35'

FAR: 0.98

Parking: 1 stall/unit

Amenity Space: **400 SF/unit**

Could negatively  
impact development  
potential



Zone: UR-2, 3

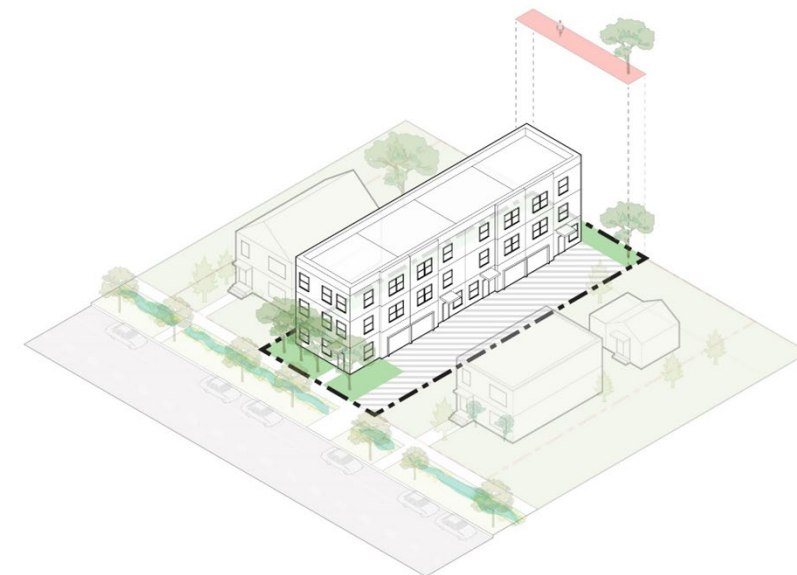
Units: 4

Height: 35'

FAR: 1.18

Parking: 1 stall/unit

Amenity Space: **200 SF/unit**



Zone: UR-3

Units: 4

Height: 35'

FAR: 1.25

Parking: 1 stall/unit

Amenity Space: **100 SF/unit**

# Tree Credits

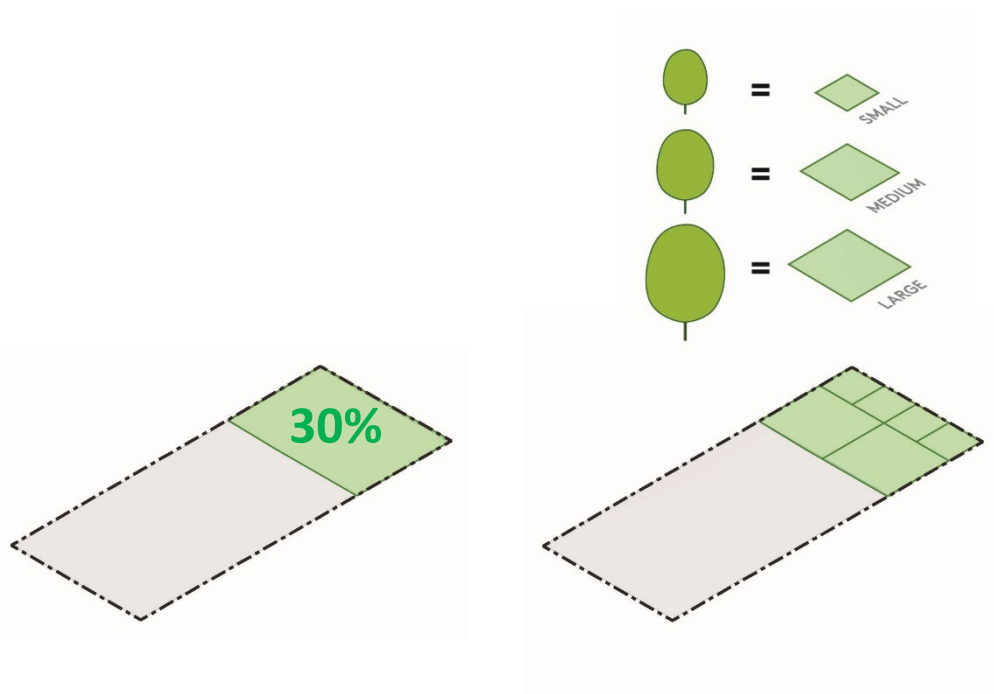
Urban Residential (UR-1)	Urban Residential (UR-2)	Urban Residential (UR-3) (Midscale)
<p><b>EXISTING TREE STANDARDS</b></p> <ul style="list-style-type: none"> <li>• Single-family, duplex and triplex exempt from landscaping requirements, except street trees</li> <li>• Multifamily must provide onsite canopy coverage, street trees</li> <li>• Additional parking lot landscaping (trees) for 15 or more uncovered stalls</li> </ul>		
<p><b>PROPOSED</b> Equivalent to 35% lot coverage</p>	<p>Equivalent to 30% lot coverage</p>	<p>Equivalent to 25% lot coverage</p>

