



**PRESENTATION(S)**

**Meeting on December 6, 2023**

<b><u>Agenda Item(s)</u></b>	<b><u>Page</u></b>
1. <b>Proctor Neighborhood Plan Update</b> (PowerPoint slides for Discussion Item F1)	<b>3 – 22</b>
2. <b>Home in Tacoma – Phase 2</b> (PowerPoint slides for Discussion Item F2)	<b>23 – 49</b>



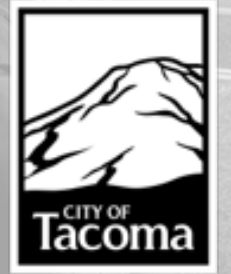
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# CITY OF TACOMA NEIGHBORHOOD PLANNING PROGRAM



## PROCTOR NEIGHBORHOOD PLAN

PLANNING COMMISSION  
DECEMBER 6, 2023

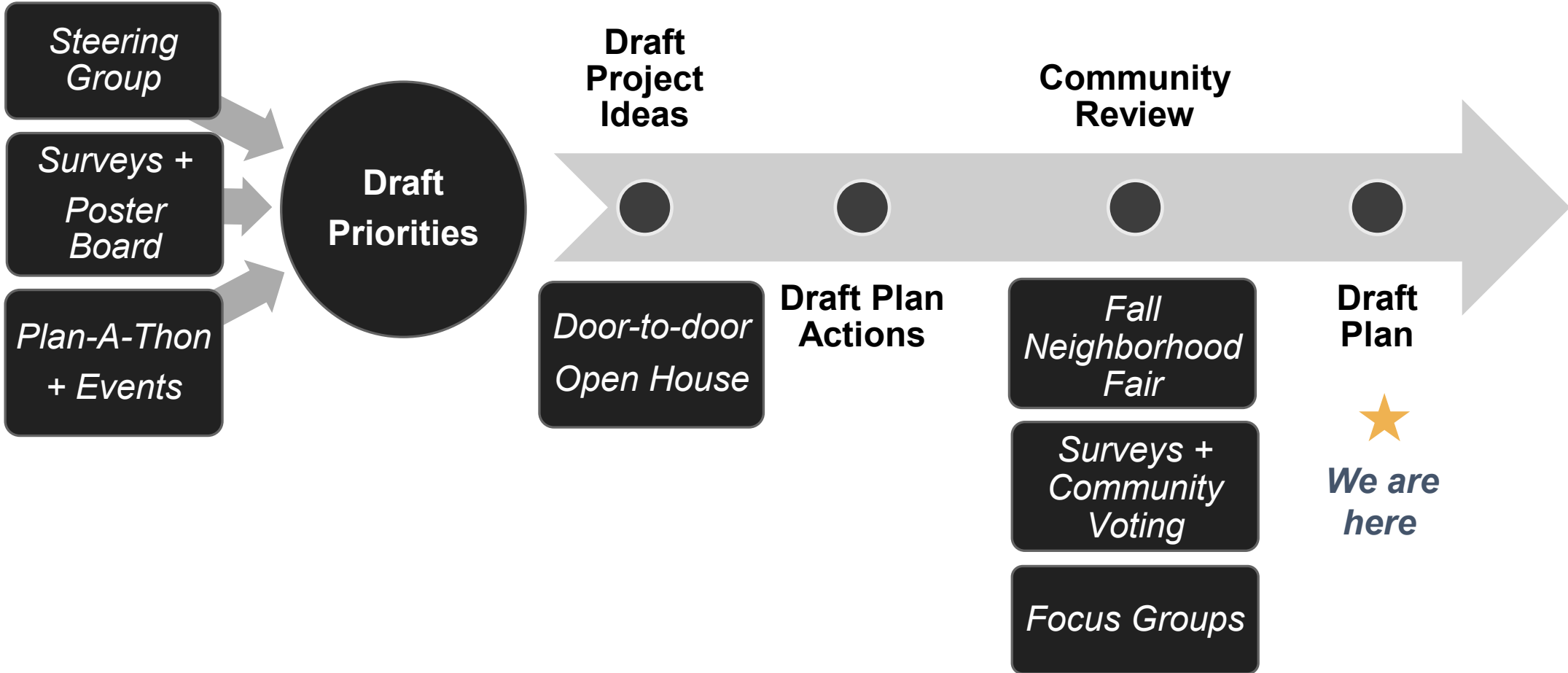
CITY OF TACOMA  
PLANNING AND DEVELOPMENT SERVICES

# AGENDA



- Background
- Proctor Neighborhood Plan
  - Planning Commission Feedback
  - Plan Overview of New Sections
- Next Steps

# PROCTOR SUMMARY



# FEEDBACK FROM PLANNING COMMISSION

## Planning Commission Feedback:

- Methodology
- Steering Group Overview
- Asset Mapping
- Values and Vision
- Recommendations: Updates to affordability and transit actions
- Photos of potentially eligible historic properties

## New Sections:

- Major Ideas Summary
- Implementation Strategy
- Lessons Learned
- Appendices: Cushman Memo, Festival Street Analysis



# PLAN OVERVIEW

*Executive Summary*

**Acknowledgements**

**Welcome Letter**

**Introduction**

**Neighborhood Plan Approach**

- Methodology\*

**Proctor Major Characteristics**

- Historic Resources (Pending PTOI Review)

**Policy Framework**

- Affordable Housing Action Strategy\*

**Community Engagement Summary**

- Steering Group Approach\*

**Major Ideas Summary\***



# PLAN OVERVIEW (CONT.)

## **Recommendations**

- Pedestrian Safety and Comfort
- Human-Scale Design
- Community Space
- Sustainability and Climate Adaptation
- Commercial and Residential Affordability

## **\*Implementation Strategy**

- Phasing and Interrelated Actions

## **\*Lessons Learned**

## **Glossary**

## **\*Works Cited**

## **Appendices**

- A. Zoning and Land Use
- B. Historic Resources
- C. \*Community Event Summaries
- D. \*Survey and Interactive Map Results
- E. \*Cushman and Adams Substations Memo
- F. \*Mobility and Festival Street Evaluation



## IN MEMORIAM:

BILL EVANS, “MAYOR OF  
PROCTOR”

AUGUST 13, 1940 -  
NOVEMBER 5, 2023



See *Neighborhood Plan Approach*, page 6

# METHODOLOGY

- **Community engagement**
  - Deep and broad engagement
  - Informs every step of the process
- **Resource identification and matchmaking**
  - Assess feasibility
  - Work with other departments and organizations
- **Technical analysis**
  - Support for best practices and implementation



# PROCTOR ENGAGEMENT OVERVIEW



- Over 1,800 "engagements"
- Events
  - **3 events** - Kick-off event, walk, open house (200+)
  - Tabling at **8 community events**
  - **Feedback board** at Library and UPS
- Surveys and Online Engagement
  - Interactive **online map** (450 comments)
  - **3 online surveys** (500 responses)
  - Community Booster Project **voting** (700 responses)
- Meetings and Focused Engagement
  - **Steering Group** meetings and walk-and-talks
  - Tenant **focus groups**
  - Coordination with **stakeholders** (PDA and NENC)
  - **Multilingual** engagement in Russian and Ukrainian



# STEERING GROUP

See Engagement Summary, page 34

Impacted	High	<b>PRIORITIZE</b> <b>At-risk communities</b> Requires significant collaboration or planning may not meet community needs. Focus on empowering these voices.	<b>COLLABORATE</b> <b>Influencers</b> Requires significant collaboration or adoption and implementation could stall.
	Low	<b>INVOLVE</b> <b>Concerned residents or bystanders</b> Inform and consult to confirm baseline conditions and community interests and values.	<b>LEVERAGE</b> <b>Potential advocates</b> Inform and consult as needed to build and maintain advocates.
		Low	High

