



AGENDA

MEETING: Regular Meeting

TIME: Wednesday, February 5, 2020, 5:00 p.m.

LOCATION: Council Chambers, 1st Floor, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

A. Call to Order and Quorum Call

B. Approval of Agenda and Minutes (January 15, 2020)

C. Public Comments

- Comments are accepted on Discussion Item and are limited to 3 minutes per person.

D. Discussion Items

1. Residential Infill Pilot Program 2.0

- Description: Review the proposed code amendments.
- Action: Release for Public Review and Set Public Hearing Date
- Staff Contact: Mesa Sherriff, 253-591-5480, msherriff@cityoftacoma.org

2. 2020 Annual Amendment – Minor Plan and Code Amendments

- Description: Review draft issues and proposed amendments.
- Action: Comment and Direction
- Staff Contact: Lihuang Wung, 253-591-5682, lwung@cityoftacoma.org

E. Topics of the Upcoming Meeting (February 19, 2020):

- (1) 2020 Annual Amendment – Heidelberg-Davis Land Use Designation
- (2) Public Scoping Hearing – @Home in Tacoma – AHAS Planning Actions 2020-2021

F. Communication Items

- (1) Status Report – Tideflats Subarea Plan (Stephen Atkinson)
- (2) Status Reports by Commissioners – TOD Advisory Group, Housing Equity Task Force
- (3) The Infrastructure, Planning and Sustainability Committee is meeting on Wednesday, February 5, 2020, at 4:30 p.m., in Room 248. Agenda (subject to change) includes: Small Cell Deployment on City Street Lightpoles; and Bring Your Own Bag Program Annual Update.

G. Adjournment





MINUTES (DRAFT)

TIME: Wednesday, January 15, 2020, 5:00 p.m.

PLACE: Council Chambers, 1st Floor, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

PRESENT: Anna Petersen (Chair), Jeff McInnis (Vice-Chair), Carolyn Edmonds, Ryan Givens, David Horne, Christopher Karnes, Brett Santhuff, Andrew Strobel, Alyssa Torrez

ABSENT: N/A

A. CALL TO ORDER AND QUORUM CALL

Chair Petersen called the meeting to order at 5:04 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES

The agenda for the meeting was modified to correct a typo of Discussion Item D3 – Residential Infill Pilot Program 2.0, instead of D2 as listed. The agenda was approved.

The minutes for the December 18, 2019 meeting was approved as submitted.

C. PUBLIC COMMENTS

None.

D. DISCUSSION ITEMS

Stephen Atkinson, Planning Services Division, acknowledged that it was going to be a housing-oriented meeting and briefly reviewed all Discussion Items within the context of the Comprehensive Plan, which was to be implemented by all departments of the City. Mr. Atkinson used the amendment of the Accessory Dwelling Unit (ADU) code to allow detached ADUs last year as an example of the Comprehensive Plan implementation. He also explained that an implementation chapter of the Comprehensive Plan had been created to articulate the relationship among the different plans and implementation strategies. He invited feedback from the Commission and wanted to ensure appropriate involvement from the Commissioners. He, then, proceeded to welcome Daniel Murillo and Darian Lightfoot from Community and Economic Development Department (CEDD).

The meeting recessed at 5:11 p.m. for the Commission's group photo and resumed at 5:14 p.m.

1. Consolidated Plan 2020-2024

Daniel Murillo, CEDD/Housing Division Manager, provided an overview of the Consolidated Plan, a 5-year plan required by the U.S. Department of Housing and Urban Development that laid out the City's strategies and priorities in housing and community development in order to receive federal grants. The funds were intended to benefit lower income individuals and neighborhoods.

Darian Lightfoot, CEDD/Housing Division, reviewed the scope and timeline of the Consolidated Plan and its connection to the Affordable Housing Action Strategy (AHAS). Ms. Lightfoot explained that while the

AHAS was a City's initiative and independent of federal fund, the Consolidated Plan was one of the tools to implement the AHAS. It also served a similar purpose to help build and implement the Comprehensive Plan. She concluded the presentation by informing the Commission of the next steps and inviting their feedback.

Commissioner Edmonds pointed out that the cover memo read "The Tacoma-Lakewood Regional Consolidated Plan," causing her confusion. Mr. Murillo explained because Lakewood was not sufficient in size to qualify for grants, Tacoma and Lakewood formed a consortium to receive funds. Though, each city had its own specific plan and Lakewood would receive their portion of the HOME funding only. Commissioner Edmonds advised making the distinction clear when moving forward to the public engagement phase.

Commissioner Karnes requested the report to include where the money was spent and how it was allocated.

Commissioner Givens asked whether the City was applying for grants or submitting proof to receive funds already supposed to be given. Per Mr. Murillo, it was a grant application but the City was an entitlement city, meaning the City was entitled to receive an allocation of fund upon meeting the requirements.

Commissioner Strobel had questions about processes and specific projects associated with the plan. The specific projects were covered in the annual plan; the 5-year Consolidated Plan laid out high-level plans without necessarily establishing funding plan for each year.

Commissioner Edmonds commented that there were many small cities in Pierce County and asked if they were part of another consortium. Mr. Murillo was unclear of how the County allocated their funds but no other cities were part of the Tacoma-Lakewood consortium.

Commissioner Santhuff requested more context information, namely projects or programs funded in the Consolidated Plan 2015-2019 (the last cycle) and their outcome, along with the one-year annual action plan for the following year if available.

2. @Home In Tacoma – AHAS Planning Actions 2020-2021

Elliott Barnett, Planning Services Division, recalled that the project started with 2019 Annual Amendments, stating it had been a long process. For the public launch, it was branded "@Home in Tacoma" to help people remember the project. Mr. Barnett explained that he was seeking direction on the scope of work and setting the public hearing date. After the public hearing, there would be one more meeting for the Commission to discuss and formulate final direction.

Mr. Barnett also noted that the project might be controversial and take time for the community to understand. Unlike other projects, this one would result in a study and a high-level recommendation from the Commission to the City Council about Tacoma's housing growth strategy. After recapping issues discussed in previous meetings, Mr. Barnett indicated the AHAS had identified that increasing housing supplies, particularly affordable housing supplies, would help address housing challenges. He quickly re-explained the definition of Inclusionary Zoning and Diverse Housing Types, as well as how they worked. Then, he moved on to present the approach in engagement and technical analysis, explaining each of them in details. Also presented was the scope of work, which included broad equitable communication strategy, understanding current circumstances, developing proposals to meet City goals, and implementation strategies and priorities.

Chair Petersen clarified the action requested for this meeting, which was to determine whether the scope of work as presented was ready to be published rather than to finalize it.

Commissioner Edmonds commented that one of the goals to "tailor proposals to market conditions" was still vague and needed more defining. She also wanted criteria on which the effectiveness of the program would be evaluated, and perhaps with examples of the criteria.

Commissioner Karnes was excited about the Inclusionary Zoning component. Referencing the policy framework behind the project, he stated the intent was to encourage additional density around transit and suggested including the level of service (e.g. 15-minute service over 12 hours per day) in the technical analysis. Furthermore, Commissioner Karnes remarked that the City was facing a challenge of having to grow while reducing greenhouse gas emission from transportation. He would like to see an analysis of the greenhouse gas emission impact for each option presented. Lastly, he asked how the corridors were determined, as some presented did not have any transit service.

Mr. Barnett informed the Commission that the bill mentioned by Commissioner Karnes was ES2HB 1923, which encouraged local governments to accept more growth and do more infill. As part of the requirements for the funds, the definitions and parameters specified in the bill would be incorporated in the project at later stages.

Vice-Chair McInnis expressed approval to release the materials, but noted that one of the maps was hard to read and suggested changing the color. He also wanted to emphasize to the community that this was an optional program.

Commissioner Santhuff shared Vice-Chair McInnis' concern about the visibility of the maps and suggested upsizing them and adding captions. Additionally, selective pages or the entire PowerPoint from this presentation should be released with other materials to help the public understand them better.

Commissioner Strobel inquired about why the Inclusionary Zoning and Diverse Housing Types actions of the AHAS were selected for further analysis but the Multifamily Tax Exemption was not, stating he was concerned about excluding it while engaging the public about market-based strategies. Mr. Barnett explained that the City Council was working on the Multifamily Tax Exemption action, which was closely linked to the Inclusionary Zoning action. Commissioner Strobel also commented on the 10-year target of 6000 new units and wanted to track data on how many units of each type were built to meet residents' income. In response to Commissioner Strobel's question, Mr. Atkinson added that there was a study about levels of income and affordability.