- “Tree credits” approach aims to support Tacoma’s 30% tree canopy goal
- Expands tree requirements consistently for all housing types
- Simplifies the landscaping code (further landscaping code topics coming soon...)



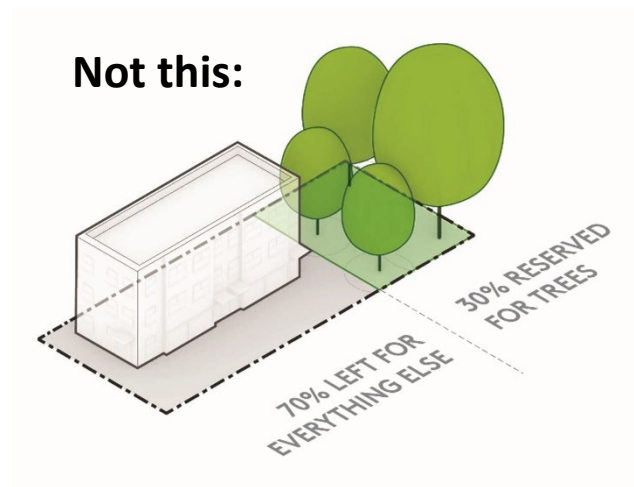
# Tree Credits - Concept

When 30% of the lot area is used to calculate tree requirements, what does this mean?



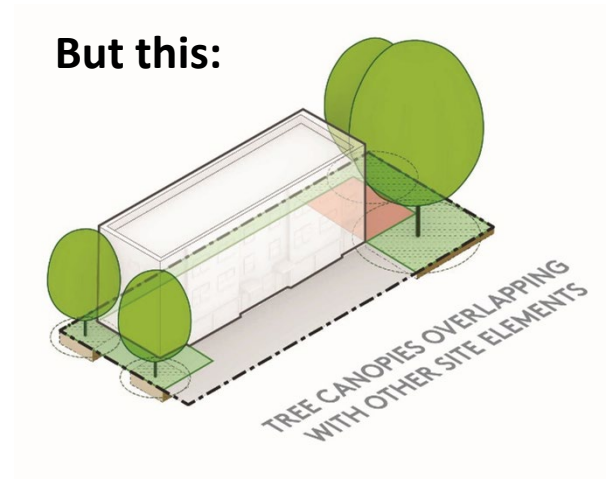
The percentage of lot area determines how many trees or "tree credits" are required on a site

Small, medium, and large trees are each worth a certain amount of credit toward this target area



