Home in Tacoma—Phase II

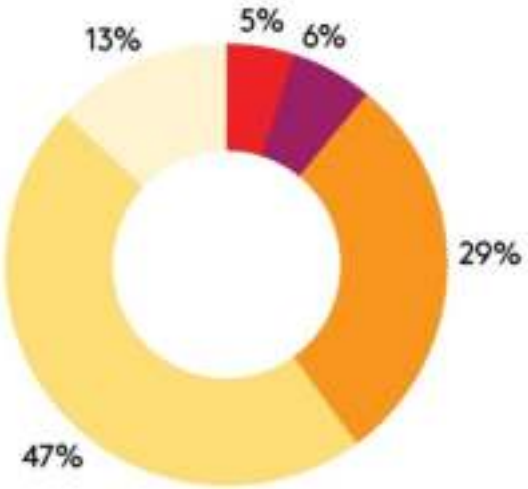
Existing Conditions from Phase 1

Key Questions

- **What is the current mix and distribution of:**
  - Housing types
  - Lot Sizes
  - Zoning & Allowed Heights
- **What are baseline conditions for:**
  - Tree Canopy
  - Alleys
  - Intersection Density
- **How do these conditions create opportunities and challenges for MMH?**

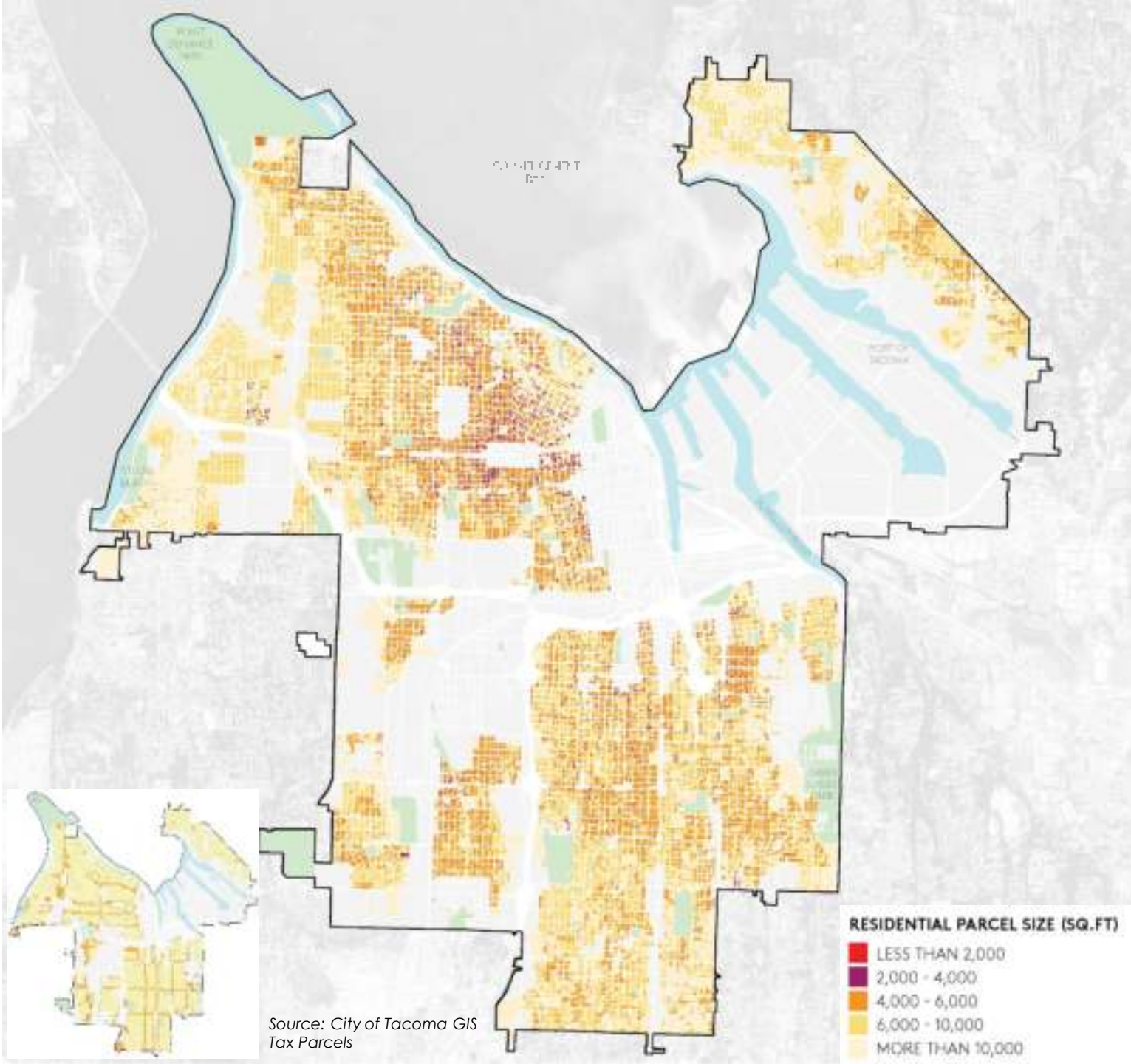
Existing Lot Sizes

Most parcels are 6,000 to 10,000 sq.ft in size, which supports a wide mix of MMH types.



Total number of parcels = 58,593

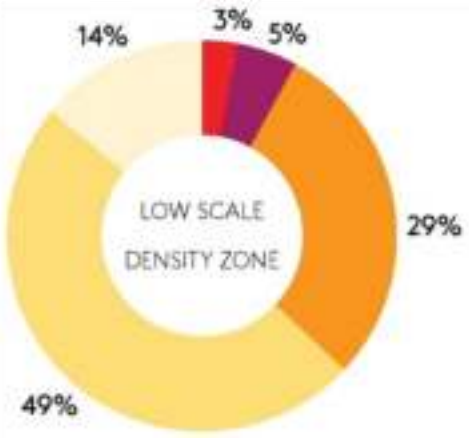
- **3,058** = Less than 2,000
- **3,329** = 2,000 – 4,000
- **17,017** = 4,000 – 6,000
- **27,296** = 6,000 – 10,000
- **7,893** = More than 10,000

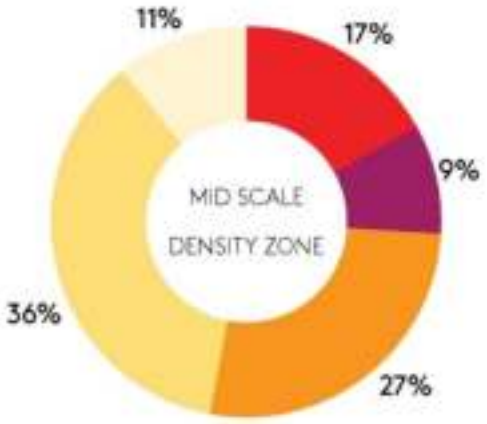


Source: City of Tacoma GIS Tax Parcels

Existing Lot Sizes

Over 25% of Mid-Scale Parcels are less than 4,000 sq ft. This may require parcel assembly for upper end MMH Types like Six-plexes, or standards that maximize buildable area.





Low Scale

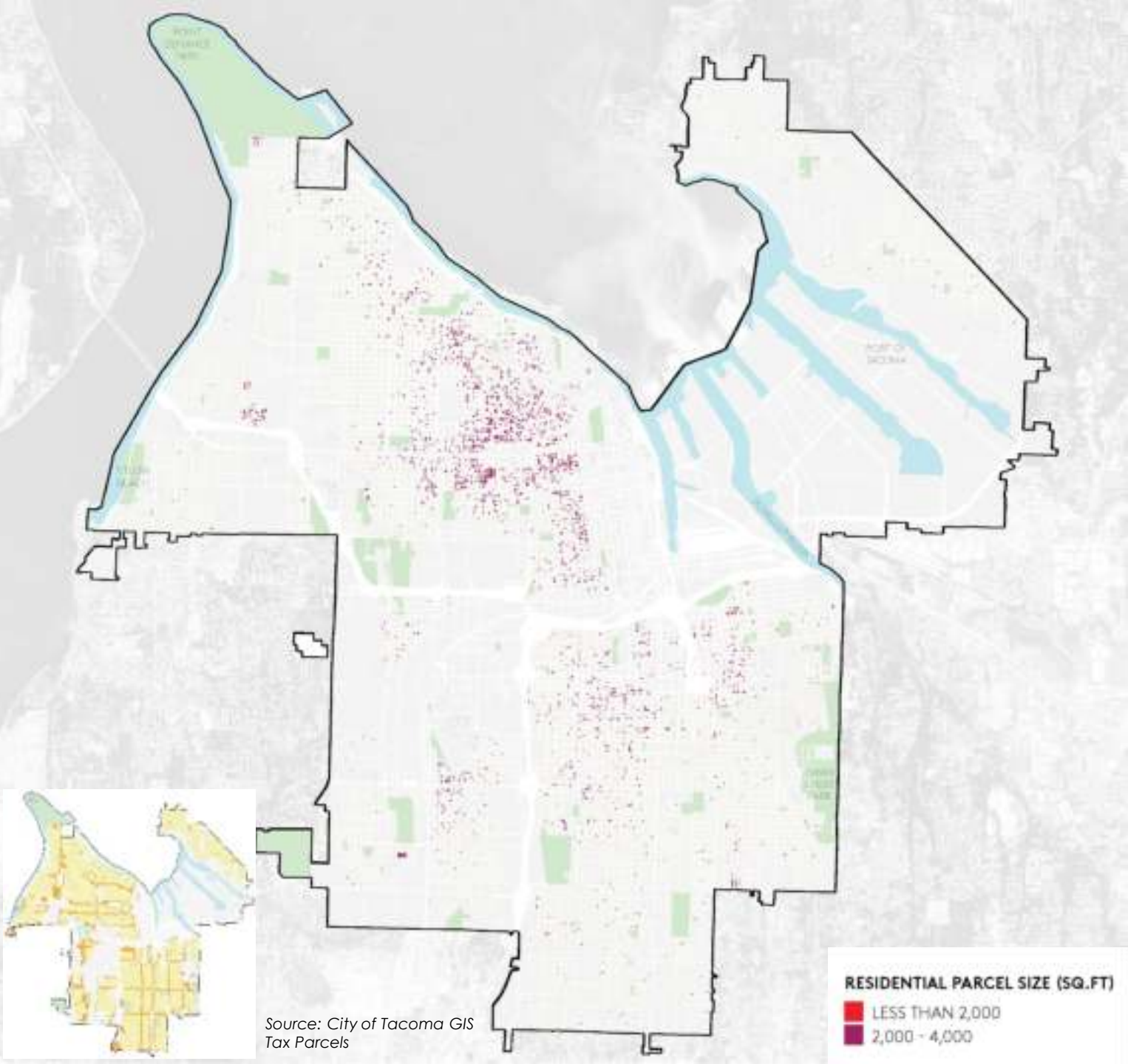
Total parcels = 49,808

- **1,596** = Less than 2000
- **2,536** = 2,000 – 4,000
- **14,608** = 4,000 – 6,000
- **24,178** = 6,000 – 10,000
- **6,890** = More than 10,000