**Influence**

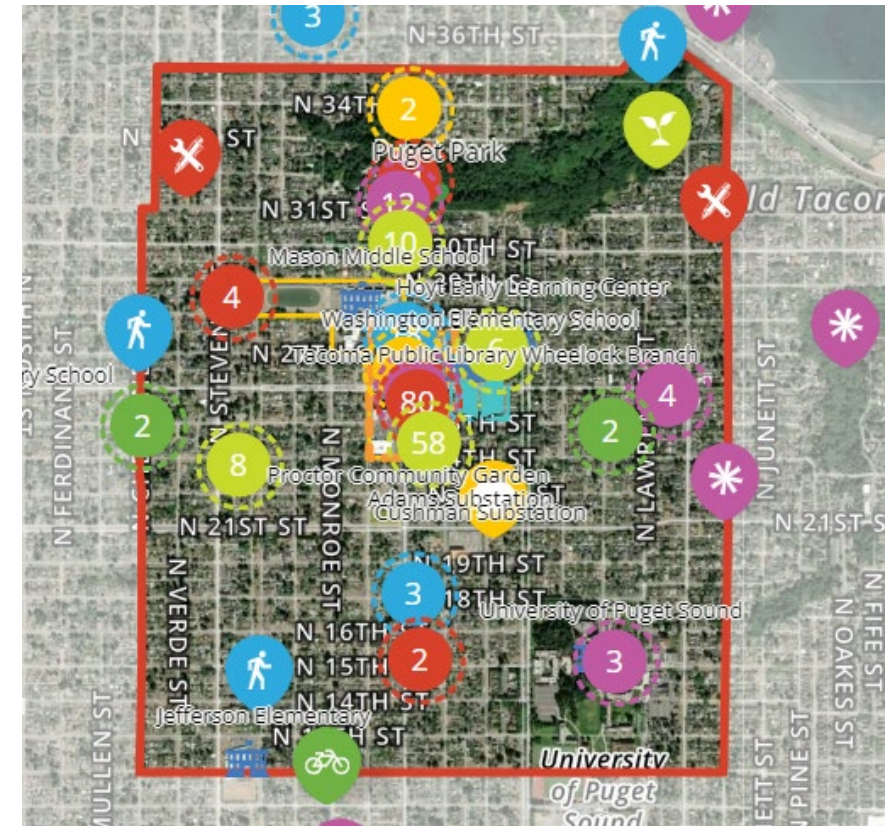
- Steering Group matrix and recruitment process
- Balancing different voices
- Group guided plan values, priorities, and actions
- Engagement and outreach led by Steering Group

# ASSET MAPPING

## Community Assets

*Identified by community members in the Online Interactive Map*

- Walkable retail district
- Daily needs available in district
- Sense of community/neighborhood capacity
- Historic buildings
- Green spaces and trails



# PROCTOR VALUES AND VISION

## Vibrant Neighborhood Destination

- Support business district as a draw: legacy business support, outdoor seating, landscape/streetscape, historic preservation, and business district capacity
- Make district accessible to more people through physical connections and housing affordability

## Welcoming, Livable Neighborhood

- Improve well-being, livability, and equity through new community spaces, opportunities for active living, tree canopy, and more

## Community Values

*During Phase 1, Proctor Steering Group members agreed on these core values to guide the Plan's development:*

- Human-scale design
- Preserving neighborhood livability
- Promoting equitable development
- Enhancing neighborhood sustainability
- Building community
- Celebrating place identity and history
- Supporting a joyful and welcoming city

# PROCTOR PRIORITIES

- **Pedestrian Safety and Comfort:** *Supporting safe access to key neighborhood destinations for people walking, biking, and rolling.*
- **Human-Scale Design:** *Development that features pedestrian-oriented urban design and honors Proctor's historic character.*
- **Outdoor Community Space:** *Community space for gathering indoors and outdoors, including enhancing access to existing spaces and parks.*
- **Sustainability and Climate Adaptation:** *Reducing climate impacts through environmentally sustainable practices and development, and preserving the urban tree canopy.*
- **Commercial and Residential Affordability:** *Preserving and constructing housing that is attainable for diverse incomes and needs and affordable commercial space for small and diverse businesses.*

# MAJOR IDEAS

1. Active transportation **connections and crossings**
2. Coordinate with **schools** to improve safety
3. Implement affordability and public space goals with **new development**
4. Activate streets with **open streets** pilot
5. Explore **woonerf** opportunities
6. Expand **business district capacity** support
7. Enhance **outdoor seating** spaces
8. Promote **tree planting**
9. **Calm traffic** on neighborhood streets
10. Maintain and expand **affordable housing**
11. Support **design review**
12. **Historic nomination** for key properties



## Location-Specific Actions

- 1 Improve active transportation connections to the Business District and enhance pedestrian crossings on arterials (➡)
- 2 Coordinate with schools to improve safety and connections (□)
- 3 Pursue opportunities to implement Plan public space and affordability goals with future development (□)
- 4 Activate streets by testing "Open Streets" locations for future festival streets (■)
- 5 Explore woonerf (neighborhood shared streets) opportunities (///)
- 6 Support small businesses and explore Business District capacity support (■)
- 7 Coordinate with partners to enhance outdoor gathering spaces and seating areas (■)

## Neighborhood-Wide Actions

- 8 Promote tree planting and maintenance
- 9 Calm traffic on neighborhood streets through citywide programs and projects
- 10 Maintain and expand affordable housing
- 11 Support City efforts for design review
- 12 Support historic nomination for key properties



# ACTIONS UPDATES

## **Pedestrian Safety and Comfort**

- Reference completed parking study for future parking management

## **Sustainability and Climate Adaptation**

- Consultation with Pierce Transit
- Support for ridership advocacy; addressing equity and access needs; understanding desired destinations

## **Commercial and Residential Affordability**

- Consultation with Commissioner Rash
- Updated terminology to support anti-displacement and workforce housing
- Reference Affordable Housing Action Strategy



# IMPLEMENTATION STRATEGY



- **Quick Win.** Indicates project that can be completed in the next 1-2 years with existing funding and/or capacity
- **Small Investments.** Projects that can be funded at a low cost and implemented within the next few years
- **Community Priority.** Ranked through “Draft Actions” community survey to be a top community priority for this goal area
- **Booster Project.** Winning community booster projects—will be funded and supported by Proctor Neighborhood Plan through implementation
- **Phasing; Interrelated Capacity; Resources; and Tracking/Stewardship**

# LESSONS LEARNED: “FINDING BALANCE”

- Start with shared values
- Acknowledge differing and divergent opinions
- Allow for growth and change, while maintaining the “Proctor-ness” of Proctor



See Appendices, page 105

# APPENDICES SUMMARY



## Appendix C

Community Event Summaries



## Appendix D

Survey and Interactive Map Results



## Appendix E

Cushman and Adams Substations Feedback Summary Report



## Appendix F

Proctor Festival Street Location Analysis Memo

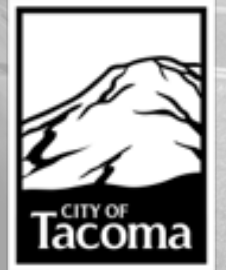
# PROPOSED NEXT STEPS

## Proctor Next Steps

- Planning Commission Recommendation to Council (today)
- Infrastructure, Planning, and Sustainability Council Committee Recommendation (January 10)
- Council Study Session (February 13 TBD)
- Council Meeting (March TBD)
- Implementation (Early 2024 – Ongoing)



# CITY OF TACOMA NEIGHBORHOOD PLANNING PROGRAM



## PROCTOR NEIGHBORHOOD PLAN

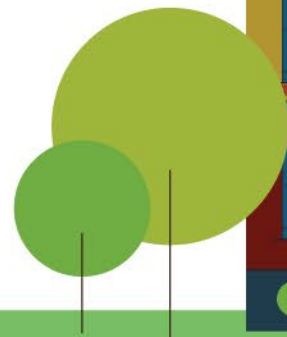
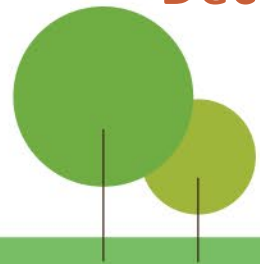
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# Affordable Housing

*Home In Tacoma Project  
Planning Commission*

December 6, 2023



# Revised project schedule

July to Dec 2023

- Develop full package
- EIS Consultation



Jan to Mar 2024

- Planning Commission Public Hearing
- Release Draft EIS
- Planning Commission recommendation



April to June 2024

- City Council review
- Release Final EIS
- Council Public Hearing
- Council action