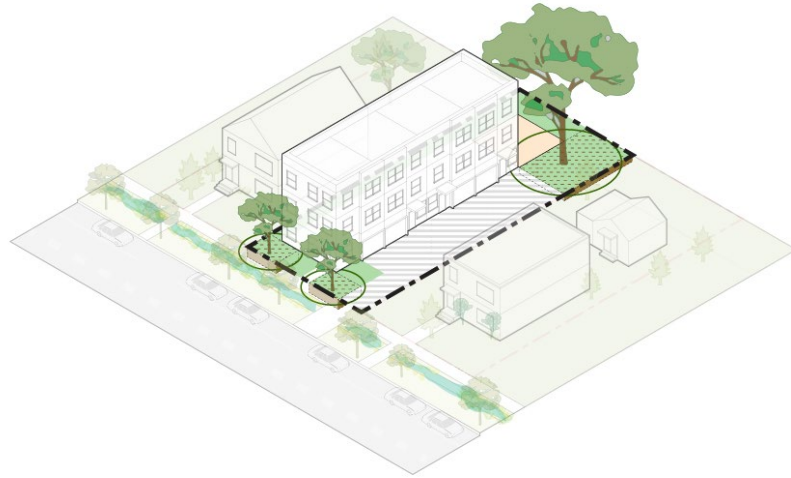
However, these tree canopies can overlap with paving, buildings, and extend beyond the lot.

Structural soil cells can be used in constrained sites to provide soil for trees in the same place as driveways, parking, and paths.





# Tree Credits - Comparison



Zone: UR-1, 2, 3

Units: 4

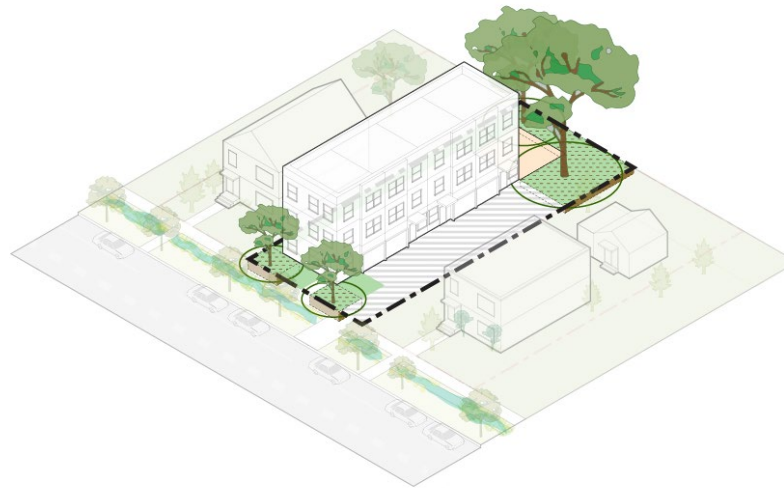
FAR: 1

Height: 35'

Parking: 1 stall/unit

Amenity Space: 492 SF/unit

**Tree Credits: Equivalent to  
25% lot area**



Zone: UR-1, 2, 3

Units: 4

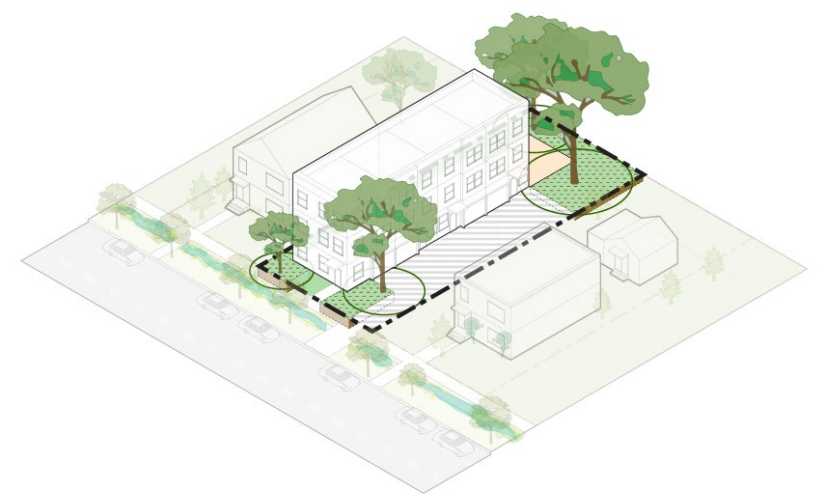
FAR: 1

Height: 35'