Chair Petersen wanted to know if the comments from the Commission was intended to be changes in the materials going out to the public or just directions for staff to keep in mind.

Mr. Barnett stated he was comfortable with incorporating the comments before releasing the document.

Commissioner Givens loved the branding. However, it was hard to understand the objective from the introduction. He suggested adding what types of open space structures were to be built. Regarding missing middle housing, he would like to explore alternative means for land use categories.

Commissioner Horne commented in favor of the document, but wanted something with less text and more graphic to make it more easily understandable.

Commissioner Torrez echoed Commission Horne. She also wanted to specify communities targeted for feedback and possibly translate the materials into other languages.

Chair Petersen suggested sending postcards or one-page letters to provide a summary of the project to the public with a link for additional information. Overall, the report appeared ready for public input.

Vice-Chair McInnis moved to authorize staff to incorporate comments from the Commission and produce a document for the Public Scoping Hearing on February 19, 2020.

Commissioner Santhuff seconded the motion. It passed unanimously.

3. Residential Infill Pilot Program

Mesa Sherriff, Planning Services Division, provided an overview of the program. He went over four project types included in the Pilot Program 2.0, the number of projects by categories, and the application process. He pointed out that the administration process had reduced from two decisions to one and combined the process to take place simultaneously and shorten the time.

Mr. Sherriff went on to present the discussion from the Infrastructure, Planning, and Sustainability (IPS) Committee. There was an interest in expanding two-unit dwellings to consider mid-block option. They wanted to look at ways for two-unit buildings to be more broadly accepted. Also discussed was the growth strategy around corridors with transit.

Chair Petersen asked for clarification on whether the mid-block option was to be considered for only corridors or throughout the City. Mr. Sherriff responded that it would be for the entire City. Chair Petersen commented that the inclusion of the corridors seemed redundant at this point of the program.

Commissioner Givens expressed support for allowing mid-block duplexes. He was concerned about how density was calculated and wanted to check it with the codes before releasing.

Commissioner Santhuff commented on the terminology of "unit," and advised further distinguishing them ("housing unit" vs. "unit factor").

Mr. Sherriff asked whether the Commission would like to include the two items (mid-block option for two-unit dwellings and transit corridors) from the IPS discussion. Chair Petersen had no object to the mid-block option, which was agreed by other Commissioners. The corridor item could be included in a future project, perhaps a code change.

E. TOPICS OF THE UPCOMING MEETING

- 1) Residential Infill Pilot Program 2.0
- 2) 2020 Amendment – Minor Plan and Code Amendments

F. COMMUNICATION ITEMS

The Commission acknowledged receipt of communication items on the agenda.

Lihuang Wung, Planning Services Division, indicated that a new communication item would be added to the agenda for Commissioners serving on other groups/committees to provide updates to the Commission.

Regarding lunches with Commissioners, three lunches would have taken place by the end of the week. Mr. Wung would continue scheduling with other Commissioners in weeks to come.

G. ADJOURNMENT

The meeting was adjourned at 6:57 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:***

http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/



To: Planning Commission
From: Mesa Sherriff, Senior Planner, Planning Services Division
Subject: Residential Infill Pilot Program 2.0
Meeting Date: February 5, 2020
Memo Date: January 30, 2020

Action Requested:

Release proposal for public review and set a public hearing date.

Discussion:

At the February 5, 2020 Planning Commission meeting staff will present updates to the Residential Infill Pilot Program 2.0 and request the Commission to release the packet of proposed code amendments for public review and set March 4, 2020 as the date for a public hearing. The packet includes a staff report, and proposed amendments to TMC 13.06.115, 13.06.160 and 13.06.640 (as attached).

Project Summary:

The purpose of the Residential Infill Pilot Program is to promote innovative residential infill development types and housing choice, while ensuring that such development demonstrates high quality building and site design that is responsive to and harmonious with neighborhood patterns and character. In addition, the Pilot Program is intended to develop a body of successful, well-regarded examples of innovative residential infill in order to inform a future Council decision on development regulations and design standards for some or all of these infill-housing types. The most recent changes are summarized as follows:

- Multi-family projects have been limited to the R3 district. Exception: Applications to the Infill Pilot Program for renovations of existing structures, that do not increase building footprint, will be allowed in the R2 and R3 districts.
- Parking requirements have been removed for all project types in the Infill Pilot Program
- Access requirements have been changed to reflect building code
- Two-family housing in the R-2 district will no longer be required to be on a corner lot.

Prior Actions:

- 01/15/2020 – Review of options for program relaunch
- 12/04/2019 – Review of options for program relaunch
- 09/18/2019 – Provided guidance on Phase 2.0 of Pilot Program
- 04/03/2019 – Review to remove DADU's from Pilot Program
- 03/01/2017 – Round one Application Review, Lessons Learned

Staff Contact:

- Mesa Sherriff, Senior Planner, msherriff@cityoftacoma.org, (253) 591-5480

Attachments:

1. Staff Report
2. Draft changes to TMC13.05.115
3. Draft changes to TMC13.06.160
4. Draft changes to TMC13.06.640

cc. Peter Huffman, Director



Residential Infill Pilot Program

Staff Analysis Report



The purpose of the Residential Infill Pilot Program is to promote innovative residential infill development types and housing choice, while ensuring that such development demonstrates high quality building and site design that is responsive to and harmonious with neighborhood patterns and character. In addition, the Pilot Program is intended to develop a body of successful, well-regarded examples of innovative residential infill in order to inform a future Council decision on development regulations and design standards for these infill housing types.

These changes would allow the Infill Pilot Program to continue to function by adding more spaces for applicants to replace the ones that have been filled. There are currently no spaces available for the Two-Family, one space for Cottage Housing, and three available for Multi-family. The changes would also add flexibility to address the specifics of each project and allow for a more streamlined project review without reducing the oversight that each project receives.

Project Summary	
Applicant:	Long Range Planning Department – City of Tacoma
Location and Size of Area:	Citywide
Current Land Use/Zoning:	R-1, R-2, R2-SRD, HMR-SRD, R-3
Neighborhood Council:	Citywide
Staff Recommendation:	Authorize the staff report and exhibits for public review and comments.
Project Proposal:	<p>Amendments to:</p> <ul style="list-style-type: none"> · TMC13.05.115 – Residential Infill Pilot Program Remove Accessory Dwelling Units and add Density-based housing, add additional spaces to accommodate applicants, update currently allowed project types, and simplify project processing. · TMC13.06.160 – Cottage Housing Allow construction of Cottage Housing in rear yard when alley is present, defer building separation to building code · TMC13.06.640 – Conditional Use Permit Align Conditional Use Permit Application and Infill Pilot Program · The Residential Infill Pilot Program Handbook Update handbook to reflect code changes



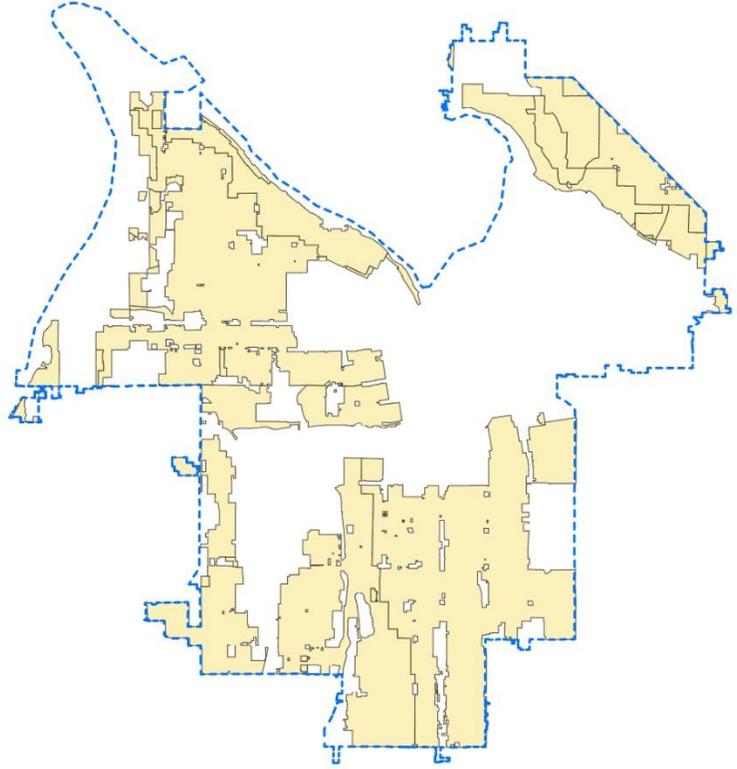
Planning and Development Services
 City of Tacoma, Washington
 Peter Huffman, Director