**INPUTS**

- Round 1 engagement
- 2023 legislative direction
- Round 2 engagement

***Ongoing engagement throughout***





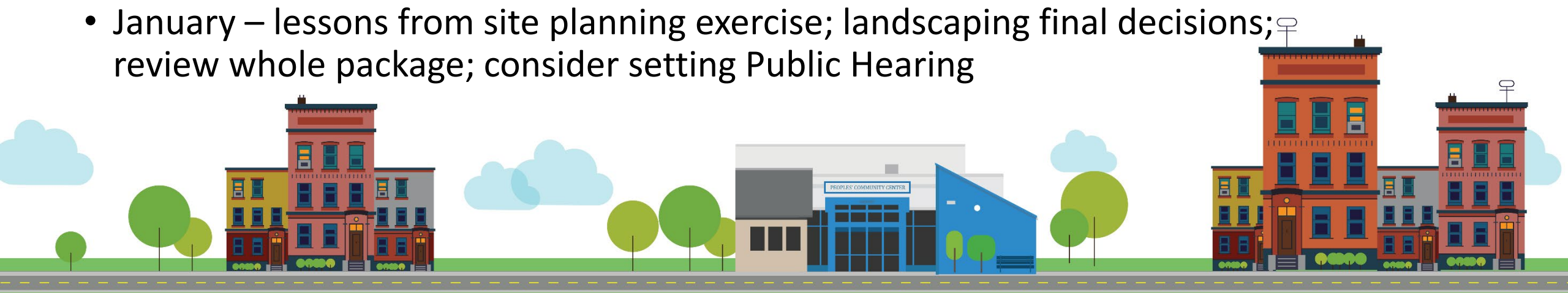
# Objectives

Seeking direction on

- **Affordable housing** (fee in lieu, fully affordable/religious institutions)
- **Non-residential uses**
- **Residential transition standards**
- **Bike parking**
- **Zoning map & RPA** (Pacific Ave Enhanced Bus Service, Manitou Annexation Area, other Comp Plan designations)

Next meetings

- January – lessons from site planning exercise; landscaping final decisions; review whole package; consider setting Public Hearing



# Topics

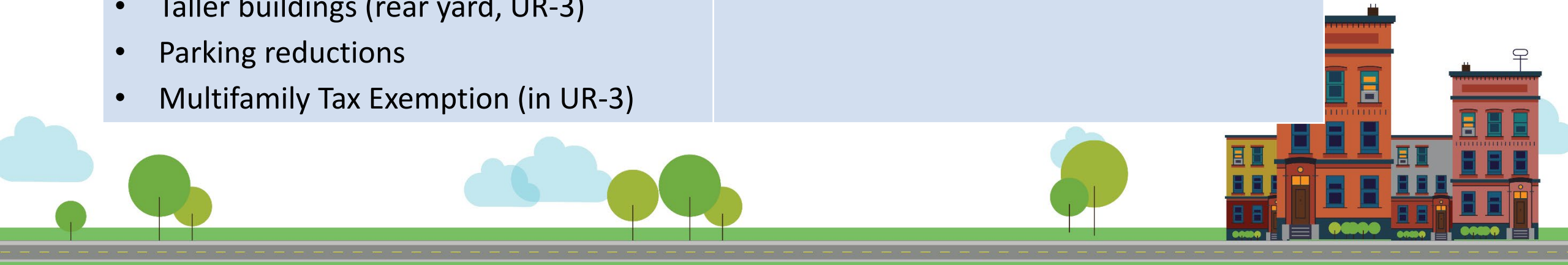
- **Bonus program: Fee in lieu, fully affordable projects**
- Non-residential use in UR zones
- Residential Transition standards
- Bicycle parking
- Zoning map & RPA (Pacific Ave Enhanced Bus Service, Manitou Annexation Area, other Comp Plan designations)



# Bonuses program - Review

- **Middle Housing is financially feasible & will increase affordability and choice**— but **other actions needed** for moderate to low-income households
- Other City programs exist to create deeper affordability (could be expanded)
- Bonus Program can help meet that need (and support other goals)
  - Must make financial sense for developers (or nonprofits)
  - Administrative burdens should be low (for City and developers)

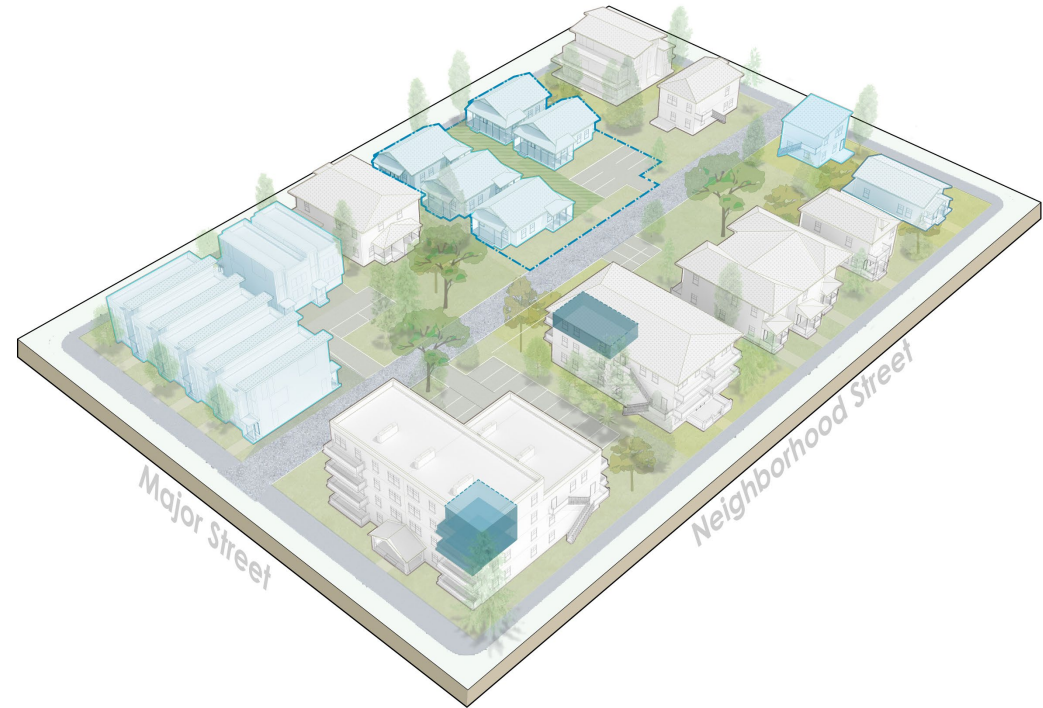
Bonuses offered (can be combined)	Public benefits
<ul style="list-style-type: none"> <li>• More units (density)</li> <li>• Larger buildings (FAR)</li> <li>• Taller buildings (rear yard, UR-3)</li> <li>• Parking reductions</li> <li>• Multifamily Tax Exemption (in UR-3)</li> </ul>	<ol style="list-style-type: none"> <li>1. Affordability</li> <li>2. Retention of existing buildings</li> </ol>



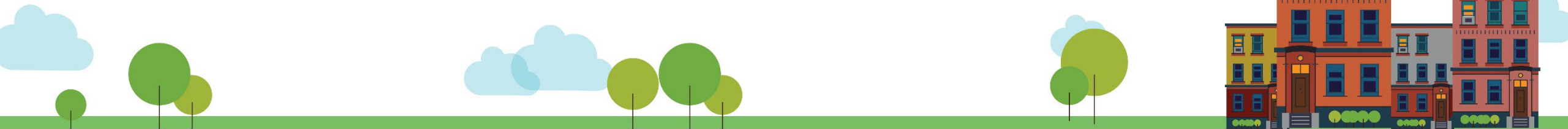
# Public benefit – Affordability targeting

## Mostly, state law sets the parameters...

- UR-1 and UR-2: **80% to 100% AMI**
- UR-3: **70% AMI rental, 100% AMI ownership**
- Number of units: 2 or 20%
- Use of bonuses: Voluntary
- 50-year length of affordability
- Fee in lieu option (adjusted)
- Can be layered with MFTE in UR-3