Mid Scale

Total parcels = 8,785

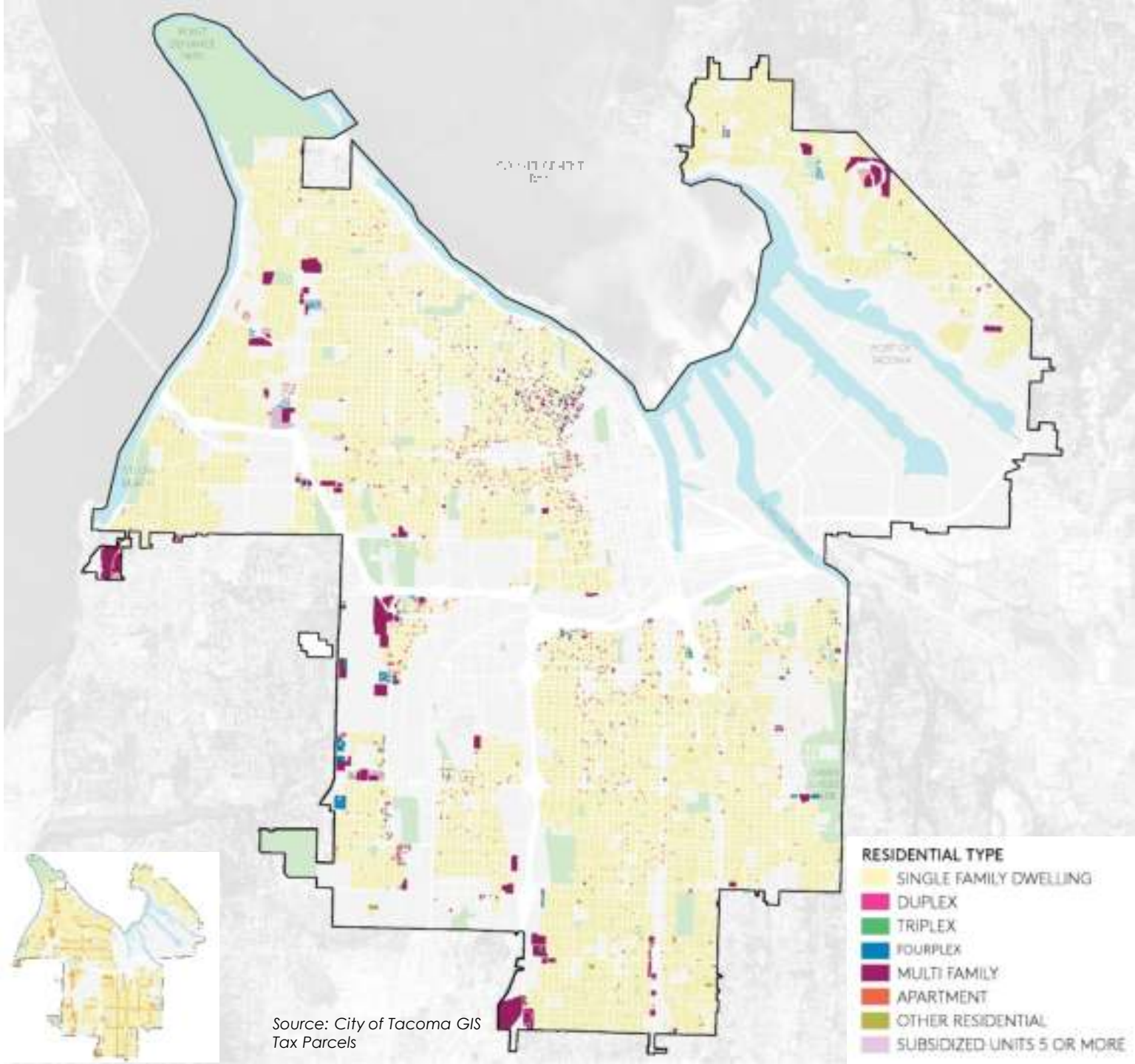
- **1,462** = Less than 2,000
- **793** = 2,000 – 4,000
- **2,409** = 4,000 – 6,000
- **3,118** = 6,000 – 10,000
- **1,003** = More than 10,000



Source: City of Tacoma GIS Tax Parcels

Existing Housing Mix

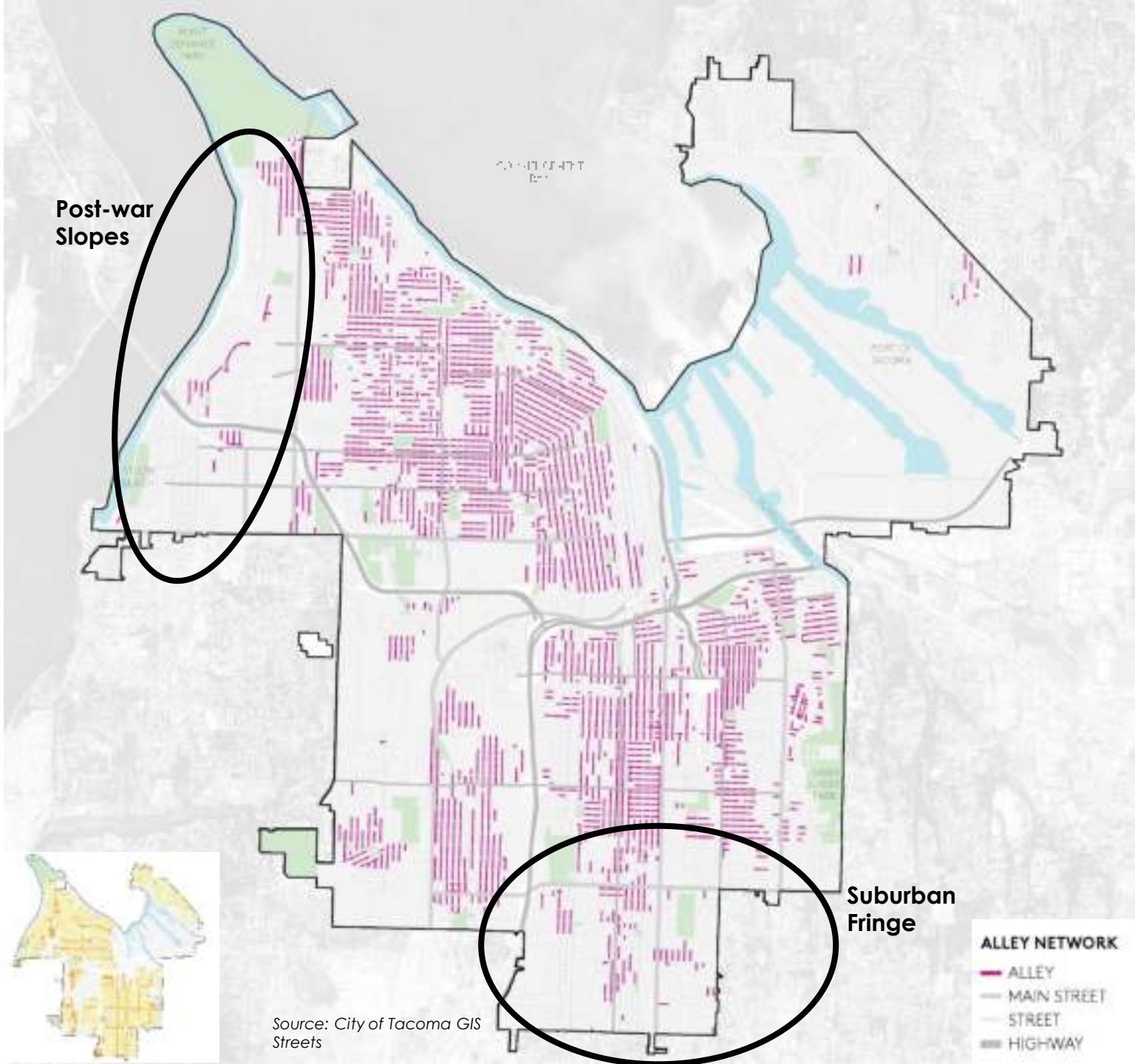
Existing MMH housing is found throughout the city, but is concentrated in areas with: small lot sizes, blocks with alleys, and along corridors.



Source: City of Tacoma GIS Tax Parcels

Existing Alleys

Most blocks include alleys, but Suburban Fringe and Post-war Slopes commonly shift to deeper lots with street-accessed off-street parking.



Source: City of Tacoma GIS Streets

Existing Alleys & Block Impacts

Alley loaded block

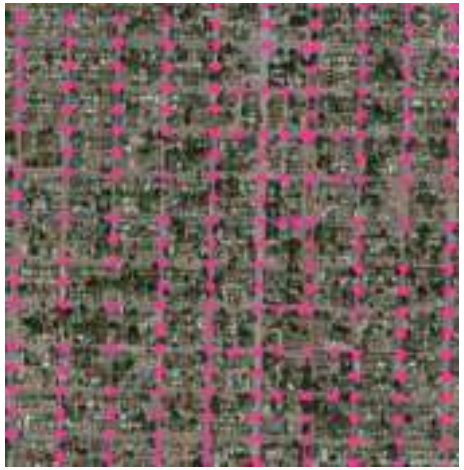
- Allows more efficient site design
- Minimizes pedestrian conflicts
- Creates stronger public realm
- Increases curb space for on-street parking, pickup/dropoff, and deliveries/loading zones

Street loaded block

- If paired with rear-parking, reduces site design efficiency
- Creates more curb cuts and potential pedestrian conflicts
- Places car-oriented space between homes and public realm
- Reduces available curb space
- Usually results in deeper lots, which can create opportunities for ADU's

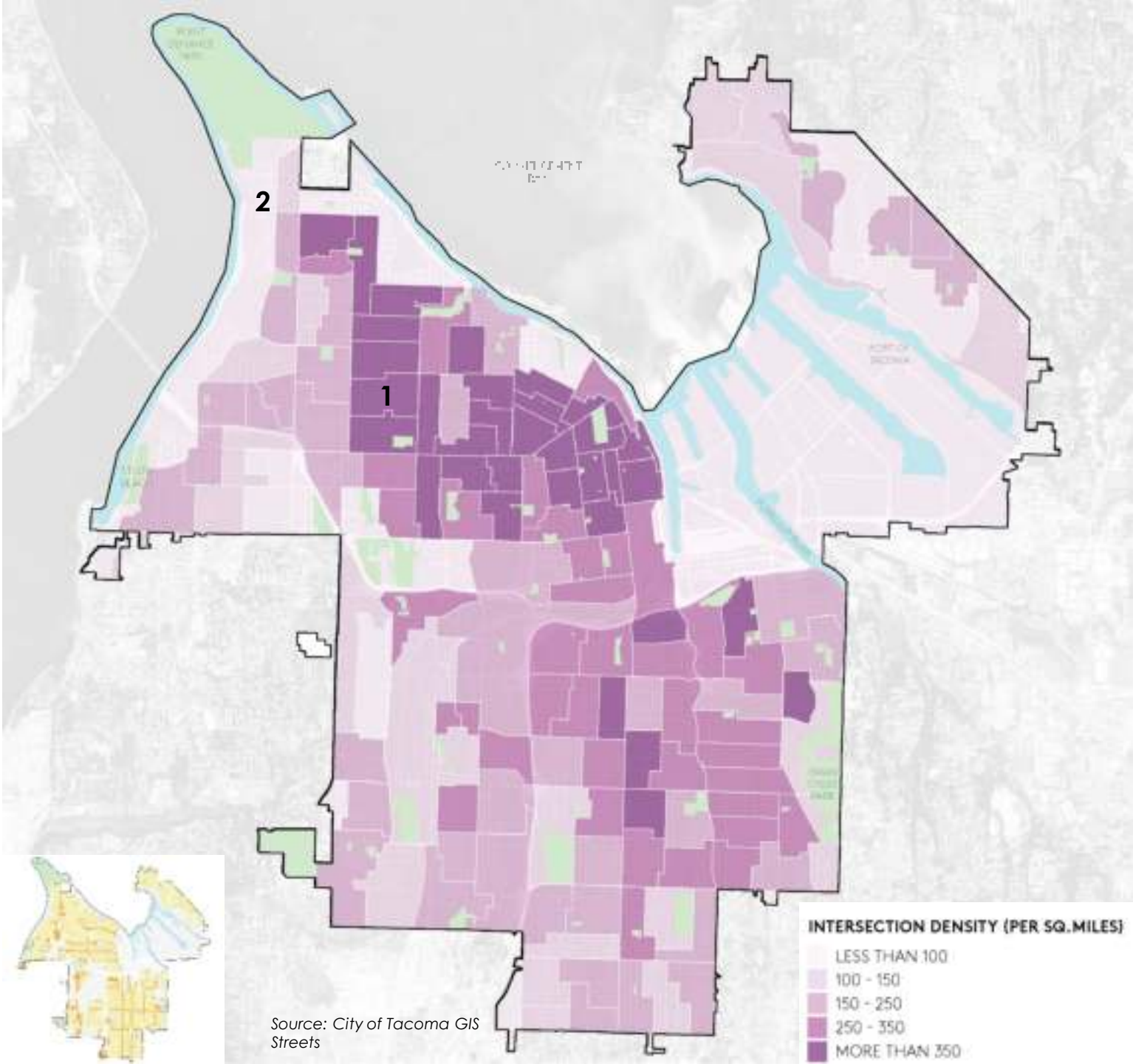
Existing Intersection Density

More intersections generally supports more opportunities for MMH types that utilize corner frontages. Areas with over 250 intersections/sq mile fall within a common threshold for "walkable" places. Areas with low intersection density are good candidates for mid-block connections as part of larger MMH sites.