Mesa Sherriff
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 msherriff@cityoftacoma.org
 Web
www.cityoftacoma.org/infill

1. Area of Applicability

TWO-FAMILY HOUSING IN THE R-2 DISTRICT

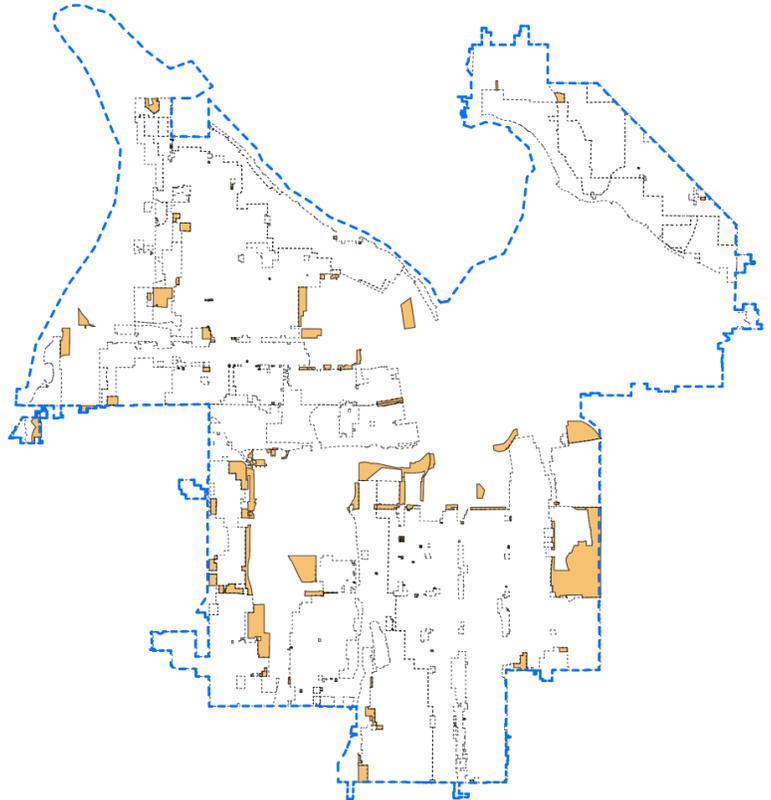
Zones: R-2



MULTI-FAMILY IN THE R-3 DISTRICTS

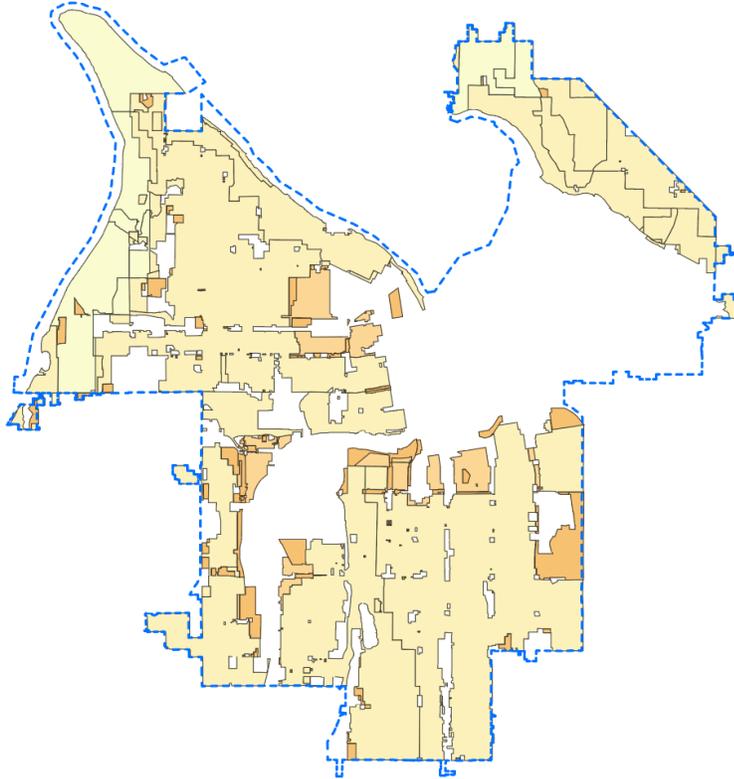
Zones: R-2*, R-3

* Applications to the Infill Pilot Program for renovations of existing structures, that do not increase building footprint, will be reviewed in the R2 district.



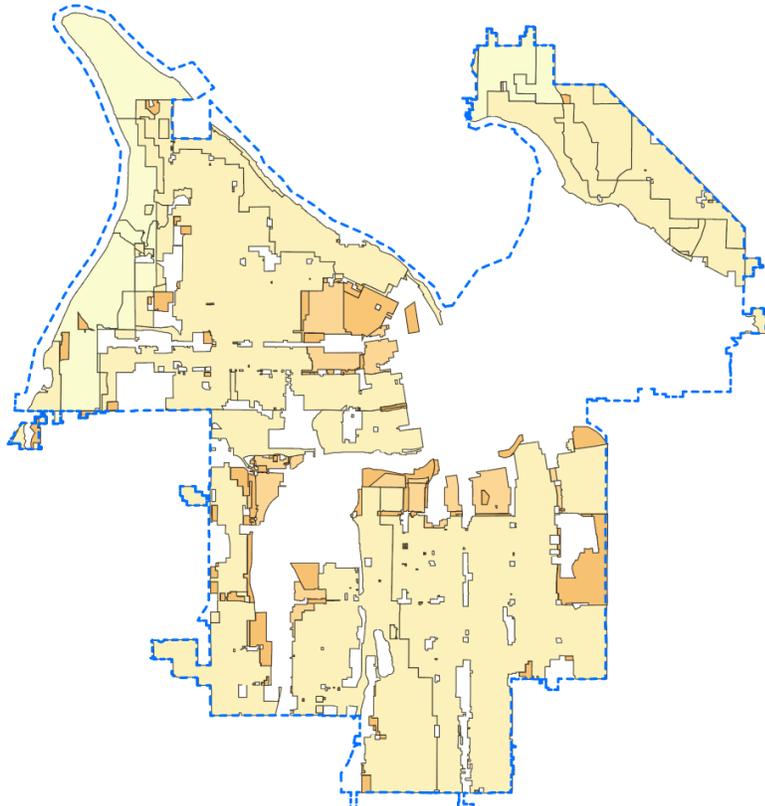
**COTTAGE HOUSING
IN ALL RESIDENTIAL
DISTRICTS EXCEPT
HMR-SRD**

**Zones: R-1, R-2,
R2-SRD, R3**



**DENSITY-BASED HOUSING
IN RESIDENTIAL ZONES**

**Zones: R-1, R-2,
R2-SRD, HMR-SRD, R3**



2. Background

In December 2015 the City Council adopted code enacting the Infill Pilot Program for the following housing types.

- Detached Accessory Dwelling Units in single-family zoning districts
- Two-family development on corner lots in the R-2 Single-family District
- Small-scale multifamily development in the R-3 District
- Cottage Housing in most residential districts

Three of each infill housing type were accepted into the Pilot Program and, if approved, allowed to apply for a Conditional Use Permit and subsequently, a building permit. The intent of the Pilot Program is to promote innovative residential infill while ensuring that such infill demonstrates high quality building and site design that is responsive to and harmonious with neighborhood patterns and character. The goal of the program is, on a case by case basis, to allow successful - and well-regarded examples of infill housing types to be built. These projects will be used to inform future Council decisions on Tacoma's regulatory approach to these housing types. The Detached Accessory Dwelling Unit (DADU) typology was taken from the Infill Pilot and implemented into the land use code in 2018/2019.



In 2018/2019 the **Detached Accessory Dwelling Unit (DADU)** typology was removed from the Infill Pilot Program and implemented into the land use code.