Parking: 1 stall/unit

Amenity Space: 492 SF/unit

**Tree Credits: Equivalent to  
30% lot area**



Zone: UR-1, 2, 3

Units: 4

FAR: 1

Height: 35'

Parking: 1 stall/unit

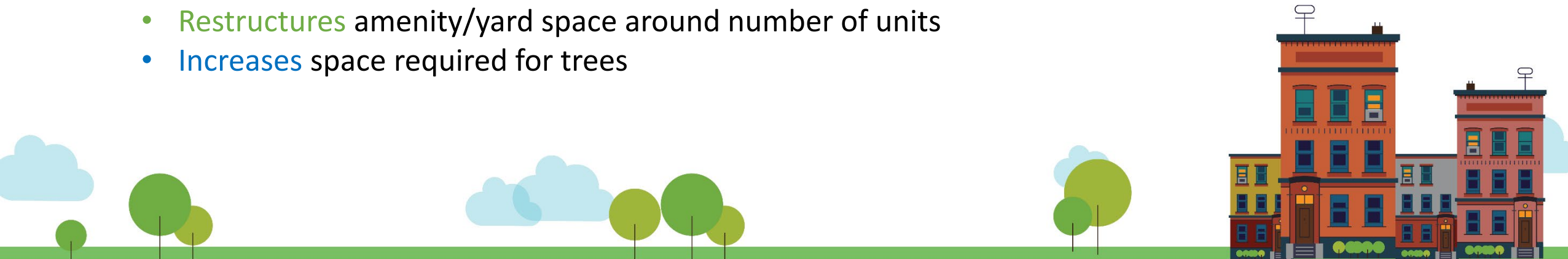
Amenity Space: 492 SF/unit

**Tree Credits: Equivalent to  
35% lot area**

# Summary – Use of Space

	Proposed
<b>PARKING, RELATED</b>	<ul style="list-style-type: none"> <li>• Parking tied to zone (UR-1: 1.0 per unit, UR-2: 0.75, UR-3: 0.5), reduced through bonuses</li> <li>• No parking required: Reduced Parking Area, ADUs</li> <li>• Reduce required driveway widths, allow more/all stalls to be compact</li> <li>• Study bike parking refinements</li> </ul>
<b>AMENITY SPACE</b>	<ul style="list-style-type: none"> <li>• Tie to number of units (rather than lot size)</li> <li>• Option 1: 200 sf per unit for most housing types, 100 sf per unit for multiplexes</li> <li>• Option 2: By zone (UR-1: 300 sf per unit, UR-2: 200 sf, UR-3: 100 sf)</li> </ul>
<b>TREE CREDITS</b>	<ul style="list-style-type: none"> <li>• Tree credits approach tied to zones (UR-1: 35% of lot area, UR-2: 30%, UR-3: 25%)</li> </ul>

- **Reduces** space required for parking
- **Restructures** amenity/yard space around number of units
- **Increases** space required for trees



# Topics

- Confirm zoning framework
- Building scale
- Use of space
- **Bonus approach (bonuses on offer, public benefits):**  
What public benefits should be promoted through the bonus program?