1) 425 intersection per sq mile

2) 63 intersection per sq mile



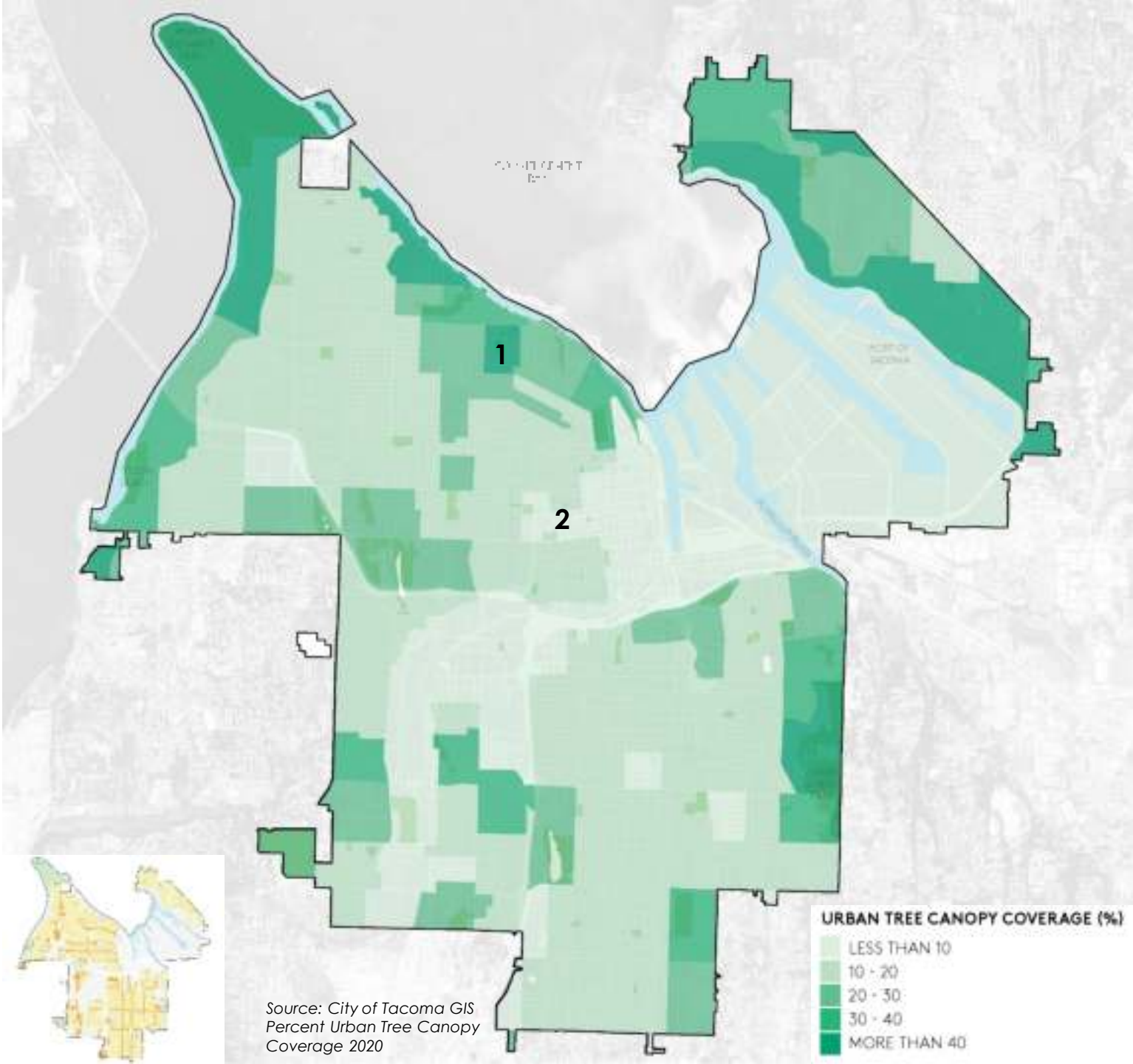
Source: City of Tacoma GIS Streets

Phase 1 Existing Tree Canopy

Areas with strong tree canopy will need strategies to protect existing canopy, while low-canopy areas are good candidates for frontage standards and incentives that include as part of MMH developments