3. Policy Framework

The Residential Infill Pilot Program is one of the functional applications of the direction set out in the One Tacoma Comprehensive plan. As stated in the Housing section, *Tacoma's growth strategy directs dense development Downtown, within designated Centers and along Corridors served by transit. However, to meet Tacoma's housing goals, infill would also need to occur in single-family areas, which constitute about 75 percent of the area where residential development is allowed. - Along with focused high-density growth in Centers, allowing for "missing middle" housing options more broadly could support City goals such as promoting housing choice, helping families stay together and age in place, promoting active, healthy living and social interaction, supporting neighborhood shopping districts, making neighborhoods more inclusive, and reducing urban sprawl.* The following policies form the basis for the development and continuation of the Infill Pilot Program.

- Policy H-1.3 Encourage new and innovative housing types that meet the evolving needs of Tacoma households and expand housing choices in all neighborhoods. These housing types include single family dwelling units; multi-dwelling units; small units; accessory dwelling units; pre-fabricated homes such as manufactured, modular; co-housing and clustered housing.
- Policy H-1.6 Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers and other places which are in close proximity to services and transit.
- Policy H-1.7 Consider land use incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses, fee waivers, accelerated permitting, parking requirement reductions,



and tax incentives) in appropriate locations to facilitate the development of new housing units.

- Policy H–1.9 Apply infill housing approaches to create additional housing opportunities for low and mid-range (Missing Middle) housing types.
- Policy H–1.10 Establish and update a regulatory process to pilot infill of innovative housing types, as well as to pilot new development standards, affordability incentives and permit review processes.

4. Objectives

The proposed amendments achieve the *following objectives*, as described in TMC 13.02.045:

Addresses inconsistencies or errors in the development regulations – n/a

Responds to changing circumstances, such as growth and development patterns or the needs and desires of the community.

The proposed changes to the Residential Infill Pilot Program are designed to address the evolving landscape of the growth and development of Tacoma’s housing supply. These changes include adding a Density-Based Housing category, and making other minor adjustments to the project types currently allowed through the Infill Pilot Program – Two-family dwellings in the R2 District, Small-scale multifamily development in the R-3 District, and Cottage Housing in most residential districts. The proposed changes would provide three new spaces for each project type in each of the five Council Districts. In addition, the program addresses affordability through the development of additional, smaller units in more restrictively zoned areas of the city that will inherently create more housing choice and reduce per unit costs. The following objectives are the basis for what is proposed.

- Allow the Infill Pilot Program to continue by making new spots available
- Provide an equitable distribution of diverse housing options across the Tacoma.
- Provide flexibility to project applicants to address the challenges of their site.
- Streamline the review process to improve the oversight for each project, reduce processing time, and increase predictability

Maintain or enhances compatibility with existing or planned land uses and the surrounding development pattern – n/a

Enhances the quality of the neighborhood – the Infill Pilot Program addresses equity in Tacoma’s neighborhoods by providing a mechanism by which a diversity of housing types can be added throughout the city. These projects are each reviewed to ensure compatibility with their neighbors and the surrounding neighborhood.

5. Options Analysis

In reviewing next steps for the Residential Infill Pilot Program, the following options were considered by staff and presented for Planning Commission consideration.



Two-Family Housing in the R-2 Zone



Multi-Family Housing in the R2 + R-3 Zone



Cottage Housing in all except HMR-SRD



Density-Based Housing in all Residential Zones



Projects types: in April (04/03/2019) the Planning Commission reviewed findings from the ongoing operation of the Infill Pilot Program and discussed the following options.

- Leave project types unchanged
- Add defined project types not in existing categories – ex. Rowhouses
- Provide applicants option to propose project type for committee review

The decision of the committee was that small changes to the existing categories and the Density-Based Housing option be selected for further review. The examination of Density-Based Housing was based on the findings from the first iteration of the Infill Pilot Program that flexibility for applicants to respond to specific conditions found on each site would allow for more opportunities for projects to be accepted into the program and allow greater flexibility for projects that meet the principles of the program to be approved. In addition, limiting these projects to the density limits as they are defined in the One Tacoma Comprehensive Plan ensures they are aligned with the vision for the communities where they are built.

Number of projects admitted: in order for the Infill Pilot Program to continue to operate and fulfill the objectives laid out in the Comprehensive Plan, new spaces for applicants needed to be created. The following options were provided to the Planning Commission at the April 3rd, 2019 meeting;

- Open up the same number (3) of new spaces in existing categories
- Open up additional spaces to allow more applicants into the program

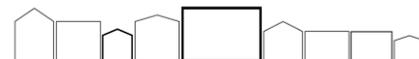
The guidance from the commission was to add spaces to the program (3 from each category) and to add them by council district. The total is therefore 15 spaces for each project type citywide.

Project administration: inefficiencies were identified by applicants and staff during the administration of the Infill Pilot Program that was provided to the Planning Commission at the April 3rd, 2019 meeting. These resulted in duplicate processes for the requirements of the Infill Pilot Program and the requisite Conditional Use Permit (CUP) application that required

- Two public notice mailings
- Two Directors Decisions be issued
- Consecutive notification periods

The proposed updates to the code would allow these processes to be combined without eliminating any of the notification or review. One public notice will be issued in accordance with the CUP processing times, which are longer than required by the Infill Pilot Program, and one Directors Decision will issued.

Staff provided analysis and findings for these options to be reviewed at the September (09/18/2019) and December (12/04/2019) Planning Commission meetings. The guidance from those meetings provided the basis for the recommendations in this report.



Options not selected for further review: The following options were reviewed by the Planning Commission but did not receive significant support;

- Affordable incentives
- Multi-family housing in the R2 district
- Changes to lot size requirements beyond what is proposed
- Floor-area-ratio based density

6. Outreach Summary

2015-2019 – Outreach and implementation of Infill Pilot Program 1.0, review of applications, and development of findings

04/03/2019 – Planning Commission: review of applications and input provided for program relaunch

09/18/2019 – Planning Commission: preliminary review of program options

12/04/2019 – Planning Commission: final review and selection of options for program relaunch

12/18/2019 – Planning Commission: release program updates for public review

7. Impacts Assessment

The Residential Infill Pilot Program 2.0 is the continuation of an existing program that originated in 2015 and has successfully operated in Tacoma since 2017. As such, the Infill Pilot Program is well situated to quickly respond to what has been broadly identified as a primary issue needing immediate attention, equitable access to affordable housing. The program has been set up to accommodate added density through a diverse range of housing types in areas of the city that have minimal capacity under current zoning. Each project is reviewed on a case-by-case basis to ensure that all impacts are addressed and mitigated to the extent possible.

8. Plan and/or Code Exhibits

- Draft changes to TMC13.06.640
- Draft changes to TMC13.05.115
- Draft changes to TMC13.06.160
- Draft Residential Infill Pilot Program 2.0 handbook



13.05.115 Residential Infill Pilot Program

A. Purpose. To promote innovative residential infill development types, while ensuring that such development demonstrates high quality building and site design that is responsive to and harmonious with neighborhood patterns and character. In addition, the Pilot Program is intended to develop a body of successful, well-regarded examples of innovative residential infill in order to inform a later Council decision whether to finalize development regulations and design standards for some or all of these infill housing types.

B. Term. The Pilot Program will commence when infill design guidelines illustrating in graphic format the intent and requirements of this section have been ~~developed~~ revised and updated, with input from the Planning Commission, and authorized by the Director. The Pilot Program will be reassessed as directed by the City Council or by the Director. Once ~~three-three spaces in of~~ any of the categories ~~have~~ been completed in each Council District in Tacoma, no additional applications will be accepted for that category until further Council action has been taken.

C. Applicability. The provisions of this section apply to the following categories of residential infill:

1. Two-family or townhouse development within the R-2 District,
2. Multifamily development within the R-3 District. In addition, applications to the Infill Pilot Program for renovations of existing structures, that do not increase building footprint, will be reviewed in the R2 District, ~~and~~
3. Cottage Housing development within any residential district except the HMR-SRD District, and,
4. Density Based Housing option in all residential districts

D. Consistency with code ~~The~~. Proposals submitted to the Infill Pilot Program must be consistent with ~~pertinent~~ the provisions of TMC 13.06 regarding residential districts, the development and permitting requirements described therein, as well as any other pertinent section of the TMC ~~shall that~~ apply. Consistency with code requirements. The proposal must be consistent with the applicable provisions of TMC 13.06 and other applicable requirements.