**Affordable  
Housing**

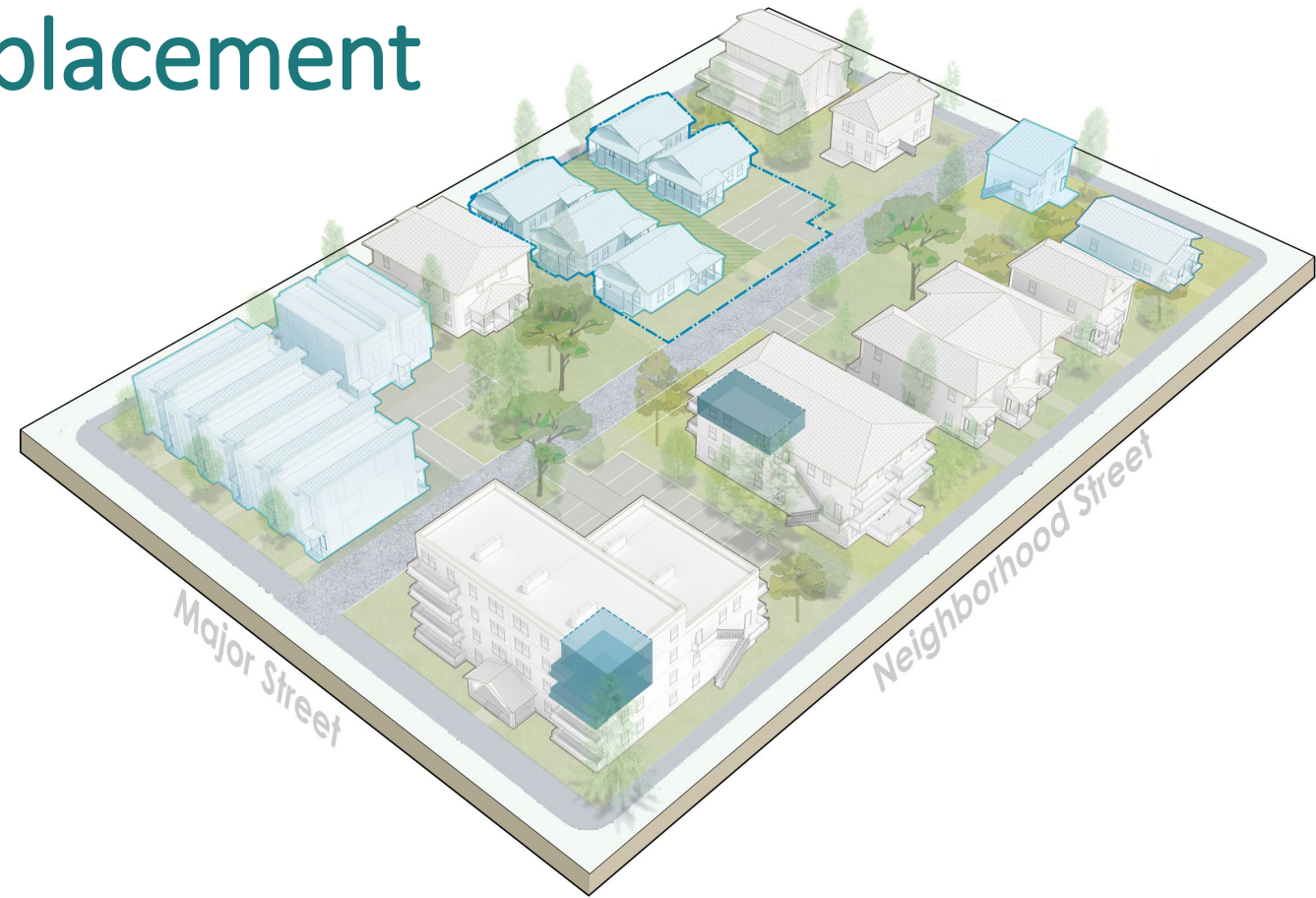
# Affordability and Anti-displacement

## Adopted policy direction

- Calibrate standards to promote affordability
- Strengthen regulatory affordable tools
- Expand Multifamily Tax Exemption Program
- Coordinated anti-displacement strategy

## Key Decisions

- **Understanding the market** – promote affordability without slowing construction
- **Setting priorities** – location, households served, duration of affordable units
- What **incentives and bonuses** make sense