1: More than 40%

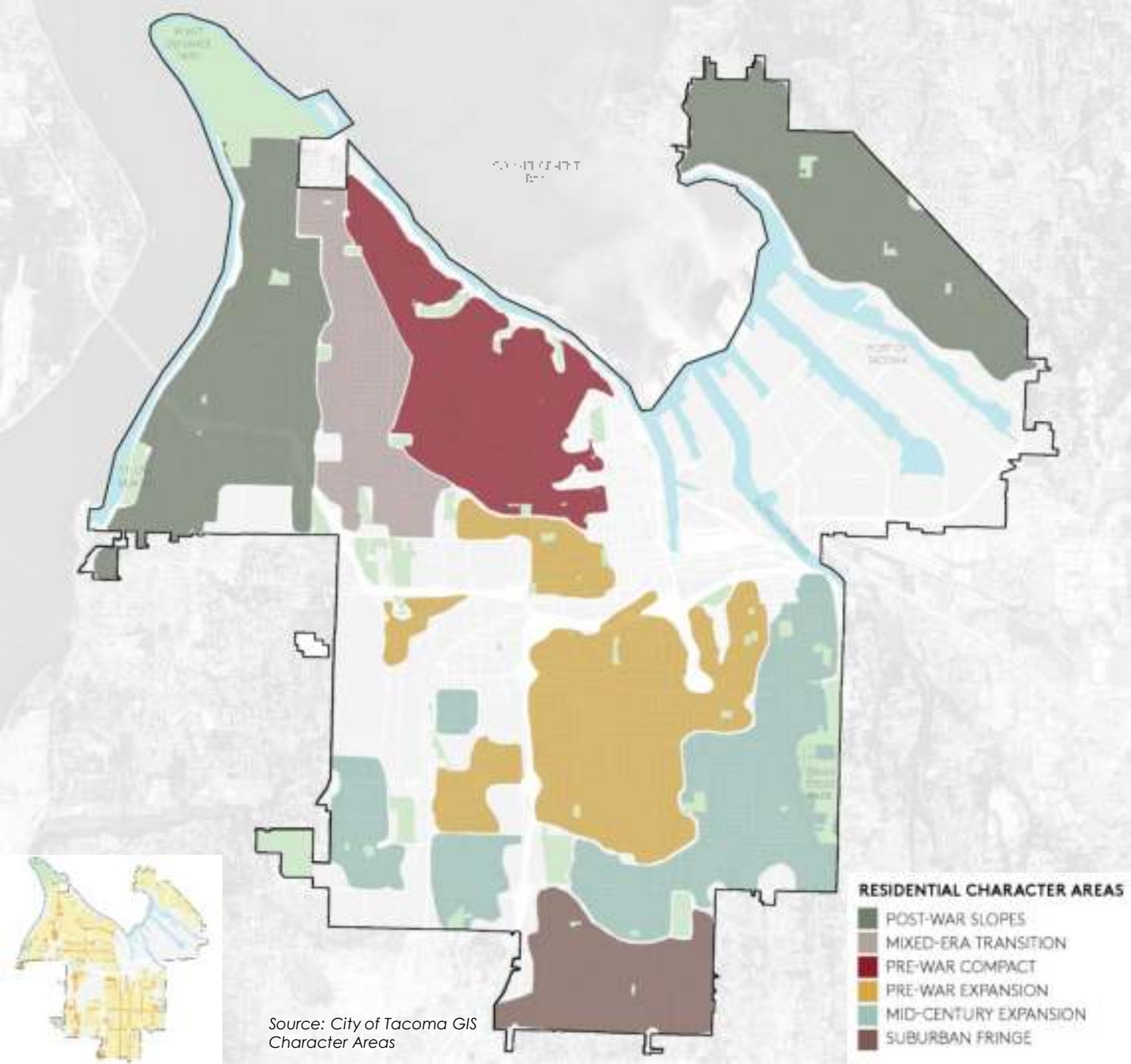
2: Less than10%



Source: City of Tacoma GIS Percent Urban Tree Canopy Coverage 2020

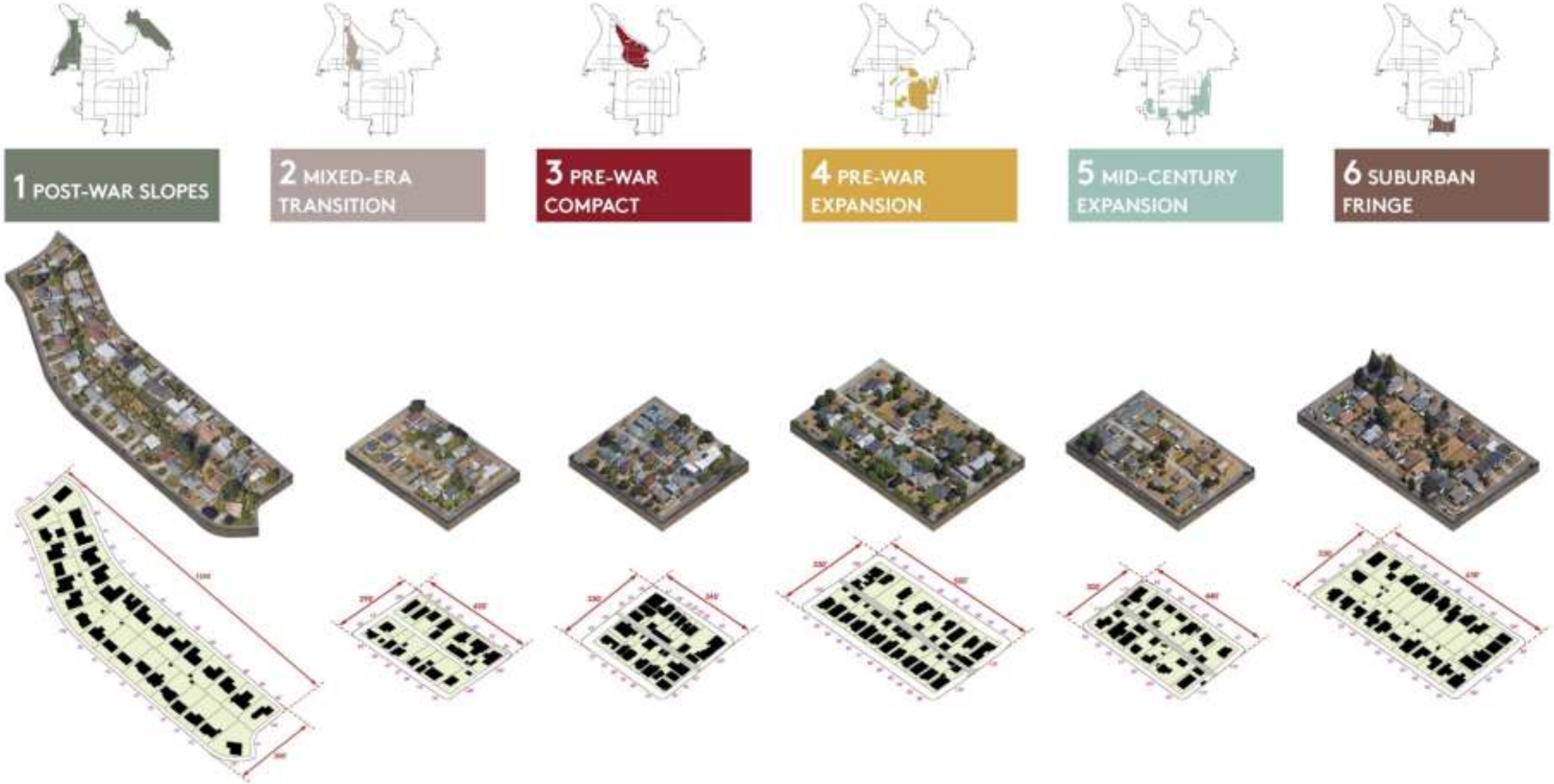
Existing neighborhood patterns

Residential Character Areas



Source: City of Tacoma GIS Character Areas

Overview of Residential Character Areas



1 POST-WAR SLOPES

Block Average Characteristics

Based on Study of Typical Block

Building Height / Stories	15' / 1.5
FAR	0.2
Lot Coverage	25%
Setback	25'
Parking Access	Primarily Street

Based on GIS Data for full character area

Study Area Characteristics

Total Number of Parcels	14,816
Total Number of Parcels in Missing Middle Zone	13,566
Number of Parcels Low-Scale Density Zone	12,062
Number of Parcels Mid-Scale Density Zone	1,504
Median Area of Parcels (sq.ft)	6,000
Percentage of Housing Type (Parcel)	
Single Family	87%
Duplex	1.2%
Triplex	0.1%
Fourplex	4.8%
Multifamily (5 units or more)	0.3%

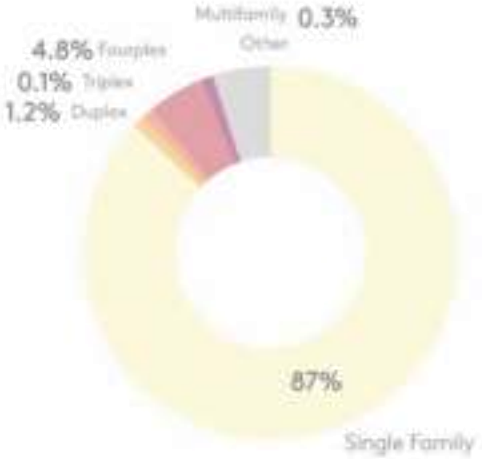
Source: City of Tacoma GIS Tax Parcels

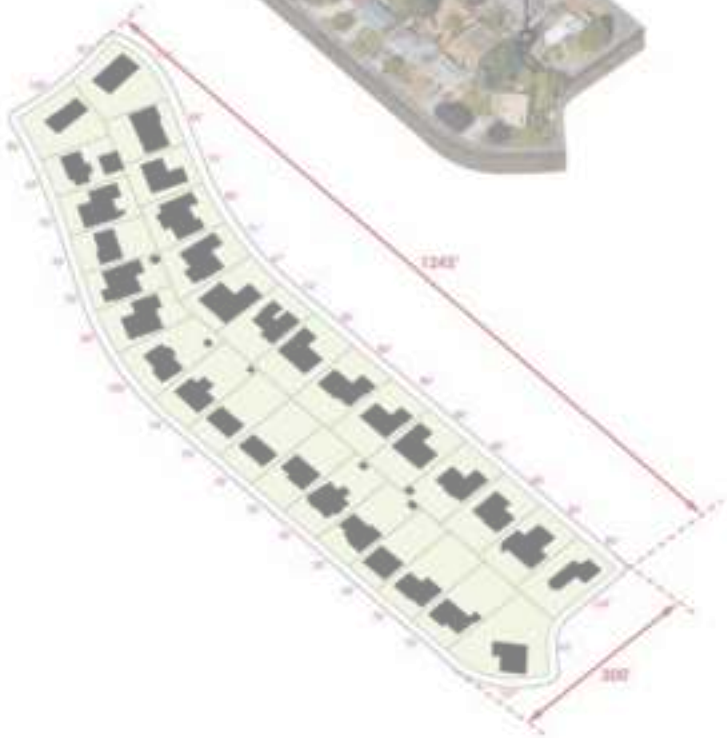
Parcels in Low-Scale Density

89%

Parcels in Mid-Scale Density

11%





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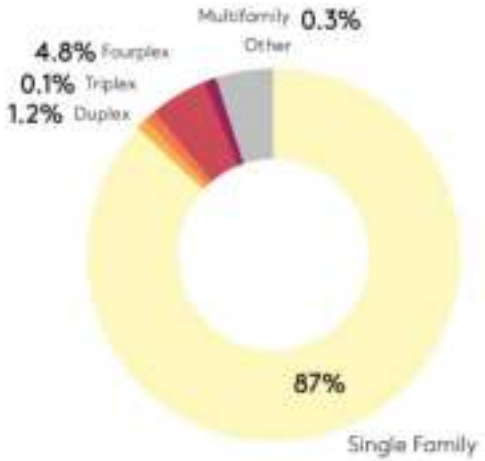
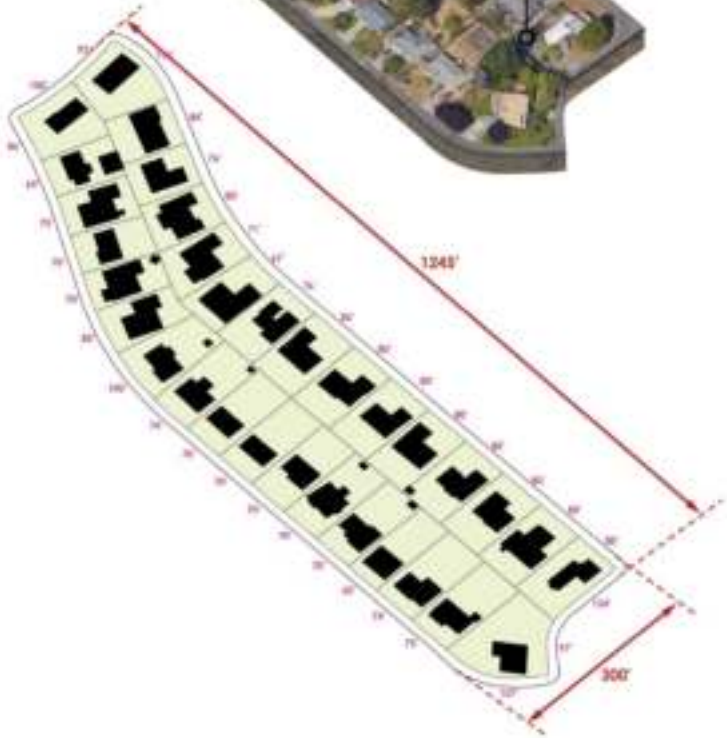




Post-war Slopes will need careful attention to frontage standards to introduce sidewalks and address deep setbacks. Large lots and mostly low-scale FLUM parcels will likely support cottage clusters, DADU's, and house-scale types.

2 MIXED-ERA TRANSITION

Block Average Characteristics

Building Height/ Stories	20'-30' / 1.5
FAR	0.2
Lot Coverage	25%
Setback	10'-15'
Parking Access	Primarily Alley

Study Area Characteristics

Total Number of Parcels	6,094
Total Number of Parcels in Missing Middle Zone	6,014
Number of Parcels Low-Scale Density Zone	5,474
Number of Parcels Mid-Scale Density Zone	540
Median Area of Parcels (sq.ft)	6,000
Percentage of Housing Type (Parcel)	
Single Family	98%
Duplex	0.6%
Triplex	0.1%
Fourplex	0.3%
Multifamily (5 units or more)	0.3%

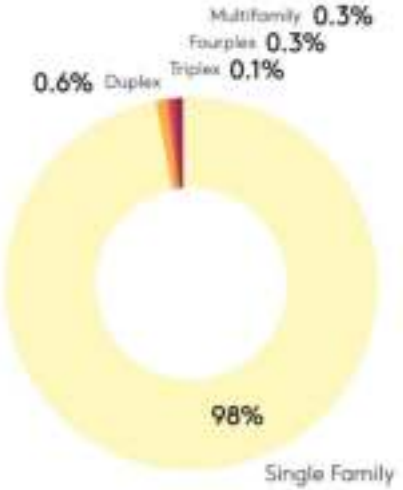
Source: City of Tacoma GIS Tax Parcels

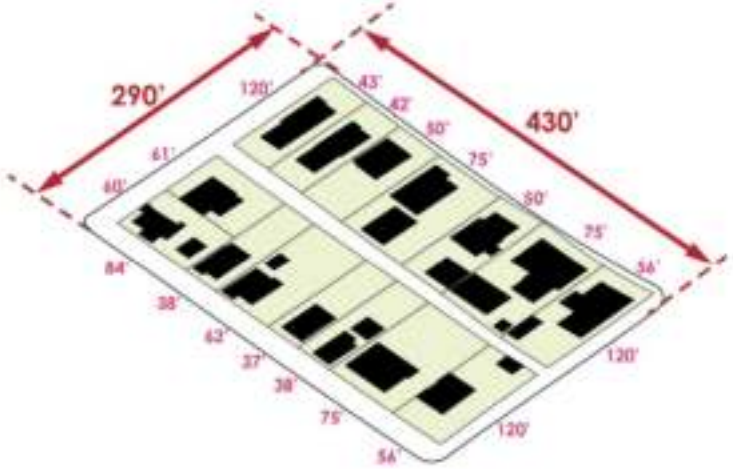
Parcels in Low-Scale Density

91%

Parcels in Mid-Scale Density

9%





Mixed-Era Transition have robust alley networks and deep lots with low lot coverage, which make them good candidates for types that can be added to existing structures. Lot sizes will generally support up to small multiplexes and side-accessed rowhouses.