~~E. There shall be a minimum distance of 1,000 feet separating pilot program housing developments within the same category.~~

F. Submittals. Proponents of any of the above innovative residential infill development types shall submit the following:

1. Site plan(s) showing proposed and existing conditions.
2. Building elevations from all four sides, showing proposed and existing conditions.
3. A massing study.
4. Photographs of any existing structures that will be altered or demolished in association with the proposal, as well as photographs of the structures on adjacent parcels.
5. A narrative and any supporting exhibits demonstrating how the project will be consistent with the Pilot Program intent and the provisions of this section.
6. Demonstration that the proposal would meet all pertinent TMC requirements, including those contained in TMC 13.05.115, 13.06.100, 13.06.140, and TMC 13.06.160.

7. A complete application, along with applicable fees, for any required land use permits, including [a Conditional Use permit, and Accessory Dwelling Unit permits](#). Such processes may require public notification [and/or](#) meetings.

8. The Director reserves the right to request additional information and documentation prior to beginning the City's review.

G. Review process. The Director will convene a special advisory review body which shall function in an advisory capacity to provide input prior to the Director or Hearing Examiner's decision and conditions of approval.

1. This body will include the following representatives:

a. The Director or designee;

b. The Long Range Planning Manager or designee;

[c. The Current Planning Manager or designee;](#)

[d.](#) A City staff member with residential building and site development expertise;

[e.](#) A designee representing the area Neighborhood Council where the project is proposed;

[f.](#) An architect or urban design professional; and,

[g.](#) A representative of the Landmarks Preservation Commission, if the project is within an Historic or Conservation District or would affect or be adjacent to historically significant properties.

2. The Historic Preservation Officer shall be consulted to assess potential adverse impacts to historically designated properties or properties eligible for historic designation. To mitigate or avoid adverse impacts, conditions recommended by the Historic Preservation Officer may include:

a. Designation of the historically significant property to the Tacoma Register of Historic Places.

b. Avoidance of the historically significant property or minimizing exterior changes to the property.

c. Documentation and architectural salvage of the historically significant property, if demolition cannot be avoided.

3. The special advisory review body will assess the consistency of the proposal with the following criteria. All proposals submitted under the provisions of this section must demonstrate the following:

a. Responsiveness to the following basic neighborhood patterns established by existing development in the area.

(1) Street frontage characteristics.

(2) Rhythm of development along the street.

(3) Building orientation on the site and in relation to the street.

(4) Front setback patterns.

(5) Landscaping and trees.

(6) Backyard patterns and topography.

(7) Architectural features.

(8) Historic character, if located within a designated Historic District.

(9) Whether adverse impacts to properties that are eligible for listing on a historic register can be mitigated.

b. Pedestrian-friendly design. The proposed development must provide direct and convenient pedestrian access from each dwelling to abutting sidewalks and public pathways and must emphasize pedestrian connectivity. The quality of the pedestrian experience within the site and in the abutting public right-of-way shall be high.

c. De-emphasize parking. The proposal must meet the parking requirements of TMC 13.06.510 in a manner that de-emphasizes parking in terms of its prominence on the site and its visibility from the public right-of-way.

d. Minimize scale contrasts, shading and privacy impacts. The proposal must demonstrate that it will limit abrupt changes in scale between the proposed development and existing buildings on adjacent parcels. Privacy and shading impacts on abutting parcels must be prevented or reduced to a reasonable extent.

e. Create usable outdoor (or yard) spaces. The proposal must provide usable and functional outdoor or yard space that will be an amenity to its residents.

f. Sustainable features. In the case of multifamily development in the R-3 District, and cottage housing, the proposal must provide documentation of the incorporation of sustainability features through one of the following certification programs:

1. Built Green 3 Stars; ~~or~~ LEED Bronze; or [equivalent](#);

~~2. Greenroads Bronze rating if full new roadway sections are constructed as part of the project;~~

~~g. [Decision](#). Consistency with code requirements. The proposal must be consistent with the applicable provisions of TMC 13.06 and other applicable requirements. The Director has discretion to increase, decrease or modify development standards including setbacks, height and parking in order to ensure the proposal is fully consistent with the intent of the Pilot Program.~~

~~H. [Decision](#). As part of the associated land use decision, the Director or Hearing Examiner shall determine whether the proposal meets the intent of this section and incorporate conditions as appropriate into the land use and building permit approvals. In the case of projects in historic or conservation districts, or individually designated landmarks, Landmarks Preservation Commission approval will be required pursuant to TMC 13.05.045. [The Director has discretion to increase, decrease or modify development standards including setbacks, height and parking in order to ensure the proposal is fully consistent with the intent of the Pilot Program prior to issuance of a decision.](#)~~

(Ord. 28576 Ex. A; passed Mar. 19, 2019; Ord. 28336 Ex. B; passed Dec. 1, 2015)

13.06.160 Cottage Housing.

A. Intent. Cottage housing developments are intended to:

1. Add affordable units to the existing housing supply.
2. Provide an increased choice of housing that responds to changing needs and lifestyles (e.g., young families, retired people).
3. Protect neighborhood stability, property values, and the single-family residential appearance by ensuring that cottage housing developments are designed in a compatible manner.
4. Increase density in order to better utilize existing infrastructure and community resources and to support public transit and neighborhood retail and commercial services.

B. Applicability. Cottage housing developments may be proposed in all residential districts.

C. Procedures. Cottage housing developments require the following applications:

1. A complete Conditional Use Permit application, pursuant to TMC 13.06.640.
2. Submittal requirements under the provisions of the Residential Infill Pilot Program, pursuant to TMC 13.05.115.
3. A completed Preliminary Plat application, if applicable.
4. A completed environmental checklist, if applicable.
5. A completed application for a site plan approval.
6. Documentation of the proposed ownership and property management approach, such as condominium or homeowners association.

D. Application. Proponents shall submit all required complete applications, including applicable fees. However, project proponents may choose to stage their applications by initially applying for the Conditional Use Permit and for approval under the Residential Infill Pilot Program.

E. Development standards.

1. Residential Infill Pilot Program. Cottage housing developments shall comply with the sustainability and connectivity requirements, as well as any other design requirements identified through review under the Residential Infill Pilot Program as described in TMC 13.05.115.
2. Minimum site size. Cottage housing developments require a minimum net site size of ~~10~~7,000 square feet.
3. Number of units. Cottage housing developments may contain from four to twenty-four cottage dwellings, with a maximum of twelve cottages per cluster.
4. Cottage housing types:
 - a. Cottage – A detached, single-family dwelling unit containing no more than 1,200 square feet of gross floor area with no more than 800 ground floor square feet.

b. Carriage – A single-family dwelling unit, not to exceed 800 square feet in gross floor area, located above a garage structure in a cottage housing development.

c. Two/Three-dwelling Buildings – A structure containing two or three dwelling units, not to exceed 1,000 square feet per unit on average, designed to look like a detached single-family house. Two/three-dwelling cottage buildings are not permitted in the R-1 or R-2 Districts.

5. Maximum density. Cottage housing developments are permitted 1.5 times the maximum number of dwelling units in the applicable zoning district. For example, in the R-2 District a 20,000 square foot site is permitted four 5,000 square foot lots, or six cottage housing units.

6. Parking. Each cottage unit is required to have one off-street parking space. Parking may be contained in detached garages adjacent to dwelling units no larger than 250 square feet in floor area; in shared garages no larger than 1,200 square feet maximum floor area; or, in clustered parking areas with no more than four spaces per cluster.

7. Vehicular access. Vehicular access shall be from the rear of the site whenever suitable access is available or feasibly can be developed. If such access is not feasible, then driveway or private roads shall be minimized to the maximum extent feasible. Driveways to individual units shall consist of paved runner strips or pervious surfacing.

8. Setbacks. The external setbacks of the underlying zoning district shall apply except cottage housing shall be allowed in the rear yard when lot is located on an alley.

9. Separation between units. All buildings must meet separation requirements as identified in applicable building codes. ~~A minimum of 8 feet shall be provided between structures containing dwelling units.~~

10. Common open space. A minimum of 400 square feet of common open space shall be required per unit. Each area of common open space shall be in one contiguous and central location with no dimension less than 20 feet. Common open space shall be located in a central area, that is easily accessible and visible to all dwellings within the cottage cluster. No sight-obscuring fences are permitted within common open spaces. The common open space shall be surrounded by cottage or common buildings on at least three sides, unless topography precludes this. Common open space shall be attractively landscaped and improved with gathering space, gardening, walkways or recreational features.