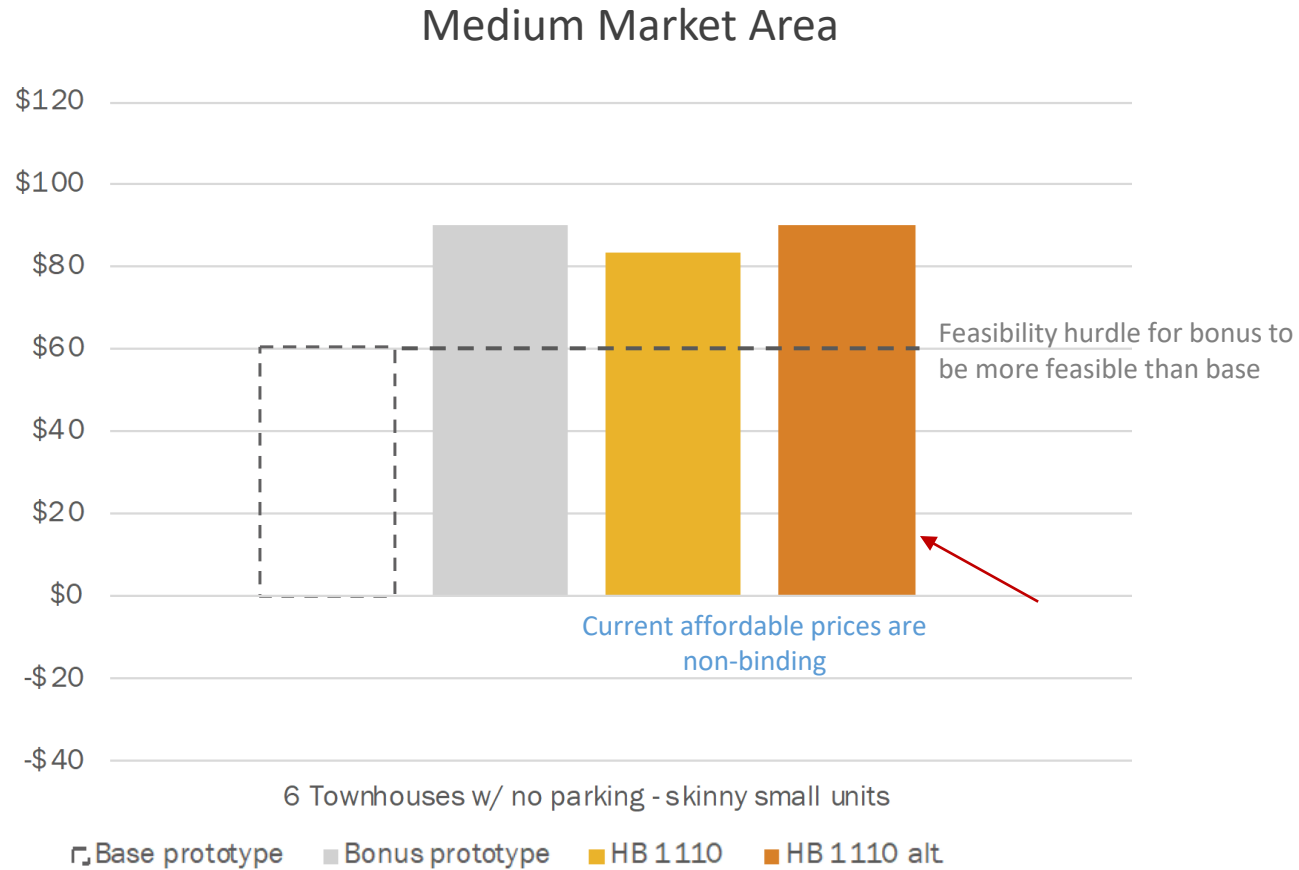
***Based on local housing need, Tacoma will target moderately rather than deeply affordable housing***



# Bonus program – fee in lieu (of providing affordable housing)

- Issue
  - Adjust fee in lieu amount to reflect value of bonuses (currently \$10,000 per bonus unit)
- Proposals
  - Calibrate to promote **payment of fee** in Low-scale (UR-1 and 2) and **provision of affordable housing** in Mid-scale (UR-3)
    - Low-scale Residential fee in lieu: \$62,000 per unit
    - Mid-scale Residential fee in lieu: \$72,000 per unit
  - Fees go to the Housing Trust Fund
  - *Based on confirmation re: HB 1110 legal requirements*





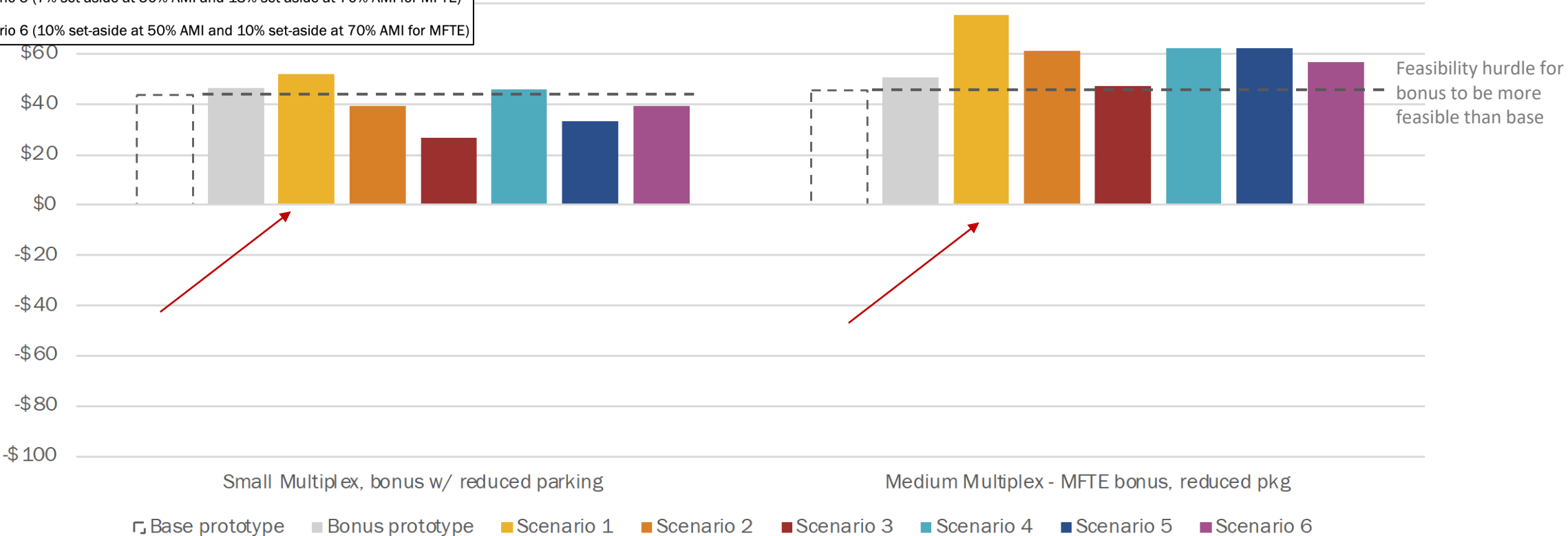
	Townhouse
60% rental, 80% ownership (HB 1110)	\$47,000 - \$68,000
<b>80% rental, 100% ownership (HB 1110 alt/HIT proposal)</b>	<b>\$62,000 - \$89,000</b>

# Results - Mid-scale residential

**Scenarios**

- Base zoning prototypes
- Bonus prototypes w/o affordability
- Scenario 1 (20% set-aside at 70% AMI) w/MFTE
- Scenario 2 (20% set-aside at 60% AMI) w/MFTE
- Scenario 3 (20% set-aside at 50% AMI) w/MFTE
- Scenario 4 (5% set-aside at 50% AMI and 15% set-aside at 70% AMI for MFTE)
- Scenario 5 (7% set-aside at 50% AMI and 13% set-aside at 70% AMI for MFTE)
- Scenario 6 (10% set-aside at 50% AMI and 10% set-aside at 70% AMI for MFTE)

## High Market Area



	Small Multiplex	Medium Multiplex
Scenario 1 (20% at 70%)	\$18,000 - \$26,000	\$50,000 - \$72,000

- This is a voluntary program, so there needs to be enough value for someone to participate in the program. Program needs to be an INCENTIVE.
- Need to align program with moving direction and guidance on HB1110 requirements from Department of Commerce
- Prioritizing on-site compliance versus fee generation
  - Where does the city have capacity to manage these programs (e.g. on site performance of rental versus ownership, fee revenue)
  - Setting fee higher for midscale zones encourages on site production and fee lower in low scale zones encourages payment of fee
- Too high of a fee means no one will opt in to pay a fee
  - Capturing too much of the value removes incentive to build bigger and get more units.