3 PRE-WAR COMPACT

Block Average Characteristics

Building Height/ Stories	25' / 2
FAR	0.45
Lot Coverage	40%
Setback	10'
Parking Access	Primarily Alley & Street Access

Study Area Characteristics

Total Number of Parcels	11,313
Total Number of Parcels in Missing Middle Zone	9,553
Number of Parcels Low-Scale Density Zone	7,942
Number of Parcels Mid-Scale Density Zone	1,611
Median Area of Parcels (sq.ft)	5,000
Percentage of Housing Type (Parcel)	
Single Family	88%
Duplex	4%
Triplex	1%
Fourplex	1.6%
Multifamily (5 units or more)	1.3%

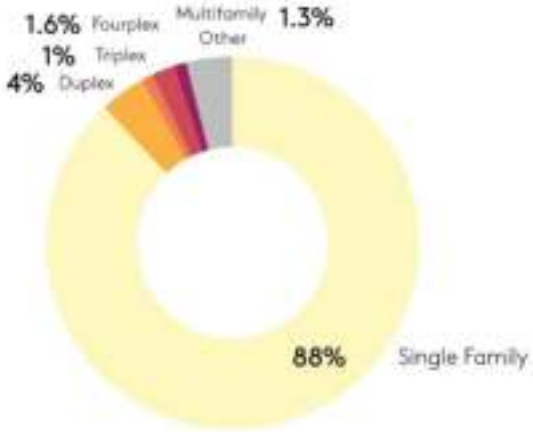
Source: City of Tacoma GIS
Tax Parcels

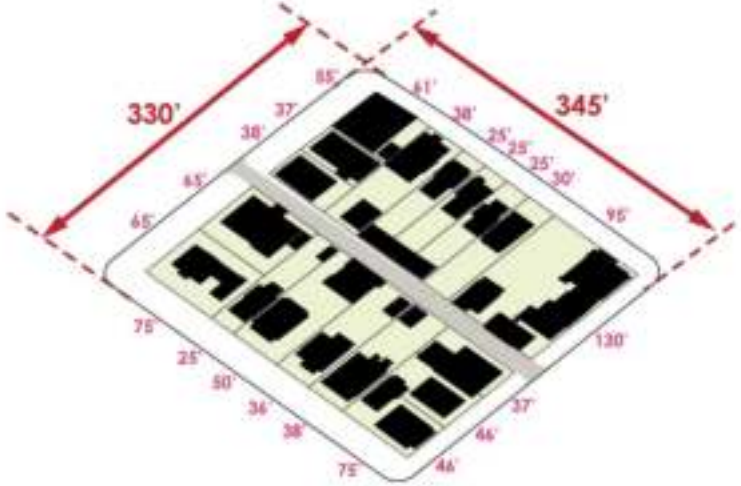
Parcels in Low-Scale Density

83%

Parcels in Mid-Scale Density

17%





Pre-war compact have the most existing MMH development. Preventing demolitions, reinforcing existing neighborhood patterns, and identifying prototypes that can introduce more affordable types like sixplexes can be priorities in these areas.

4 PRE-WAR EXPANSION

Block Average Characteristics

Building Height/ Stories	15' / 1.5
FAR	0.25
Lot Coverage	40%
Setback	15'-25'
Parking Access	Primarily Alley

Study Area Characteristics

Total Number of Parcels	15,434
Total Number of Parcels in Missing Middle Zone	13,906
Number of Parcels Low-Scale Density Zone	11,550
Number of Parcels Mid-Scale Density Zone	2,356
Median Area of Parcels (sq.ft)	6,000
Percentage of Housing Type (Parcel)	
Single Family	94%
Duplex	2%
Triplex	0.6%
Fourplex	0.5%
Multifamily (5 units or more)	2.7%

Source: City of Tacoma GIS
Tax Parcels

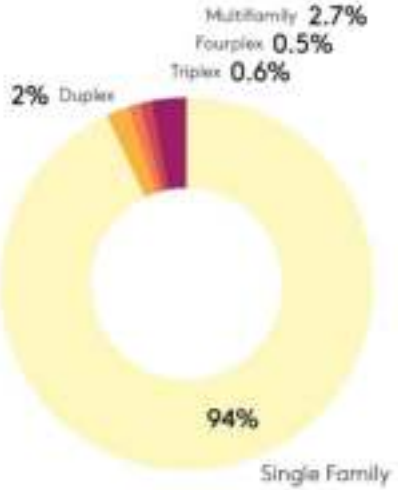
Pre-War Expansion have larger lot sizes, and also have the highest percent of Mid-scale parcels. Lot widths may push upper end Mid-scale types to corner lots or parcels that can be assembled.

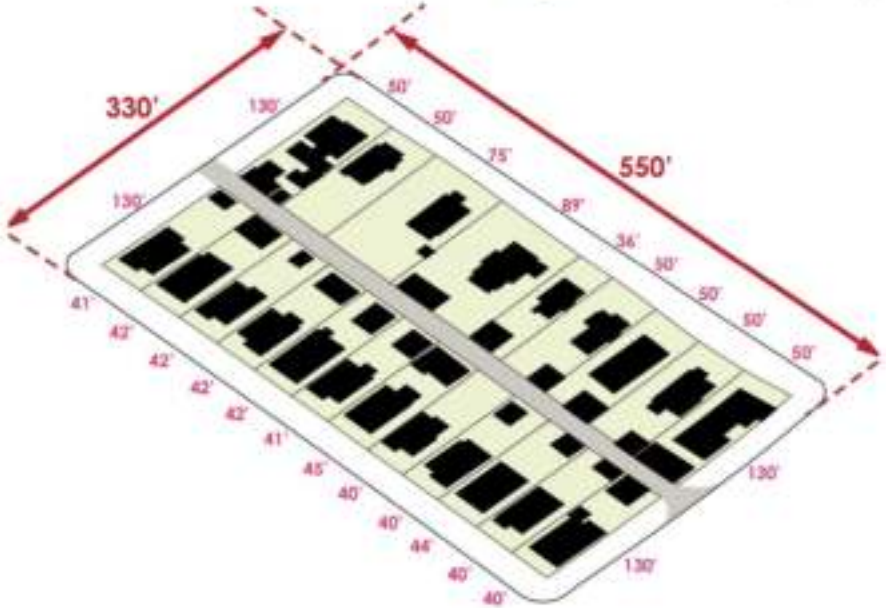
Parcels in Low-Scale Density

83%

Parcels in Mid-Scale Density

17%





5 MID-CENTURY EXPANSION

Block Average Characteristics

Building Height/ Stories	15' / 1
FAR	0.25
Lot Coverage	35%
Setback	15'
Parking Access	Primarily Alley

Study Area Characteristics

Total Number of Parcels	11,944
Total Number of Parcels in Missing Middle Zone	9,444
Number of Parcels Low-Scale Density Zone	7,912
Number of Parcels Mid-Scale Density Zone	1,532
Median Area of Parcels (sq.ft)	6,000
Percentage of Housing Type (Parcel)	
Single Family	97%
Duplex	1%
Triplex	0.8%
Fourplex	1%
Multifamily (5 units or more)	0.4%

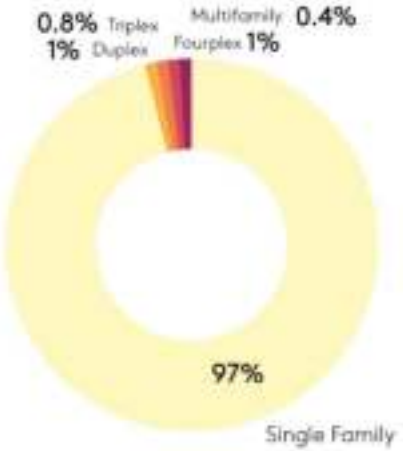
Source: City of Tacoma GIS
Tax Parcels

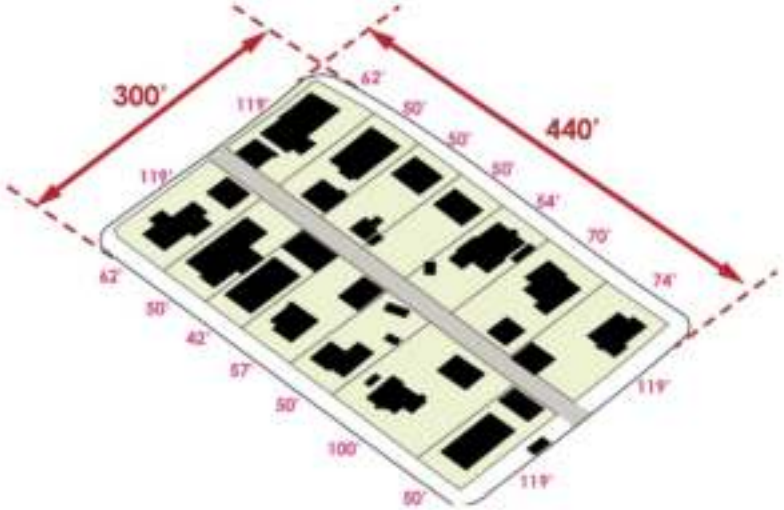
Parcels in Low-Scale Density

84%

Parcels in Mid-Scale Density

16%





Mid-Century Expansion buildings are lower in height with deeper setbacks than other areas, which will require careful attention when introducing greater height and shallower front setbacks.

6 SUBURBAN FRINGE

Block Average Characteristics

Building Height/ Stories	15' / 1
FAR	0.15
Lot Coverage	25%
Setback	20'
Parking Access	Primarily Street

Study Area Characteristics

Total Number of Parcels	4,327
Total Number of Parcels in Missing Middle Zone	4,187
Number of Parcels Low-Scale Density Zone	3,752
Number of Parcels Mid-Scale Density Zone	435
Median Area of Parcels (sq.ft)	7,000
Percentage of Housing Type (Parcel)	
Single Family	96%
Duplex	0.3%
Triplex	0.2%
Fourplex	0.3%
Multifamily (5 units or more)	1.8%