11. Private open space/yard. A minimum of 300 square feet of private open space shall be required per unit.

12. Maximum height for dwellings: Dwellings maximum height is 18 feet, or up to 25 feet with a minimum of 6:12 sloped roof.

13. Design Standards.

a. Each cottage building is required to have an attached covered porch a minimum of 50 square feet in size with no dimension less than 5 feet.

b. Each carriage unit shall have a deck or balcony, oriented toward the common open space.

c. Buildings adjacent to the public right-of-way must orient entrances toward the public right-of-way, provide a minimum of 15 percent façade transparency, and provide an inviting façade through façade modulation, roofline variation or other design features.

d. Cottage projects shall establish building and site design that is attractive and promotes visual interest. All structures shall be designed according to a coherent design concept that allows for variation in style, features, materials and colors.

e. Cottage developments shall provide for variation in unit sizes, building and site design. A variety of building styles, features, colors and site design elements are required within a cottage housing development.

f. Cottage developments shall be stick-built.

14. Community buildings. Community buildings in common ownership are permitted within cottage housing developments, and shall be incidental in use and size to the cottage dwellings.

15. Connectivity. All dwelling units shall be directly connected to the public sidewalk.

16. Landscaping. Street trees are required per the provisions of 13.06.502. Parking areas shall be softened or screened with landscaping. Internal landscaping shall be determined through the Residential Infill Pilot Program review process.

17. Accessory Dwelling Units. Not permitted.

18. Floor Area Ratio. A maximum of 0.5 FAR is required for the overall site.

(Ord. 28336 Ex. B; passed Dec. 1, 2015)

13.06.640 Conditional use permit.

A. Purpose. In many zones there are uses that may be compatible but because of their size, operating characteristics, potential off-site impacts and/or other similar reasons warrant special review on a case-by-case basis. The purpose of the conditional use permit review process is to determine if such a use is appropriate at the proposed location and, if appropriate, to identify any additional conditions of approval necessary to mitigate potential adverse impacts and ensure compatibility between the conditional use and other existing and allowed uses in the same zoning district and in the vicinity of the subject property. The zoning district use tables identify which uses require a conditional use permit (see Sections 13.06.100, -.200, -.300, and -.400). These uses may be authorized by the Director or Hearing Examiner in accordance with the procedures established in TMC 13.05 and the applicable criteria outlined below.

B. Conditional uses and height. Since certain conditional uses have intrinsic characteristics related to the function or operation of such uses, which may necessitate buildings or other structures associated with such uses to exceed the height limits of the zoning districts in which the conditional uses may be located, the Director or Hearing Examiner may authorize the height of buildings or other structures associated with the following conditional uses to exceed the height limit set forth in the zoning district in which such uses are located; provided, such height is consistent with the criteria contained in subsection C of this section:

1. Airports.
2. Religious assembly.
3. Schools, public or private.
4. Public safety and public services facilities.
5. Hospitals.
6. Wireless communication towers or wireless facilities, subject to the requirements set forth in Section 13.06.545, and the time limitations set forth in Chapter 13.05, Table G.
7. Utilities.
8. Park and recreation.
9. Surface Mining, and subject to the requirements of Section 13.06.540.

In order to ensure that the location and character of these uses will be compatible with the Comprehensive Plan, a review and decision by the Director or Hearing Examiner are required prior to the issuance of any conditional use permit.

C. Conditional Use Permits and Historic Properties. For proposals affecting properties that are listed individually on the Tacoma Register of Historic Places, or are within historic special review or conservation districts, the Director shall refer the complete application to the Landmarks Preservation Commission for comment regarding whether the proposal appears to meet applicable historic guidelines and standards.

D. Criteria. A conditional use permit shall be subject to the following criteria:

1. There shall be a demonstrated need for the use within the community at large which shall not be contrary to the public interest.
2. The use shall be consistent with the goals and policies of the Comprehensive Plan, any adopted neighborhood or community plan, and applicable ordinances of the City of Tacoma.
3. For proposals that affect properties that are listed individually on the Tacoma Register of Historic Places, or are within historic special review or conservation districts, the use shall be compatible and consistent with applicable historic preservation standards, and goals, objectives and guidelines of the historic or conservation districts. Proposed actions or alterations inconsistent with historic standards or guidelines as determined by the Landmarks Commission are a basis for denial.
4. The use shall be located, planned, and developed in such a manner that it is not inconsistent with the health, safety, convenience, or general welfare of persons residing or working in the community. The following shall be considered in making a decision on a conditional property use:

a. The generation of noise, noxious or offensive emissions, light, glare, traffic, or other nuisances which may be injurious or to the detriment of a significant portion of the community.

b. Availability of public services which may be necessary or desirable for the support of the use. These may include, but shall not be limited to, availability of utilities, transportation systems (including vehicular, pedestrian, and public transportation systems), education, police and fire facilities, and social and health services.

c. The adequacy of landscaping, screening, yard setbacks, open spaces, or other development characteristics necessary to mitigate the impact of the use upon neighboring properties.

5. An application for a conditional use permit shall be processed in accordance with the provisions of Chapter 13.05.

E. Special needs housing. A conditional use permit for a special needs housing facility shall only be approved upon a finding that such facility is consistent with all of the following criteria:

1. There is a demonstrated need for the use due to changing demographics, local demand for services which exceeds existing facility capacity, gaps in the continuum of service, or an increasing generation of need from within the community.

2. The proposed use is consistent with the goals and policies of the City of Tacoma Comprehensive Plan, any adopted neighborhood or community plan, and the City of Tacoma Consolidated Plan for Housing and Community Development.

3. The proposed location is or will be sufficiently served by public services which may be necessary or desirable for the support and operation of the use. These may include, but shall not be limited to, availability of utilities, access, transportation systems, education, police and fire facilities, and social and health services.

4. The use shall be located, planned, and developed such that it is not inconsistent with the health, safety, convenience, or general welfare of persons residing in the facility or residing or working in the surrounding community. The following shall be considered in making a decision:

a. The impact of traffic generated by the proposed use on the surrounding area, pedestrian circulation and public safety and the ability of the proponent to mitigate any potential impacts.

b. The provision of adequate off-street parking, on-site circulation, and site access.

c. The adequacy of landscaping, screening, yard setbacks, open spaces, or other development characteristics necessary to mitigate the impact of the use upon neighboring properties, to include the following development criteria:

(1) All program activities must take place within the facility or in an appropriately designed private yard space.

(2) Adequate outdoor/recreation space must be provided for resident use.

d. Compatibility of the proposed structure and improvements with surrounding properties, including the size, height, location, setback, and arrangements of all proposed buildings, facilities, and signage, especially as they relate to less intensive, residential land uses.

e. The generation of noise, noxious, or offensive emissions, light, glare, traffic, or other nuisances which may be injurious or to the detriment of a significant portion of the community.

f. Demonstration of the owner's capacity to own, operate, and manage the proposed facility, to include the following:

(1) Provision of an operation plan which will provide for sufficient staffing, training, and program design to meet the program's mission and goals.

(2) Provision of a maintenance plan which will provide for the exterior of the building and site to be maintained at a level that will not detract from the character of the surrounding area, including adequate provision for litter control and solid waste disposal.

(3) Demonstration of knowledge of the City's Public Nuisance Code, TMC 8.30, and plans to educate the facility staff in the provisions of the nuisance code.

- (4) Participation in the City's Multi-Family Crime-Free Housing program by both the property owner and by on-site staff.
- (5) Provision of a point of contact for the facility to both the Neighborhood Council and the City.
- (6) Written procedures for addressing grievances from the neighborhood, City, and facility residents.

An application for a conditional use permit for a special needs housing facility shall be processed in accordance with the provisions of Chapter 13.05 and Section 13.06.535. The Director may, when appropriate, utilize other staff or outside parties in the review of such applications.