# Proposed Bonuses

Urban Residential (UR-1)	Urban Residential (UR-2)	Urban Residential (UR-3)
<b>DENSITY</b> By right: 1/1500 sf (4 per lot) Density: 1/1000 sf (6 per lot)	By right: 1/1000 sf (6 per lot) Bonus: 1/750 sf (8 per lot)	By right: 1/750 sf (8 per lot) Bonus: 1/500 sf (12 per lot)
<b>FLOOR AREA RATIO (FAR)</b> By right: FAR (1-2 units): 0.6 FAR (3+ units): 0.8 Bonus: 1.0	By right: FAR (1-2 units): 0.8 FAR (3+ units): 1.0 Bonus: 1.2	By right: FAR (1-2 units): 1.0 FAR (3+ units): 1.2 Bonus: 1.6
<b>MFTE</b> n/a	n/a	12 year/20 year options
<b>HEIGHT</b> Backyard height bonus (from 25 to 35 ft)	Backyard height bonus (from 25 to 35 ft)	By right: 35 ft Bonus: 45 ft
<b>PARKING</b> By right: 1 stall per dwelling Bonus: Affordable units not required to provide parking	By right: 0.75 stalls per dwelling Bonus: Affordable units not required to provide parking	By right: 0.5 stalls per dwelling Bonus: Affordable units not required to provide parking

# Bonus program – public benefits

## Recommended

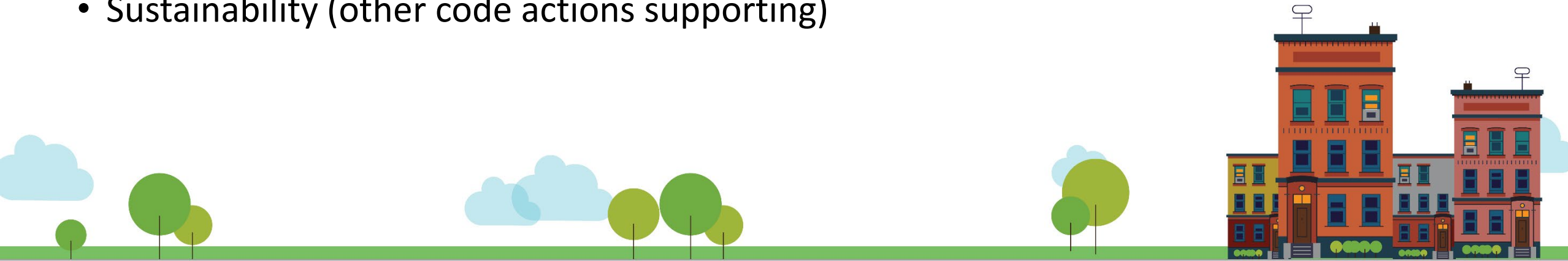
- Affordable housing units
- Retain existing buildings with infill

## Others considered

- Visitability (other code actions supporting)
- Family-sized units (MH often is family-sized)
- Sustainability (other code actions supporting)

## Next steps

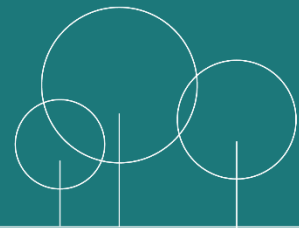
- Affordability targeting (number, levels, duration, mandatory component?)
- Combining bonuses
- Market feasibility
- MFTE expansion



# Discussion

- **Zoning framework (map, housing types, densities):** Seeking confirmation that the draft framework reflects City Council guidance to date.
- **Building scale (height, Floor Area Ratio, setbacks):** Do proposed building scale controls strike the right balance between housing goals and reasonable compatibility with residential patterns?
- **Use of space (parking, landscaping, amenity space):** Does reducing parking and increasing tree requirements strike the right balance between housing and other goals?
- **General bonus approach (bonuses on offer, public benefits):** What public benefits should be promoted through the bonus program?

OTHER DIRECTION?



**Affordable  
Housing**

# Affordable Housing

*Home In Tacoma Project  
City Council Study Session*

September 26, 2023