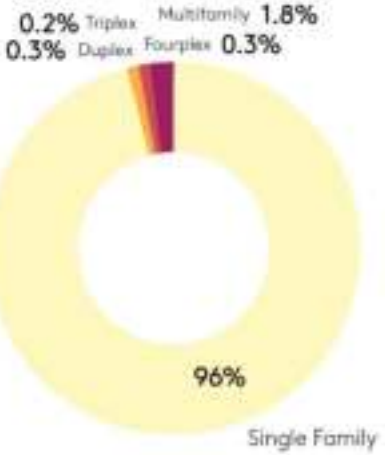
Source: City of Tacoma GIS
Tax Parcels

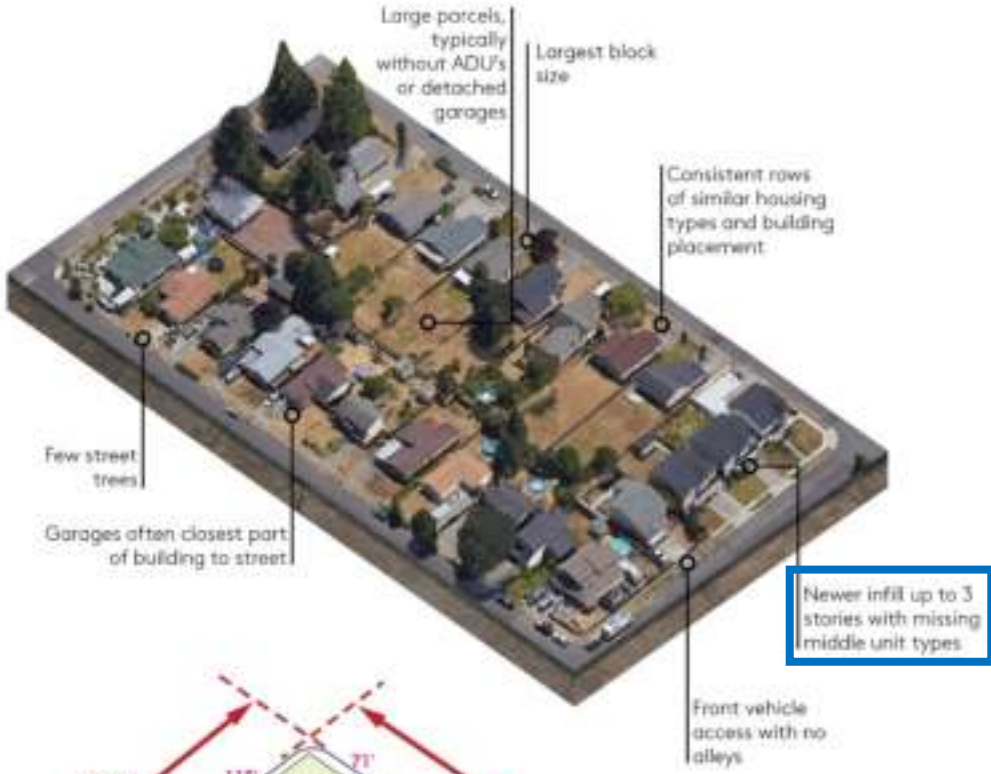
Parcels in Low-Scale Density

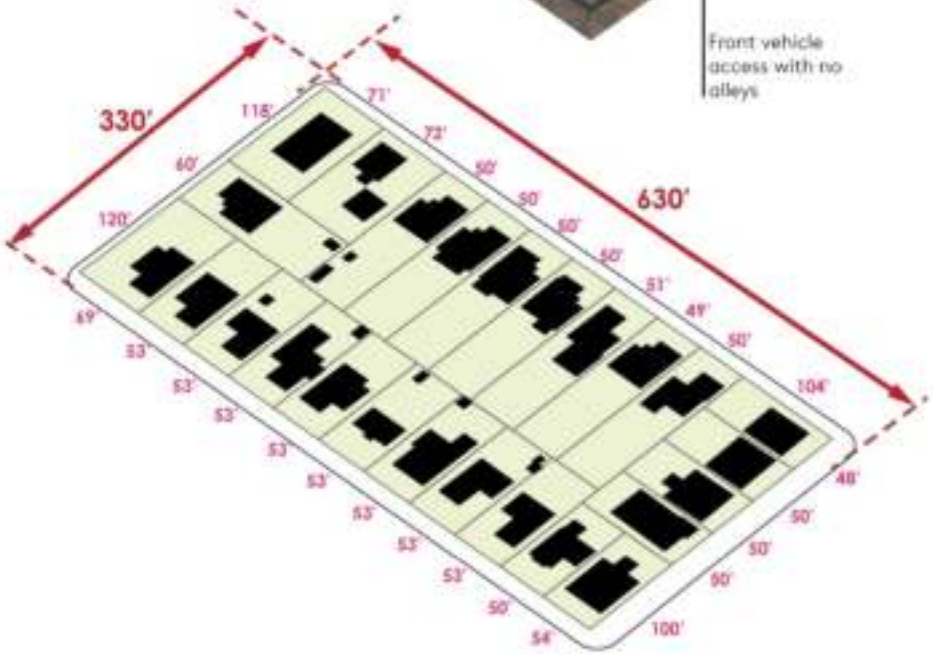
90%

Parcels in Mid-Scale Density

10%







Suburban Fringe have more uniform lot widths, and deeper lots without alleys. Vehicular access and parking will be a priority in these areas because of reduced curb space (from existing curb cuts), and the relatively narrow and deep lots (often 53x120')

Comparison of Residential Character Areas

1 POST-WAR SLOPES

2 MIXED-ERA TRANSITION

3 PRE-WAR COMPACT

4 PRE-WAR EXPANSION

5 MID-CENTURY EXPANSION

6 SUBURBAN FRINGE

Block Average Characteristics

	1 POST-WAR SLOPES	2 MIXED-ERA TRANSITION	3 PRE-WAR COMPACT	4 PRE-WAR EXPANSION	5 MID-CENTURY EXPANSION	6 SUBURBAN FRINGE
Building Height	15' / 1.5	20'-30' / 1.5	25' / 2	15-20' / 1.5	15' / 1	15' / 1
FAR	0.2	0.2	0.45	0.25	0.25	0.15
Lot Coverage	25%	25%	40%	40%	35%	25%
Setback	25'	10'-15'	10'	15'-25'	15'	20'
Parking Access	Primarily Street	Primarily Alley	Primarily Alley & Street Access	Primarily Alley	Primarily Alley	Primarily Street

Study Area Characteristics

Missing Middle Scale Calculation

Source: City of Tacoma GIS Tax Parcels

Discussion Questions

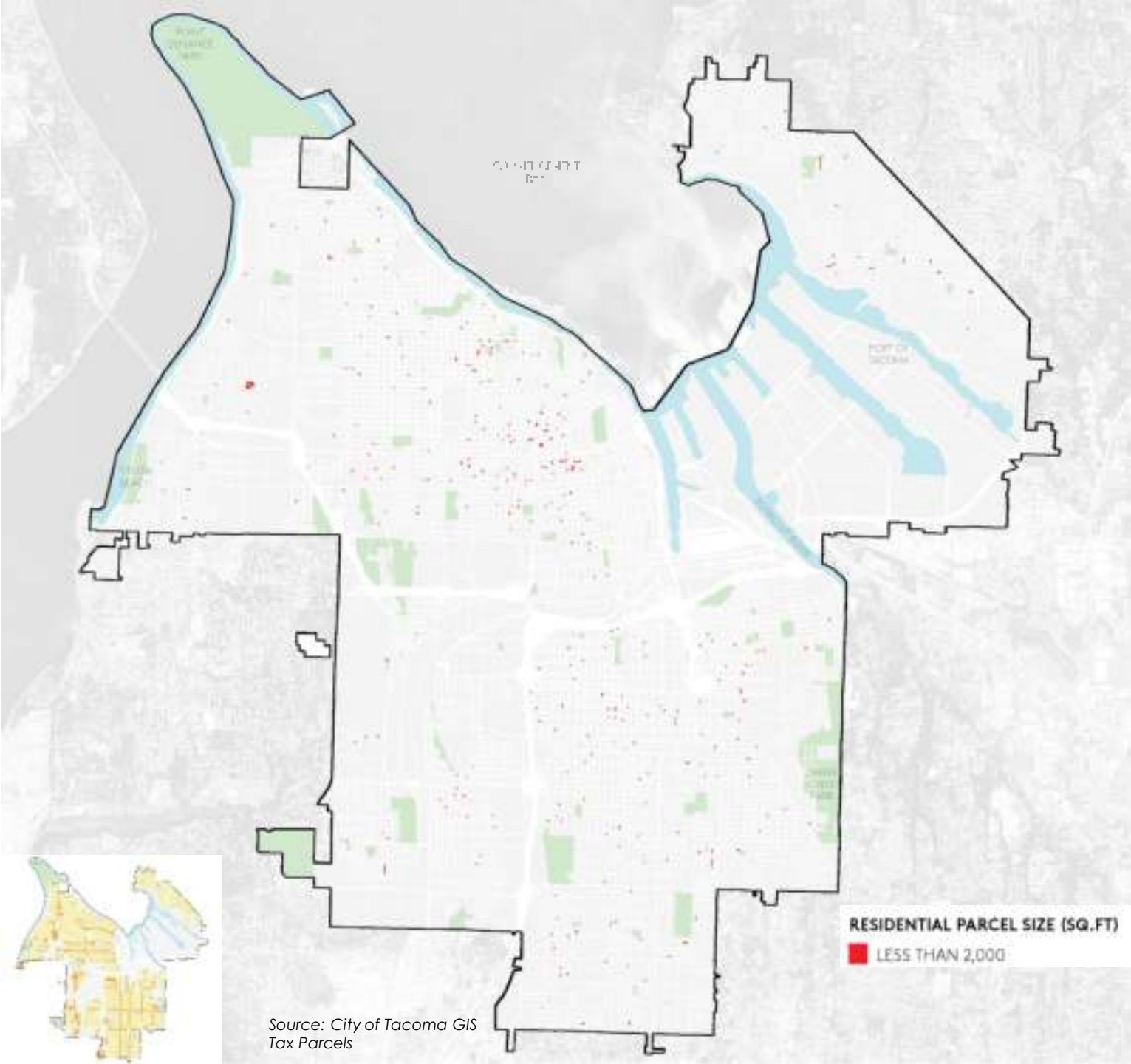
1. **Which findings jumped out or raised questions?**

2. **How can we can build on these findings as we move towards zoning frameworks?**

Appendix

Phase 1 Lot Sizes

HEADLINE TAKEAWAY



Source: City of Tacoma GIS Tax Parcels

Phase 1 Lot Sizes

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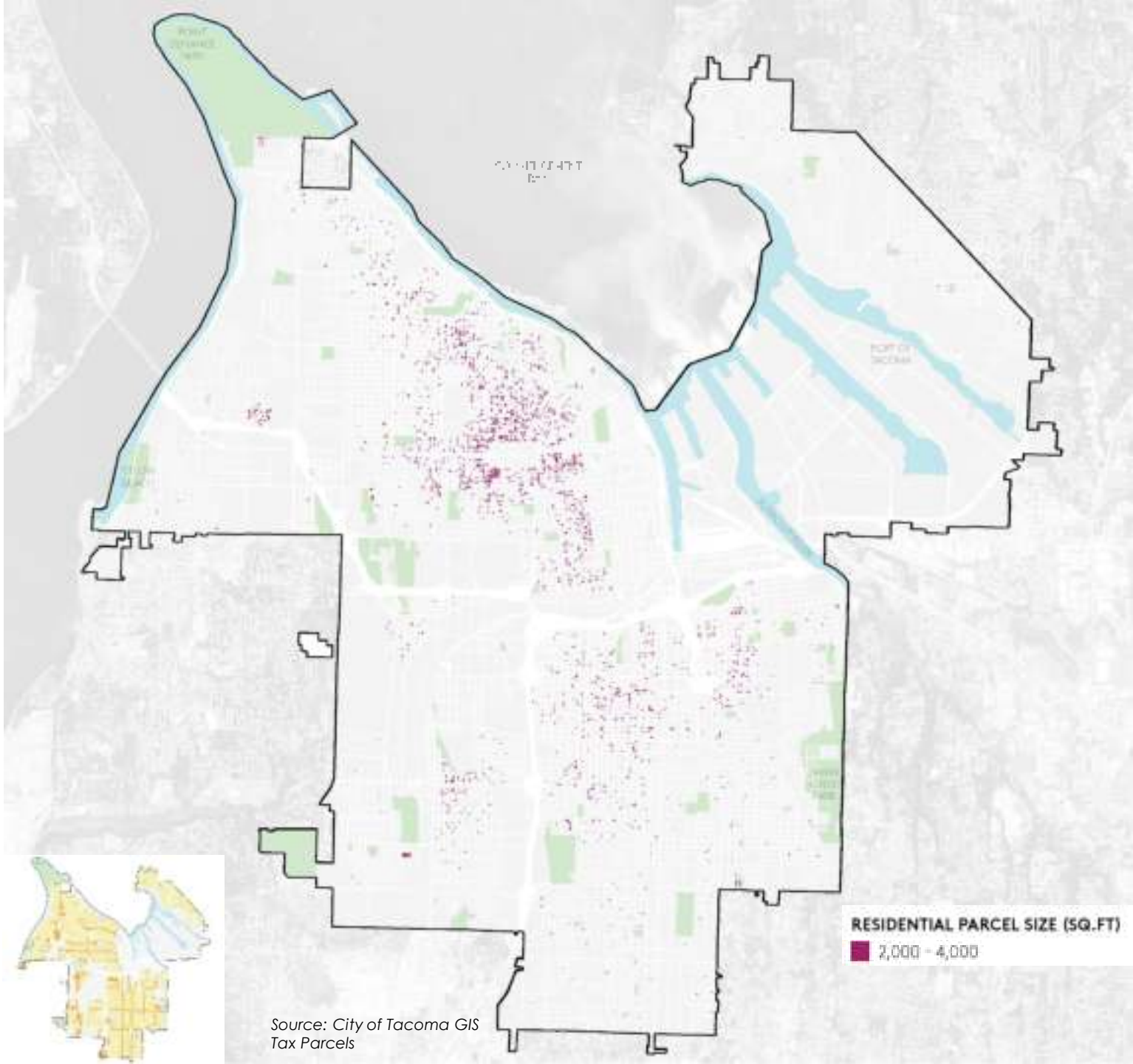