F. Two- and three-family and townhouse dwellings, where allowed by conditional use permit in Special Review Districts (R-2SRD and HMR-SRD). A conditional use permit for a two- or three- family or townhouse dwelling unit in a Special Review District shall only be approved upon a finding that such use is consistent with all of the following criteria:

1. The use is consistent with the goals and policies of the Comprehensive Plan, any adopted neighborhood or community plans, and applicable ordinances of the City of Tacoma.
2. The use is consistent with the intent and regulations of the R-2SRD and HMR-SRD Districts.
3. Special circumstances exist on the site which present an opportunity to evaluate the potential integration of two or three-family or townhouse development into the predominately single-family neighborhood. Special circumstances may include, but shall not be limited to, the following:
 - a. Location on an arterial street;
 - b. Location in close proximity to a more intensive zoning district or to transit service;
 - c. Unusually large lot for a single-family dwelling which, because of its shape, topography, lack of suitable access or other factors affecting the lot, could not be subdivided and developed in conformance with the regulations of the district; and
 - d. The existence on the site of a single-family dwelling with an above-grade floor area of more than 2,400 square feet, exclusive of garage area, in the case of an application for conversion to a two-family dwelling, or 3,200 square feet in the case of a conversion to a three-family dwelling.
4. The proposed use and development shall be compatible with the quality and character of surrounding residential development and shall not be materially detrimental to the overall single-family dwelling environment and character of the general area, and in the case of conversion of an existing single-family dwelling to a two- or three-family dwelling, the existing architectural features shall be maintained to the extent practicable.
5. Within designated Historic Districts, new two or three-family development shall be consistent with the district's historic design guidelines. Conversions of single-family dwellings to two or three-family dwellings shall be limited to buildings listed as "noncontributing" on the historic district inventory adopted by the Landmarks Preservation Commission.
6. The proposed two-family, three-family or townhouse development shall be designed to present the general appearance of a detached single-family dwelling through one of the following two design approaches: Each unit is oriented onto a different street frontage designed in a similar manner to the street fronting façade of a detached single-family house. Or, each unit is accessed through a shared entrance. In the case of conversion of an existing single-family dwelling to a two- or three-family dwelling, the existing architectural features shall be maintained to the maximum extent practicable.
7. The proposed structure is designed to resemble a detached single-family house in terms of architecture, bulk, front and rear setbacks, and location of parking in a designated rear yard. The site shall provide the required rear yard of the zoning district on one side of the structure. Each unit shall provide no more than one off-street parking space.
8. Applications for two- and three-family and townhouse dwelling units in special review districts shall be processed in accordance with the provisions of Chapter 13.05. In addition to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, a landscape plan, and complete information indicating why the property is inappropriate for single-family development. The purpose of these plans and information shall be to show consistency with the required criteria.

G. Two-family development ~~on corner lots~~ may be allowed by conditional use permit in R-2 Districts. A conditional use permit for a two-family or townhouse dwelling unit in R-2 Districts shall only be approved upon a finding that such use is consistent with all of the following criteria:

1. The proposed lot ~~is a corner lot with~~ has a minimum lot size of 6,000 square feet ~~in size. Corner lots provide an opportunity for two family or townhouse development to be integrated in the neighborhood in a context responsive manner that is consistent with the single family detached character of the district.~~
2. The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.115.
3. The proposed two-family or townhouse development is designed to present the general appearance of a detached single-family dwelling through one of the following two design approaches:
 - Each unit is oriented onto a different ~~street frontage~~ building facade designed in a similar manner to the street fronting facade of a detached single-family house.
 - Both entrances are on the street facing facade of the building but are designed to integrate into the facade in a way that has the general appearance of a single-family house
 - Or, each unit is accessed through a shared entrance.
4. The proposed structure is designed to resemble a detached single-family house in terms of architecture, bulk, front and rear setbacks, and location of parking in a designated rear yard. The site shall provide the required rear yard of the R-2 District on one side of the structure. ~~Each unit shall provide no more than one off street parking space.~~ In the case of conversion of an existing single-family dwelling to a two-family dwelling, the existing architectural features shall be maintained to the maximum extent practicable.
5. Applications for two-family and townhouse dwelling units in R-2 Districts shall be processed in accordance with the provisions of TMC 13.05.115 and TMC 13.06.640. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.

H. Multi-family development up to a maximum of six dwelling units may be allowed by conditional use permit in the R-3 District and in the R-2 District if the development is a renovation of an existing structure that does not increase building footprint. A conditional use permit for a multi-family dwelling unit in R-2 or R-3 Districts shall only be approved upon a finding that such use is consistent with all of the following criteria:

1. The proposed lot is a minimum of 9,000 square feet in size.
2. The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.115.
3. The proposed structure is designed to minimize the overall impression of density and bulk and to fit with established neighborhood patterns. Access to dwellings shall be through a shared primary entrance. Parking shall be limited to one space per unit, and shall be located to the rear of the site in a manner that obscures it from view from the street frontage.
4. Applications for multi-family dwellings in R-2 or R-3 Districts shall be processed in accordance with the provisions of the Residential Infill Pilot Program provisions of TMC 13.05.115 and TMC 13.06.640. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.

I. Between four and twenty-four Cottage Housing units may be allowed by conditional use permit in the any residential district except HMR-SRD. A conditional use permit for a Cottage Housing shall only be approved upon a finding that such use is consistent with all of the following criteria:

1. The proposed lot is a minimum of 7,000 square feet in size.
2. The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.115.
3. The proposed development is designed to provide variety in unit sizes, building and site features, and site design elements. Landscaping shall be designed in an attractive way and according to a coherent design. Residential units are laid out to be oriented to the public right-of-way and shared open space. Building massing is designed to have

limited impact on neighboring properties and parking is to be off the alley where possible and minimized through screening and landscaping.

4. Applications for Cottage Housing units in all residential district except HMR-SRD shall be processed in accordance with the provisions of the Residential Infill Pilot Program provisions of TMC 13.05.115, TMC13.06.160, and TMC 13.06.640. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.

J. Density-Based Housing Developments may be allowed by conditional use permit in the any residential district except HMR-SRD. A conditional use permit for a Density-Based Housing shall only be approved upon a finding that such use is consistent with all of the following criteria:

1. The proposed lot is a minimum of 3,500 square feet in size in the R-3 Zone and 7,000 square feet in size in all other zones.

2. The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.115.

3. The proposed development is designed to present a general appearance consistent with detached single-family dwellings. It should minimize the overall impression of density and bulk and fit with established neighborhood patterns. Buildings must orient entrances toward the public right-of-way and parking shall be located to the rear of the site in a manner that obscures it from view from the street frontage.

4. Applications for Density-based Housing units in all residential district shall be processed in accordance with the provisions of the Residential Infill Pilot Program provisions of TMC 13.05.115 and TMC 13.06.640. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.

K. Uses in Historic Structures. A conditional use permit for the reuse of a historic structure and/or site for one of the below listed uses (where not otherwise allowed by the underlying zoning) shall be authorized only if it can be found to be consistent with all of the following criteria. This provision shall be limited to only parcels that contain structures and sites that are individually-listed on the Tacoma Register of Historic Places. In granting such a conditional use permit the Director or Hearing Examiner may attach thereto such conditions regarding the location, character, orientation, layout, access and other features of the proposed development as may be deemed necessary to ensure consistency with the intent of the TMC and Comprehensive Plan and ensure that use of the building and site will be compatible with the existing, historic attributes of the building and site and surrounding uses.

1. The use shall be consistent with the goals and policies of the Comprehensive Plan, any adopted neighborhood or community plans, and applicable ordinances of the City of Tacoma.

2. The use shall be located, planned, and developed in such a manner that it is not inconsistent with the health, safety, convenience, or general welfare of persons residing or working in the community. The following shall be considered in making a decision on a conditional use permit:

a. The generation of noise, noxious or offensive emissions, light, glare, traffic, or other nuisances which may be injurious or to the detriment of a significant portion of the community.

b. Availability of public services which may be necessary or desirable for the support of the use. These may include, but shall not be limited to, availability of utilities, transportation systems (including vehicular, pedestrian, and public transportation systems), education, police and fire facilities, and social and health services.

c. The adequacy of landscaping, screening, yard setbacks, open spaces, or other development characteristics necessary to mitigate the impact of the use upon neighboring properties.

3. The proposed re-use shall promote the preservation and/or restoration of the designated historic structure(s) on the site.

4. Whether the proposed re-use is necessary to maintain and preserve the historic property due to unique circumstances of the property.

5. The proposed reuse and design of any modifications to the historic structure(s) and site shall be approved by the Landmarks Preservation Commission.