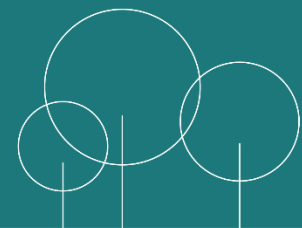
# Bonus program – fully affordable projects

- Issue
  - HIT proposals will supersede Tacoma’s current CUP established per 2019 religious institutions law
- Proposals
  - Update existing CUP - require deeper affordability (60% AMI rental, 80% AMI ownership, for all units for 50 years, no fee in lieu option); see “bonus 2” below

	Urban Residential (UR-1)	Urban Residential (UR-2)	Urban Residential (UR-3)
Density	By right: 1/1500 sf (4 per 6000 sf lot) Bonus 1: 1/1000 sf (6 per lot) Bonus 2: 1/750 sf (8 per lot)	By right: 1/1000 sf (6 per lot) Bonus 1: 1/750 sf (8 per lot) Bonus 2: 1/500 sf (12 per lot)	By right: 1/750 sf (8 per lot) Bonus 1: 1/500 sf (12 per lot) Bonus 2: 1/375 sf (16 per lot)
FAR	By right (1-2 units): 0.6, 3+ units: 0.8 Bonus 1: 1.0 Bonus 2: 1.2	By right (1-2 units): 0.8, 3+ units: 1.0 Bonus 1: 1.2 Bonus 2: 1.6	By right (1-2 units): 1.0, 3+ units: 1.2 Bonus 1: 1.6 Bonus 2: 2.0
Height	By right: 35 ft (25 ft rear yard) Bonus 1: 35 ft rear yard Bonus 2: Same	By right: 35 ft (25 ft rear yard) Bonus 1: 35 ft rear yard Bonus 2: Same	By right: 35 ft Bonus 1: 45 ft (4 stories) Bonus 2: 45 ft (5 stories)
Parking	By right: 1 stall per dwelling Bonus 1: None for bonus units Bonus 2: None for project	By right: 0.75 per dwelling Bonus 1: None for bonus units Bonus 2: None for project	By right: 0.5 per dwelling Bonus 1: None for bonus units Bonus 2: None for project

# Seeking direction

- Fee in lieu amounts
- Fully affordable projects bonus
- Modifications?



**Affordable  
Housing**

# Topics

- Bonus program: Fee in lieu, fully affordable projects
- **Non-residential use in UR zones**
- **Residential Transition standards**
- **Bicycle parking**
- Zoning map (Pacific Ave Enhanced Bus Service, Manitou Annexation Area, other Comp Plan designations)



**Affordable  
Housing**

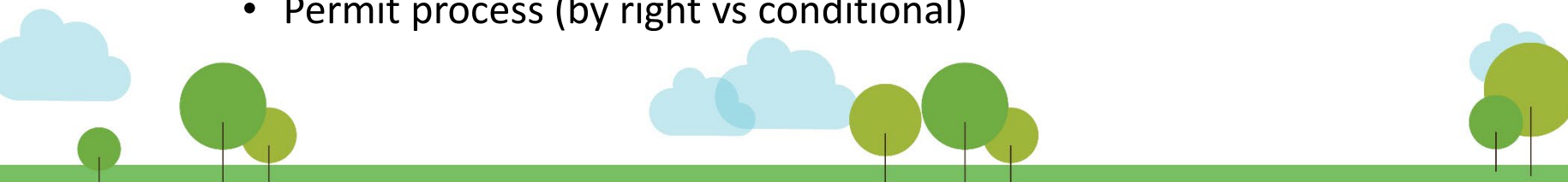
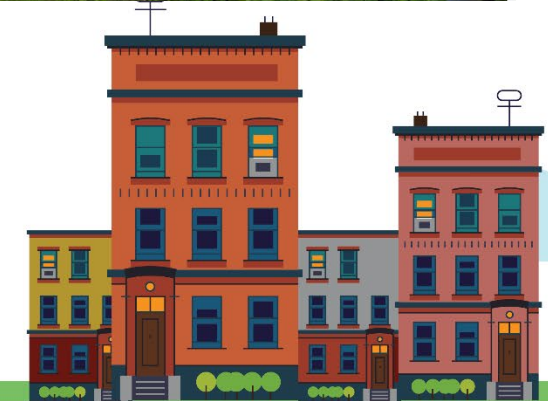
# Non-Residential in Urban Residential Zones

## • Issues

- Policies call for more flexibility for non-residential uses (particularly in UR-3)
- Consider residential compatibility/neighborhood impacts

## • Proposals

- Minor increase to flexibility across all residential districts
- More intensive zones/locations have more flexibility
- Limitations (relaxed with more intensive zones/locations)
  - Residency (owner lives onsite)
  - Number of employees
  - Exterior commercial appearance
  - Percentage of the site allowed as commercial
  - Hours of operation
  - Types of commercial activities allowed
  - Permit process (by right vs conditional)

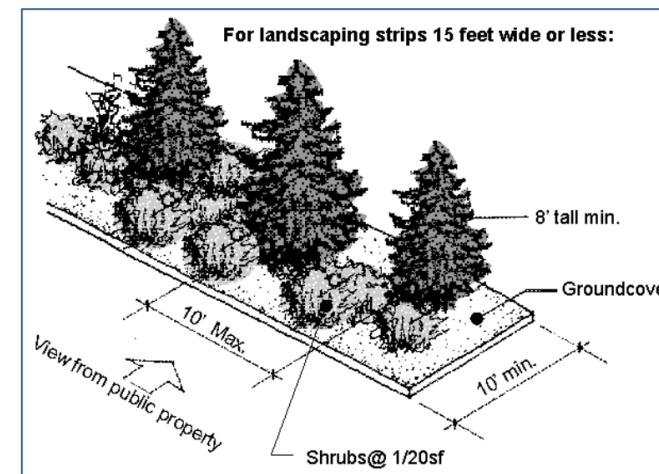
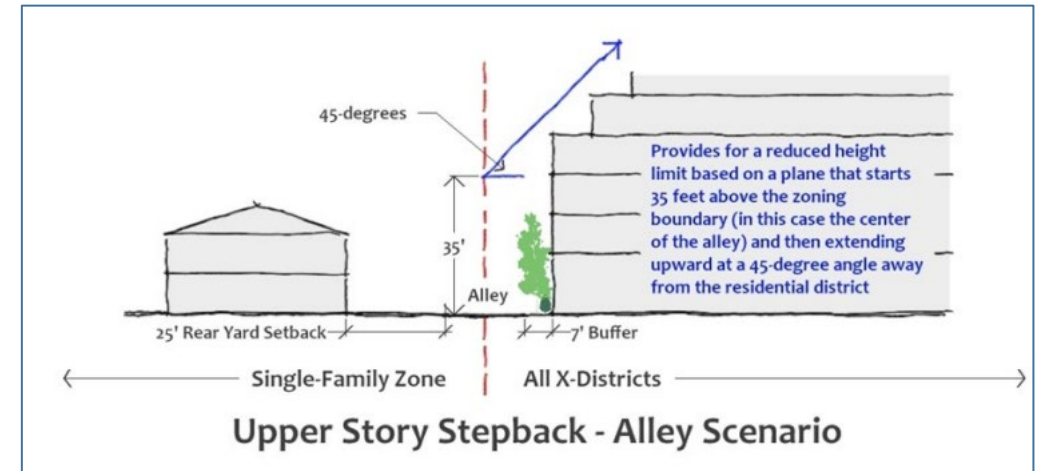


Description	Proposal <sup>37</sup>	UR-1	UR-2	UR-3*
<b>Home Occupation:</b> Residential appearance; no non-family employees work there; owner lives there	<i>Allow 2 non-resident employees; public hours of operations limited (8 to 8pm)</i>	P (Permitted) in all residential zones		
<b>Cottage Business:</b> Residential appearance; “Home Occupation +”; owner lives there	<i>New land use – more flexibility (employees, hours, etc) with site-specific conditions</i>	CUP	CUP	CUP
<b>Live/Work:</b> Commercial (limited list) up to 50% of space; owner lives there	<i>Expand Live/work to UR zones; eating &amp; drinking, office, personal services, craft production, retail; 8 to 8pm</i>	P (on arterials/Pedestrian Streets + corners or adjacent to non-residential zone/use)		P
<b>Limited Mixed-Use:</b> Commercial (limited list) up to 3000 sf as part of majority residential development	<i>New land use – allow same uses as Live/work + assembly, hotel, theater; 8 to 8pm</i>	N	N	P (on arterials/ Ped Streets + corner sites)
<b>Adaptive Reuse:</b> Allow commercial reuse of both historic & older structures	<i>Expand current CUP to include structures 50 years old (as well as landmarks); 8 to 10pm</i>	CUP	CUP	P (on arterials/ Ped streets), CUP elsewhere

\* Apply to other residential zones as appropriate (e.g., R-4 and R-5)