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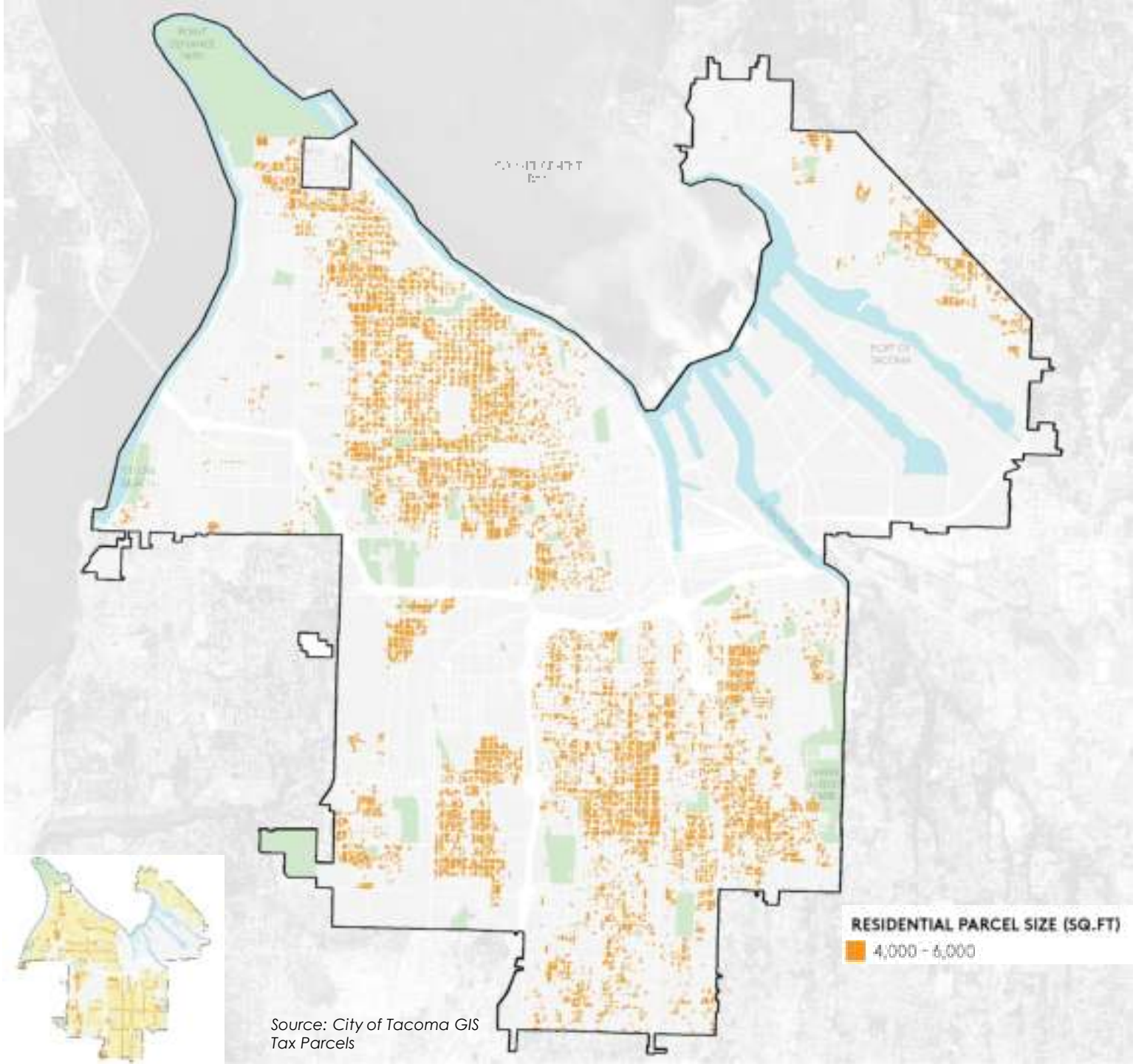

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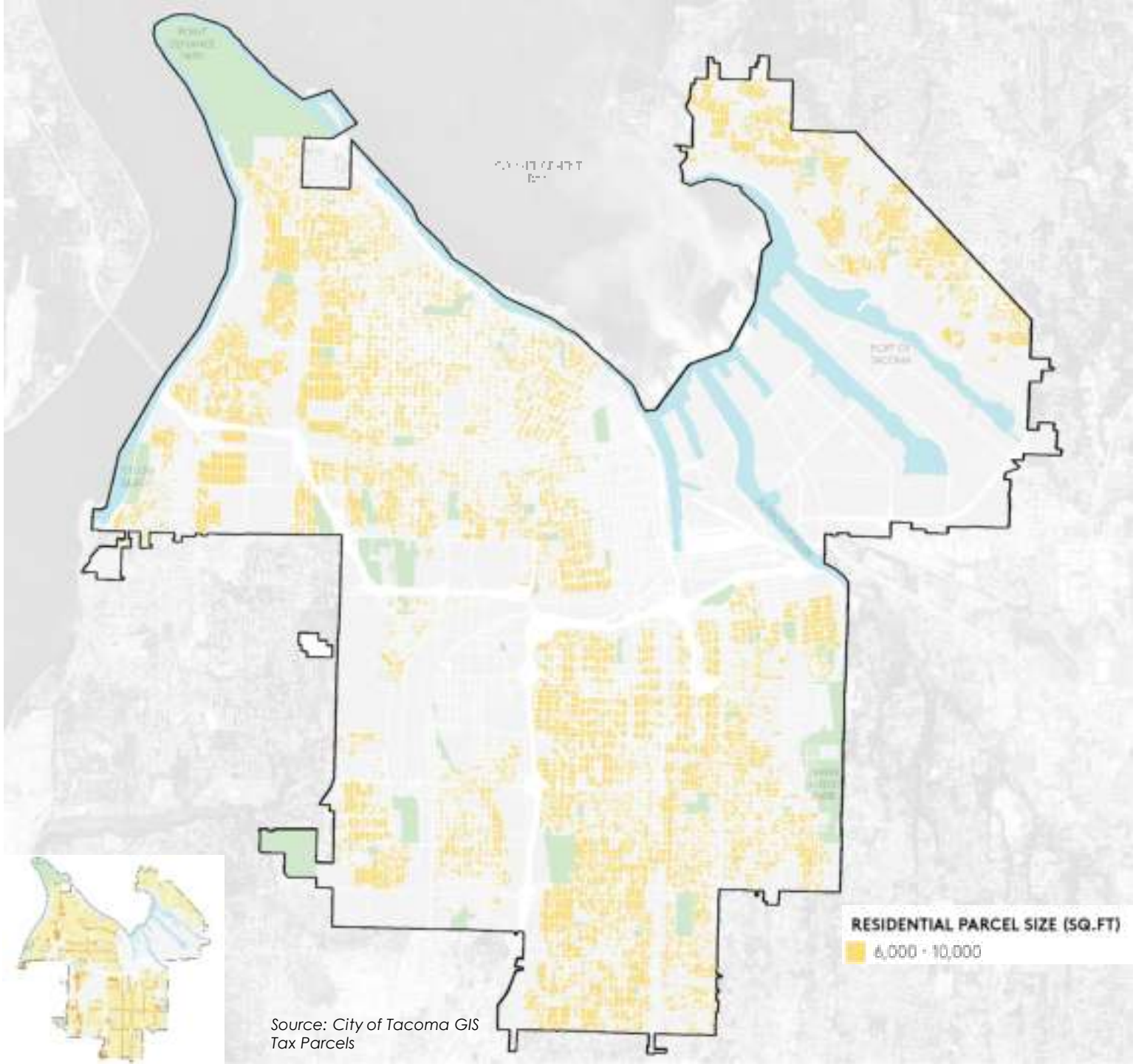
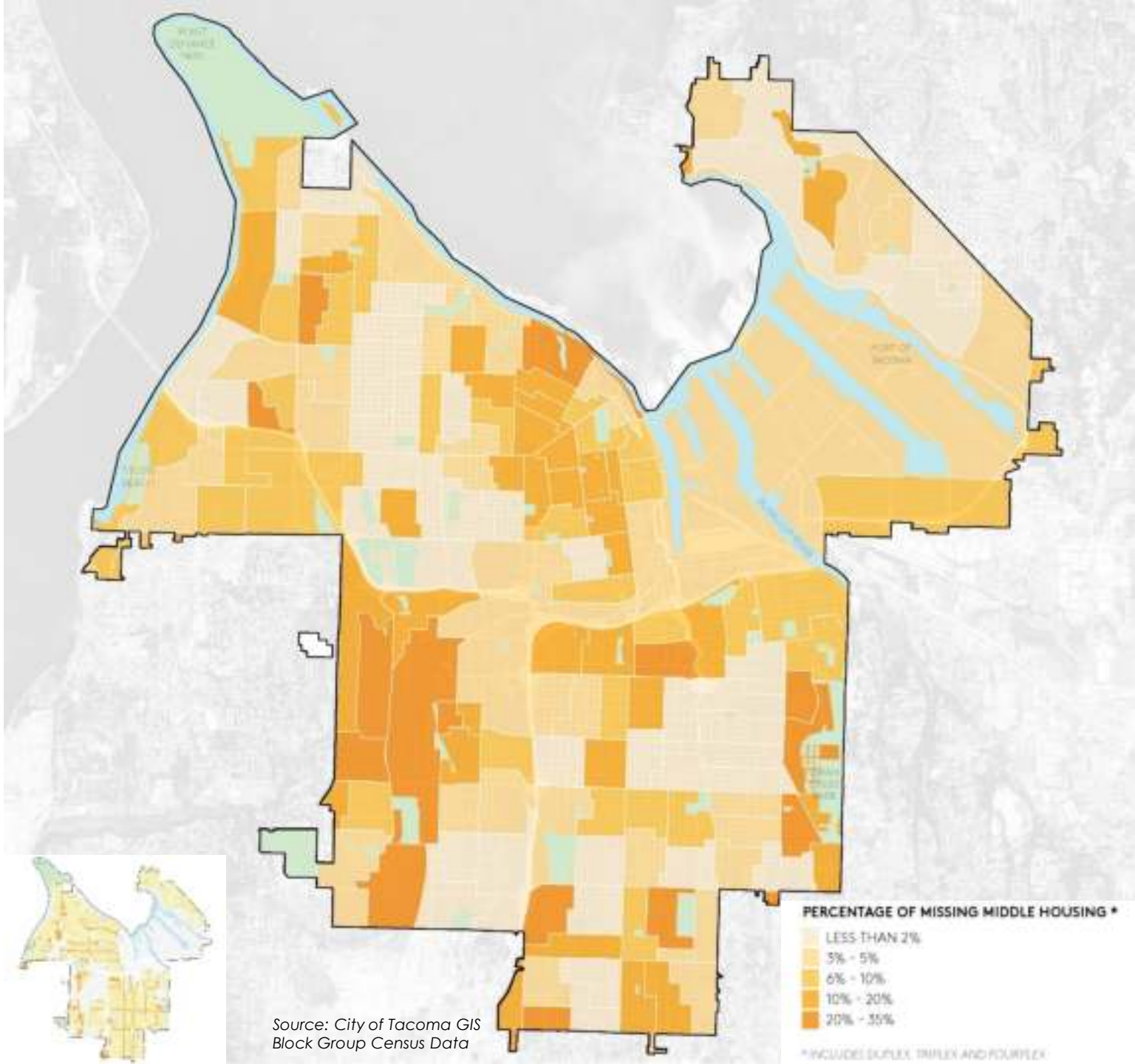


Source: City of Tacoma GIS Tax Parcels

HOUSING TYPE DISTRIBUTION



Source: City of Tacoma GIS Block Group Census Data

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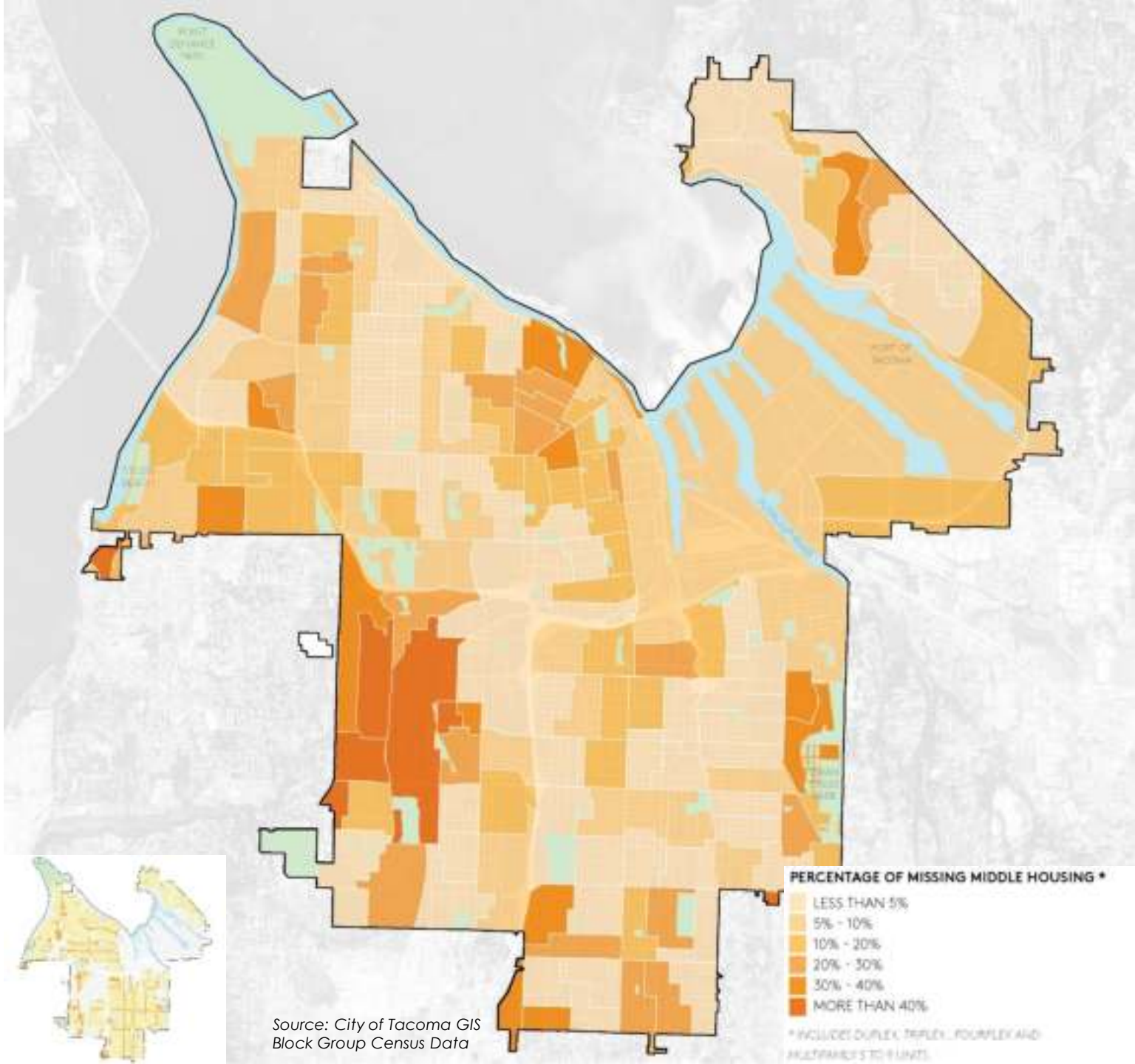
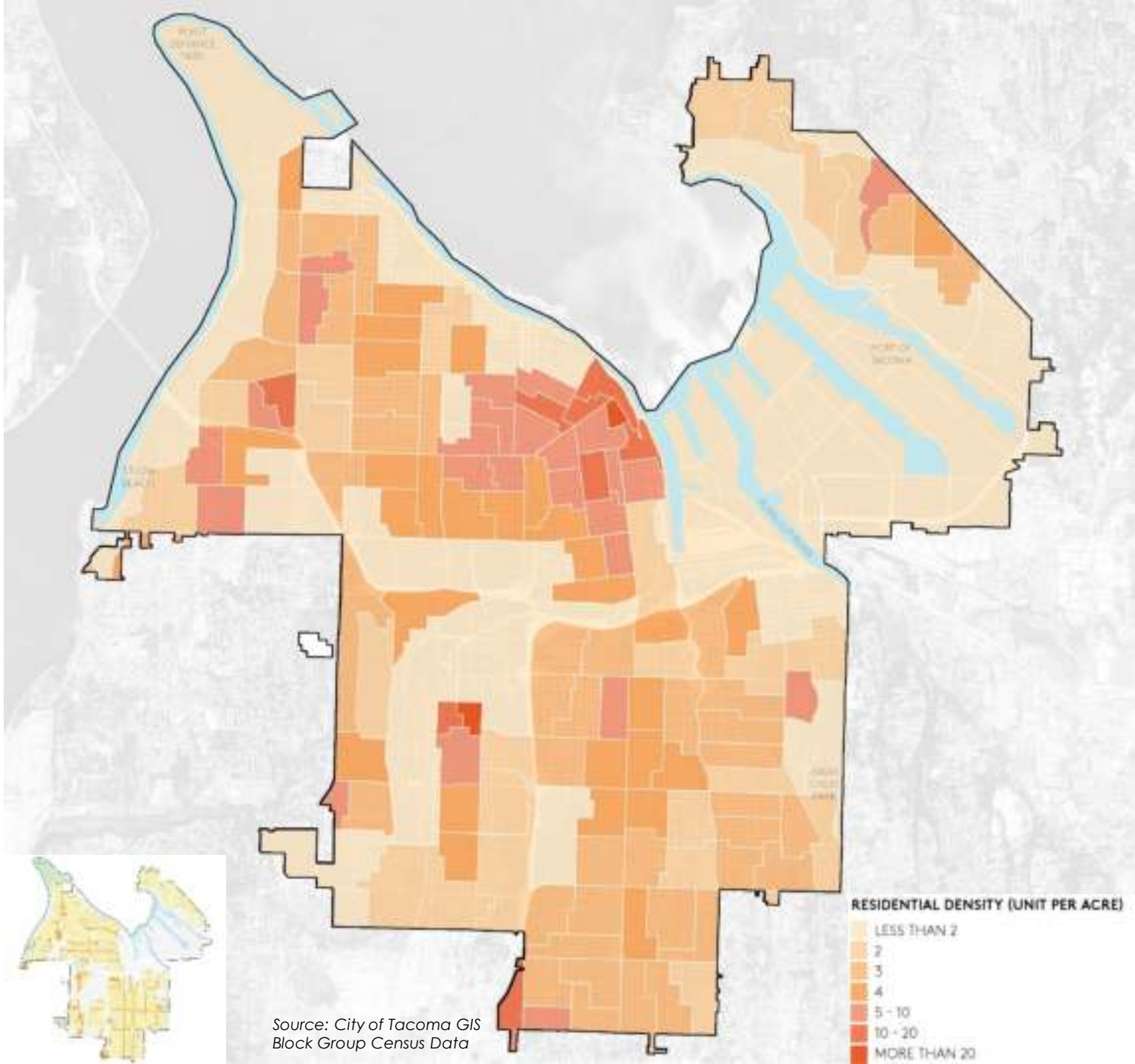


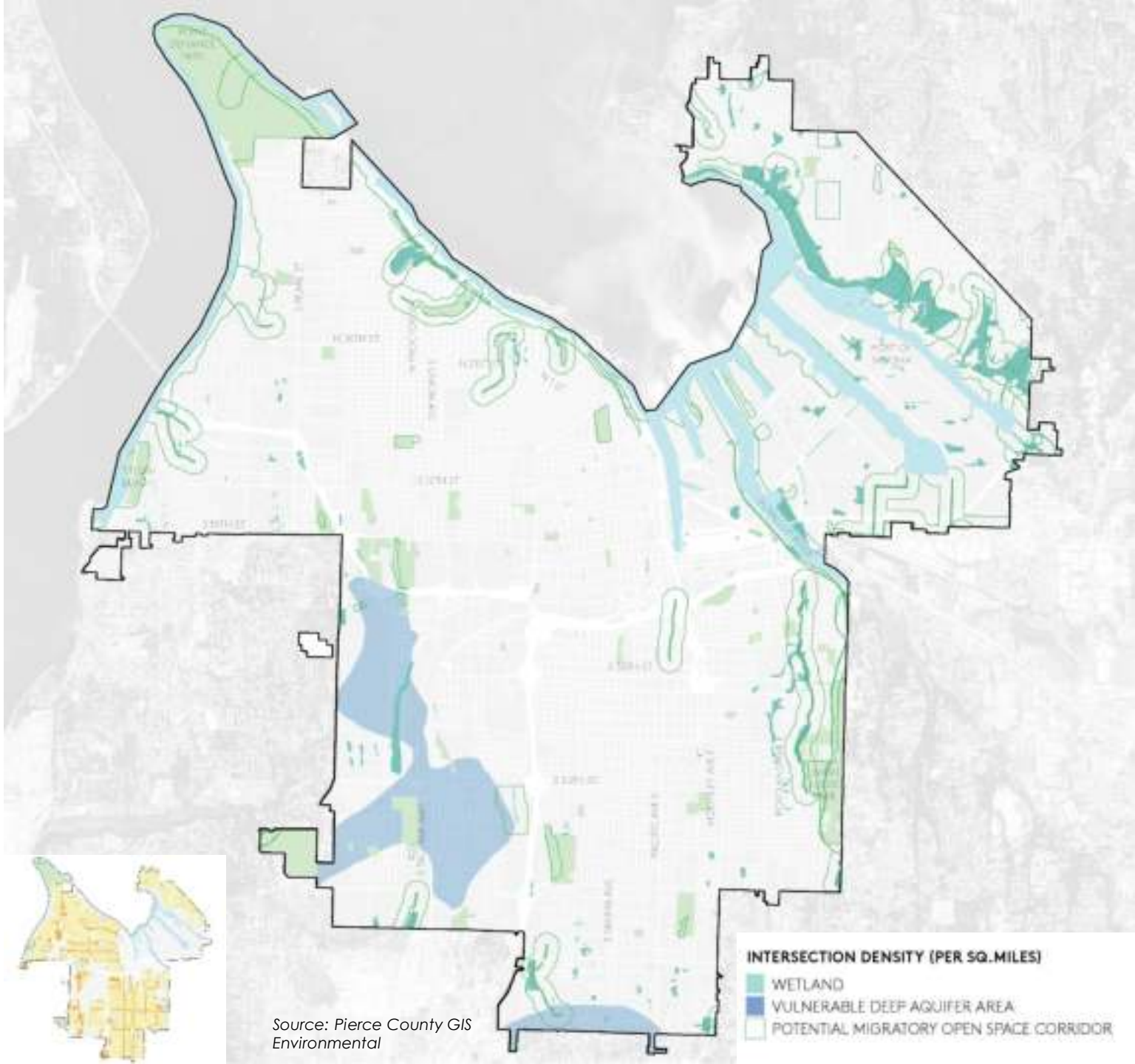
Source: City of Tacoma GIS Block Group Census Data

Residential Density



Source: City of Tacoma GIS Block Group Census Data

Environmental Constraints



Source: Pierce County GIS Environmental