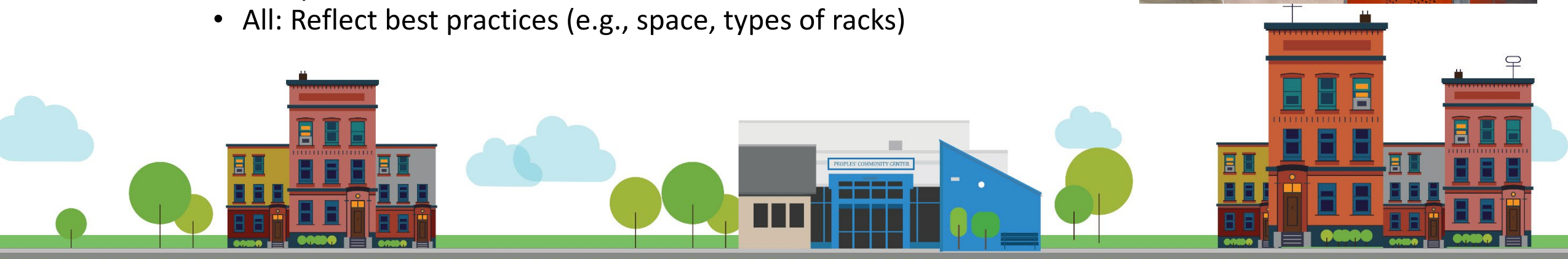
# Residential transitions

- Issue
  - Current code requires upper story step backs within non-residential zones abutting residential and landscaping buffers
  - Remove barriers to middle housing while avoiding abrupt scale transitions
- Proposals
  - Upper Story Step back: Combine zones – set daylight plan height as 35 ft for UR-1 and 2, 45 ft for UR-3
  - Landscape buffers: Eliminate when separated by alley – new 7 ft buffer for narrower sites



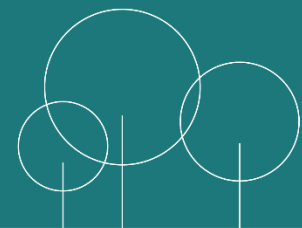
# Bike parking

- Issues
  - Promote transportation choices
  - Evaluate potential tradeoffs with housing supply/affordability
- Proposals
  - Increase quantity of bike parking required
    - Short-term: 1 per 10 units (currently 1 per 20) for 5+ units
    - Long-term: Required for all residential (currently only for 5+ units)
      - Option A: Retain current requirement (1 per unit)
      - Option B (BPTAG): 1 per unit or 0.75 per bedroom (whichever is greater)
    - Revisit requirements for congregate housing (i.e., retirement homes)
  - Update standards
    - Long-term: Allow in unit (currently must be separate), with barrier-free path
    - All: Reflect best practices (e.g., space, types of racks)



# Seeking direction

- Non-residential uses in UR Zones
  - OPTION A: Include full range of options
  - OPTION B: Include a subset (e.g., only UR-3 options)
- Residential transitions
- Bicycle parking – quantity and standards
  - OPTION A: 1 long-term per unit
  - OPTION B: 1 long-term per unit or 0.75 per bedroom
- Modifications?



**Affordable  
Housing**



# Topics

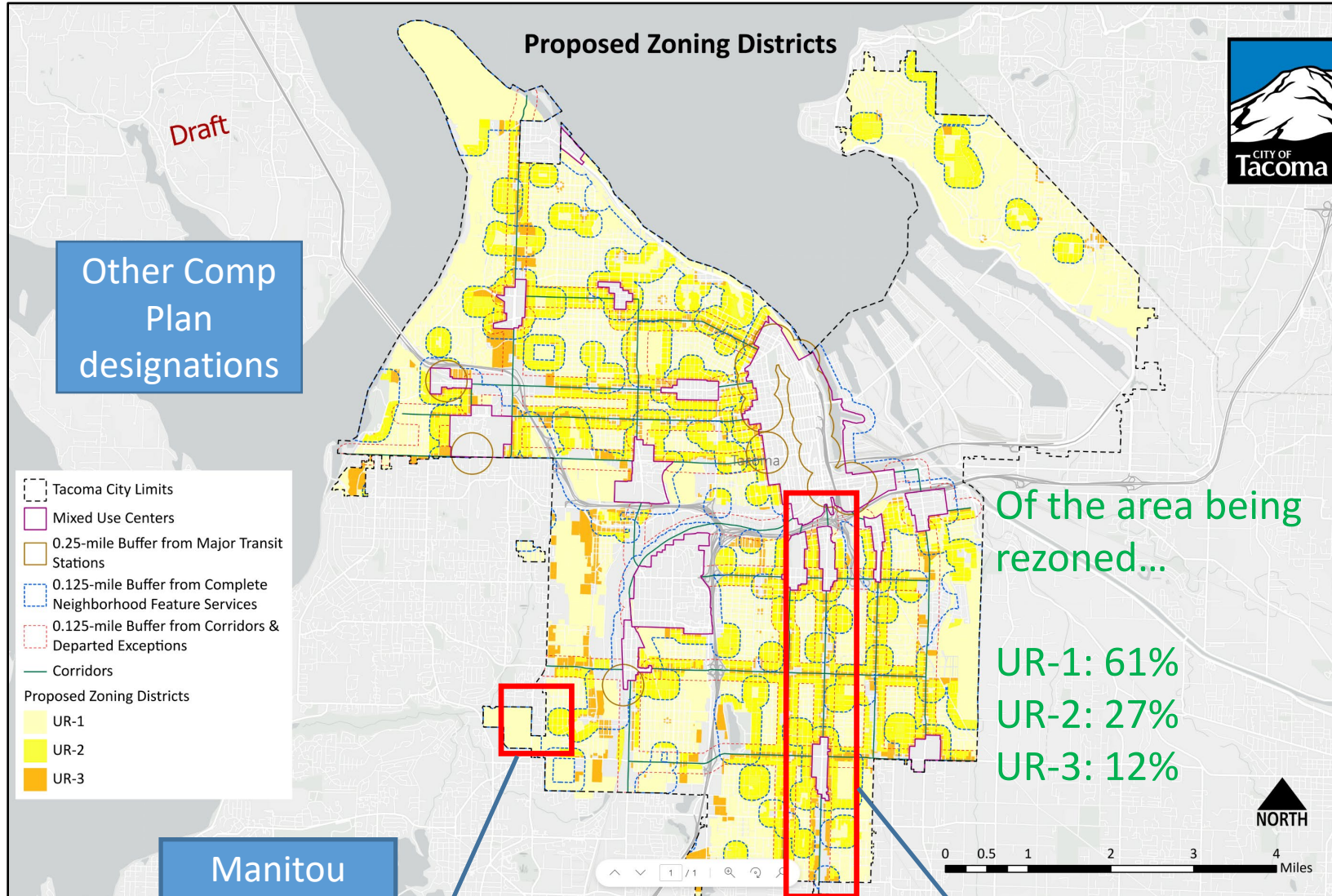
- Bonus program: Fee in lieu, fully affordable projects
- Non-residential use in UR zones
- Residential Transition standards
- Bicycle parking
- **Zoning map and RPA (Pacific Ave Enhanced Bus Service, Manitou Annexation Area, other Comp Plan designations)**



**Affordable  
Housing**

# Proposed “Urban Residential” Zones - Review

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Follows Comp Plan, HIT 1 & HB 1110

- Low-scale Residential = UR-1 or UR-2
- Mid-scale Residential = UR-3

UR-2 in more walkable areas

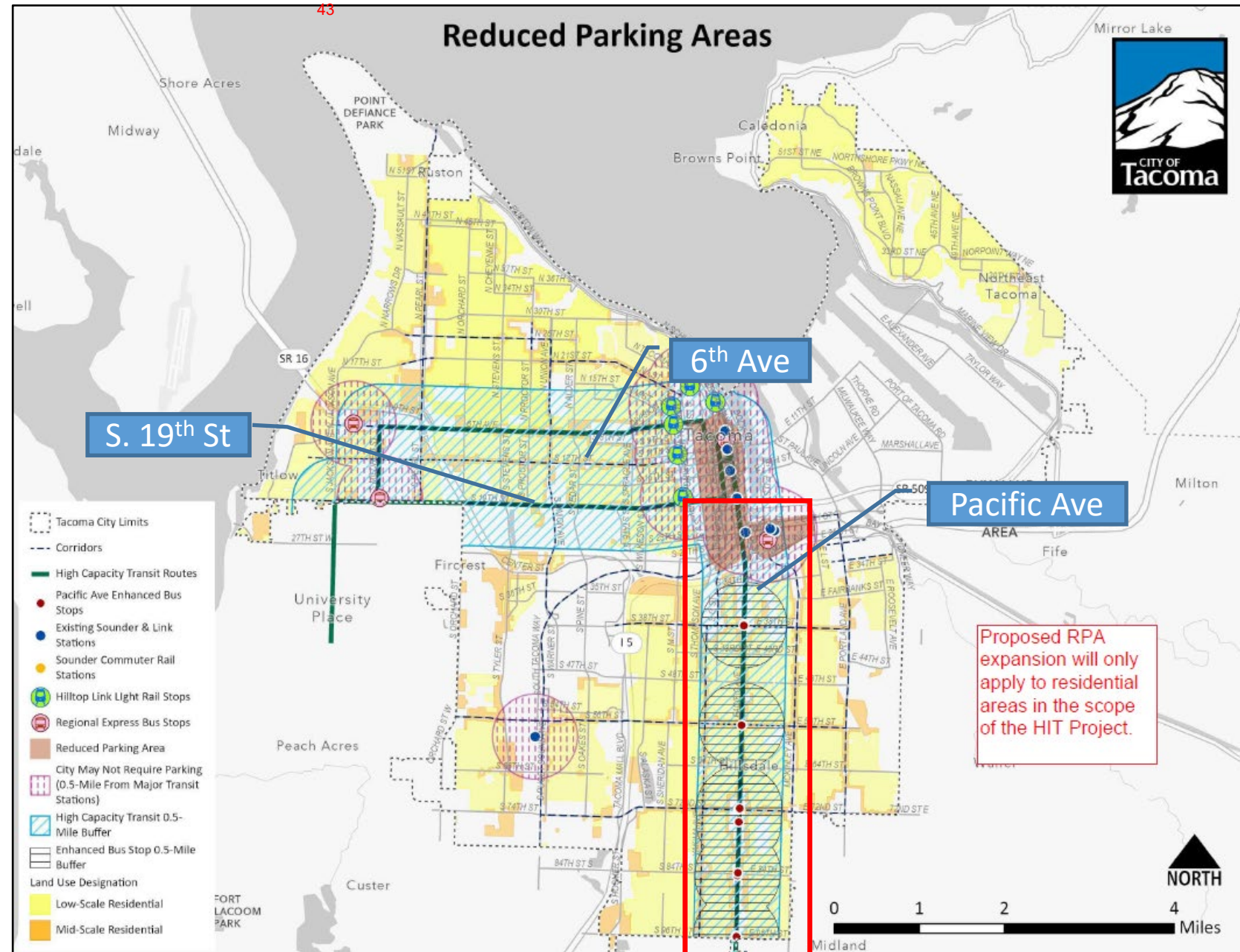
- 1/8-mile of “complete neighborhood features”
- 1/4-mile of “major transit stations” (per HB 1110)

# Pacific Ave RPA

Intent: No parking required near major transit (except accessible)

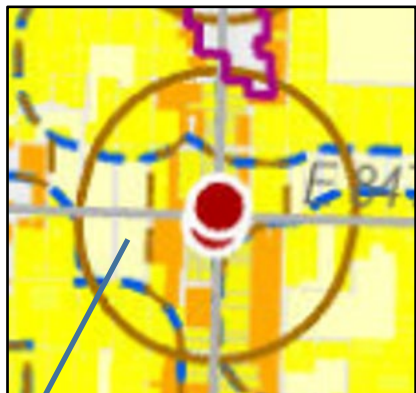
- House Bill 1110 defines “major transit stations”
- ***Pacific Ave Enhanced Bus Service meets that definition***
- Tacoma proposing to include highest capacity transit routes (PT #1, 2, future LINK extension)

Note: Applies only to residential zoning districts

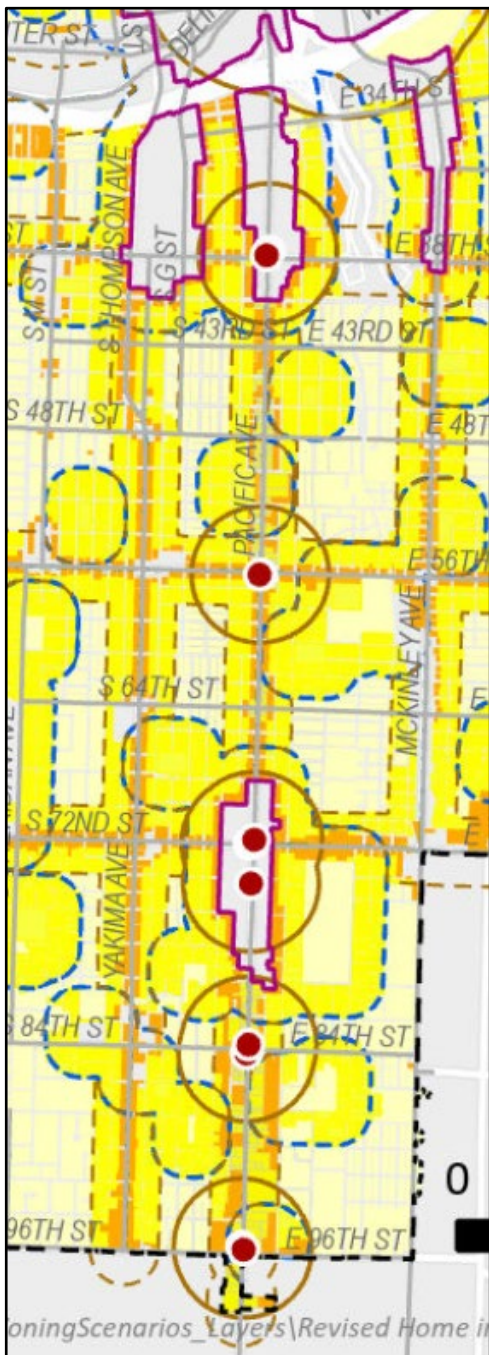


# Pacific Ave ZONING

UR-2 = ¼-mile from stations (except Parks and Open Space)



Example – S. 84<sup>th</sup> & Pacific



# Pacific Ave RPA

½-mile from *stations?*

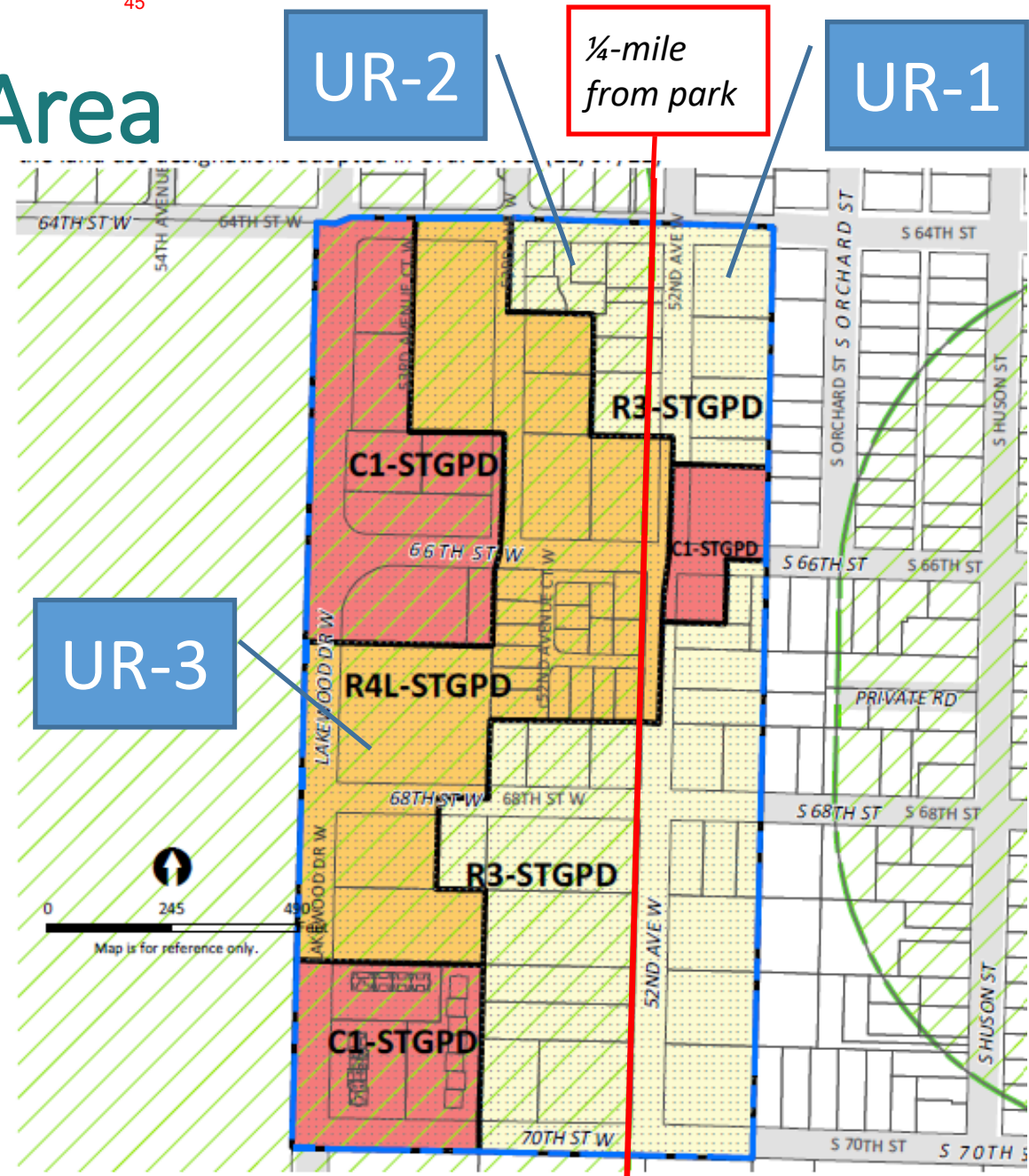
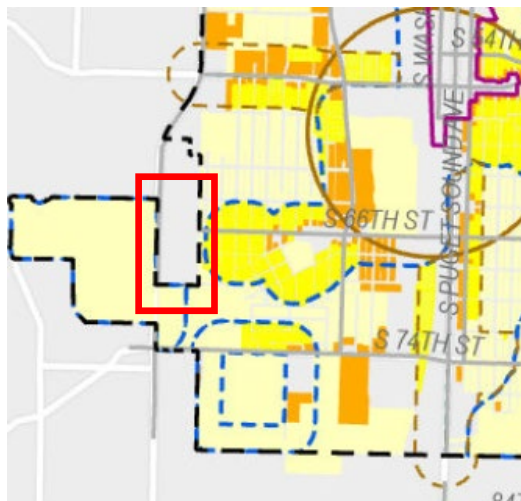
-OR-

½-mile from Pacific Ave *Corridor?*



# Manitou Annexation Area

- Ordinance 28609 set Comp Plan Land Use designations and zoning
- Council action April 2024
- HIT will update to UR zoning

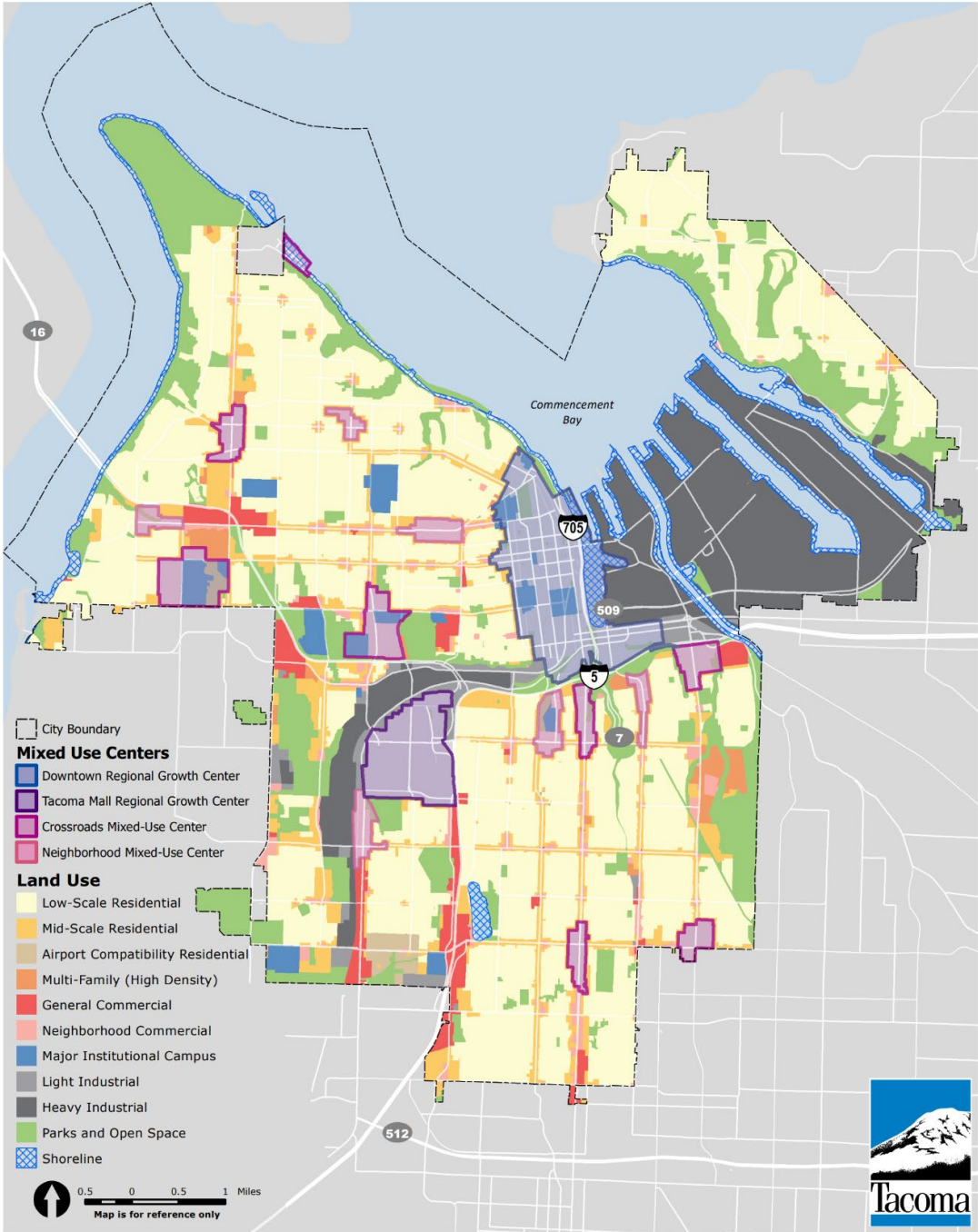


# UR zoning follows Comp Plan <sup>46</sup>

**Issue:** Which UR zones will replace existing residential zones in other Comp Plan designations?

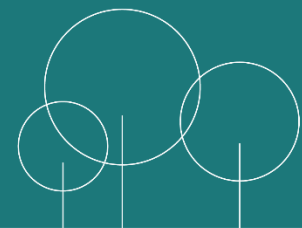
Comp Plan FLUM	Recommended zone
Low-scale Residential	UR-1 or UR-2
Mid-scale Residential	UR-3
Parks and Open Space	UR-1
Airport Compatibility Residential	UR-1
Major Institutional Campus	UR-2 ( <i>change from initial recommendation</i> )
Neighborhood Commercial	UR-3
General Commercial	UR-3
OTHER: Planned Residential Districts (PRDs)	R-1 & R-2 PRDs = UR-2 PRD R-3 and R-4 PRDs = UR-3 Neighborhood Commercial = UR-3 PRD

**NOTE: Commercial zones part of upcoming initiative**



# Seeking direction

- Pacific Avenue Enhanced Bus Stations
  - Zoning (1/4-mile = UR-2)
  - Reduced Parking Area (RPA)
    - OPTION A: ½-mile of stations
    - OPTION B: ½-mile of corridor
- Manitou Annexation Area: UR zoning
- UR zoning for other Comp Plan designations
  
- Modifications?



**Affordable  
Housing**

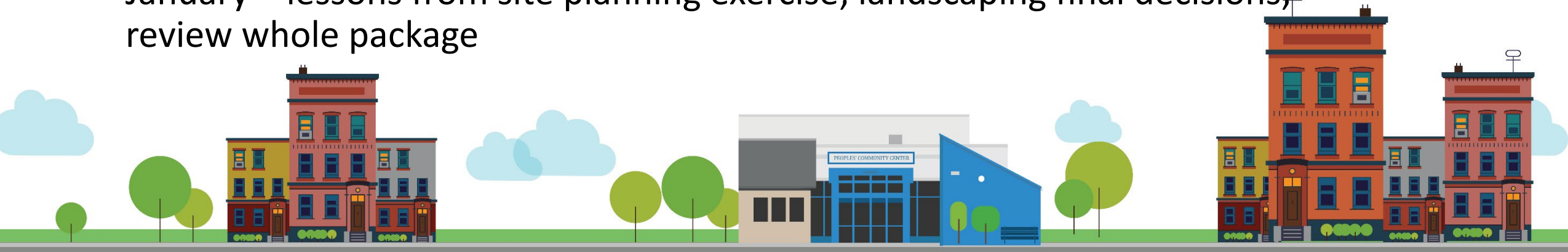
# Direction

Seeking direction on

- **Affordable housing** (fee in lieu, fully affordable projects)
- **Non-residential uses**
- **Residential transition standards**
- **Bike parking**
- **Zoning map & RPA** (Pacific Ave Enhanced Bus Service, Manitou Annexation Area, other Comp Plan designations)

Next meetings

- January – lessons from site planning exercise; landscaping final decisions; review whole package





# Affordable Housing

*Home In Tacoma Project  
Planning Commission*

December 6, 2023