6. The proposed use(s) shall be limited to the following:

Craft production	Assembly facilities	Continuing care retirement community
Cultural institutions, including art galleries	Extended care facility	Group housing
Intermediate care facility	Short-term rental	Multi-family dwellings
Offices offering professional dental, medical, legal or design services	Offices for charitable, philanthropic or community service organizations where it can be shown that there is limited contact with the general public	Personal services
Retirement home	Retail, only as an incidental use to one or more of the other listed uses	Eating and Drinking
Live Work		

J.L. Uses in the South Tacoma M/IC Overlay District. When required, a conditional use permit for a use within the ST-M/IC South Tacoma Manufacturing/Industrial Overlay Zoning District, shall be authorized only if it can be found to be consistent with all of the following criteria:

1. There shall be a demonstrated need for the use within the community at large which shall not be contrary to the public interest.
2. The use shall be consistent with the goals and policies of the Comprehensive Plan, any adopted neighborhood or community plan, and applicable ordinances of the City of Tacoma.
3. The use shall be located, planned, and developed in such a manner that it is not inconsistent with the health, safety, convenience, or general welfare of persons residing or working in the community. The following shall be considered in making a decision on a conditional property use:
 - a. The generation of noise, noxious or offensive emissions, light, glare, traffic, or other nuisances which may be injurious or to the detriment of a significant portion of the community.
 - b. Availability of public services which may be necessary or desirable for the support of the use. These may include, but shall not be limited to, availability of utilities, transportation systems (including vehicular, pedestrian, and public transportation systems), education, police and fire facilities, and social and health services.
 - c. The adequacy of landscaping, screening, yard setbacks, open spaces, or other development characteristics necessary to mitigate the impact of the use upon neighboring properties.
4. Freight movement will not be negatively impacted by the proposed use and related traffic generation.
5. The proposed use is not located adjacent to or within 500 feet of a primary rail or truck access for an industrial or manufacturing use.
6. The proposed use is not likely to negatively impact adjacent industrial and manufacturing uses or displace an existing industrial or manufacturing user.

An application for a conditional use permit shall be processed in accordance with the provisions of Chapter 13.05.

K.M. Duplex, Triplex and Townhouse Development in NRX Districts. In addition to the standard decision criteria for conditional use permits, as outlined above under subsection C, a conditional use permit for a duplex, triplex or townhouse in the NRX District shall only be approved upon a finding that such development is consistent with all of the following additional criteria:

1. The intent and regulations of the NRX district.
2. The proposed use and development shall be compatible with the quality and character of surrounding residential development, shall be designed in a manner consistent with existing neighboring structures, and shall not be materially detrimental to the overall residential environment and character of the general area. In the case of conversion of an existing single-family dwelling to a two- or three-family dwelling, the existing architectural features shall be maintained to the maximum extent practicable.

An application for a conditional use permit shall be processed in accordance with the provisions of Chapter 13.05.

LN. Pre-existing uses which were not required to obtain a Conditional Use Permit at the time they were developed, but which have subsequently become Conditional Uses, shall be viewed for zoning purposes in the same manner as if they had an approved Conditional Use Permit authorizing the extent of development as of August 1, 2011. If proposed modifications or expansions to such uses exceed the Major Modification thresholds of Section 13.05.080, or for park and recreation facilities the expansion/modification thresholds of Section 13.06.560.C.2, a Conditional Use Permit will be required for the new development activities proposed.

MQ. Large Scale Retail

1. Purpose. The purpose of the conditional use permit review process for large scale retail uses is to determine if the proposal is appropriate in the location and manner proposed and, recognizing the size and scale of such developments and their significant impact on the ability for the community to achieve its long-term vision and goals, to ensure that such developments represent an exceptional effort to support the intent and policies of the Comprehensive Plan and respond to the vision, issues, and concerns of the specific neighborhood. It is critical to ensure that such proposals incorporate design strategies, beyond the typical design and development standards, that will ensure such projects represent a positive contribution to the community and mitigate their size, scale, traffic volumes, and other potential impacts that are typically associated with large scale retail developments.

2. Applicability. This section shall apply to the development of large scale retail uses that exceed the applicable size thresholds for the zoning district in which the proposal is located (as noted in the use tables found in Sections 13.06.200, 13.06.300, and 13.06.400). This section shall not apply to existing large scale retail uses or the reuse of existing buildings, unless such projects involve additions to the existing building(s) that exceed the minor modification thresholds in Section 13.05.080 or expansions within buildings permitted after February 16, 2012, that exceed 50 percent of the previously permitted use area.

3. Criteria. Where allowed, a conditional use permit for a large scale retail use shall only be approved upon a finding that such development is consistent with all of the standard decision criteria for conditional use permits, as outlined above under Subsection C, and all of the following additional decision criteria at subsections a. through f. below. For projects that involve expansions to an existing large retail use but do not involve significant building expansion (as outlined above under Subsection J.2) these additional decision criteria shall be applied as deemed appropriate by the Hearing Examiner, recognizing the limitations of incorporating significant site design modifications as part of such a remodel/expansion project.

a. The proposed development is designed in a manner that allows for future reuse of the building(s) by multiple tenants. This may be accomplished by incorporating a variety of different design elements, including provision of several tenant spaces of varying sizes within the building(s) or the ability to practicably modify the building(s) in the future with building separations and modifications to access, mechanical systems, and other components that would accommodate multi-tenant reuse.

b. The design of off-street parking areas represent a substantial effort to ensure enhanced pedestrian safety and comfort. Appropriate parking lot design strategies include segmenting surface parking areas into smaller groupings with interspersed buildings, pedestrian features, frequent pedestrian pathways, landscaping, and other focal points, limiting the quantity of off-street parking provided, and/or provision of structured parking for a portion of the on-site parking provided.

c. The type and volume of traffic and existing and proposed traffic pattern allows for accessibility for persons and various modes of transportation. Adequate landscaping, screening, open spaces, and/or other development components are provided as necessary to mitigate the traffic impact upon neighboring properties. In addition, pedestrian-oriented design is further emphasized within Mixed-Use Centers to maintain connectivity between uses and all modes of transportation, including bicycle, pedestrian, and mass transit options.

d. Business activity, including delivery and hours of operation, is limited to avoid unnecessary noise and light impacts to surrounding residential uses. Outdoor storage or garden areas are appropriately screened from view or contained within a structure.

e. In Mixed-Use Centers, the design of the overall development represents an exceptional effort to positively contribute to the desired and planned character of the district, as outlined in the Comprehensive Plan. This may be accomplished through incorporation of enhanced development features, such as providing a variety of uses, structured parking, multiple floors to allow for smaller building footprints, incorporation of residential units within

the building or overall development site, smaller-scale storefront design along the street level, Low-Impact Development BMPs and Principles, and a diverse array of public spaces, including indoor and outdoor spaces, active and passive spaces, and plazas and garden spaces.

f. For projects on sites along a designated pedestrian street or core pedestrian street (see Sections 13.06.200.E and 13.06.300.C) the site and building design provides a significant emphasis on pedestrian-orientation over vehicular-orientation. This may be accomplished through encouraging direct, continuous, and regular pedestrian access, incorporating an internal pedestrian circulation system that provides connections between buildings, through parking areas, to the street and transit linkages, and to surrounding properties and neighborhoods, incorporating continuous and active uses and spaces along pedestrian street frontages and internal pedestrian pathways, and limiting conflicts between pedestrians and vehicles, particularly along the designated street.

4. An application for a conditional use permit for large scale retail use shall be processed in accordance with the provisions of Chapter 13.05, except with the following additional requirement:

Pre-application community meeting. Prior to submitting an application to the City for a conditional use permit for a large scale retail use, it is recommended that the applicant hold a public informational meeting with adjacent community members. The purpose of the meeting is to provide an early, open dialogue between the applicant and the neighborhood surrounding the proposed development. The meeting should acquaint the neighbors of the proposed development with the applicant and/or developers and provide for an exchange of information about the proposal and the community, including the characteristics of the proposed development and of the surrounding area and any particular issues or concerns of which the applicant should be made aware. It is recommended that the applicant provide written notification of the meeting, at least 30 calendar days prior to the meeting date, to the appropriate neighborhood council pursuant to TMC 1.45 and neighborhood business district pursuant to TMC 1.47, qualified neighborhood and community organizations, and to the owners of property located within 1,000 feet of the project site.

5. Upon issuance, the Hearing Examiner's decision may be appealed subject to procedures contained in Chapter 1.23.

PN. Discontinued conditional uses. Any authorized conditional use that has been discontinued for a period of three or more years may not be reestablished or recommenced except pursuant to a new conditional use permit. The Director may, in specific cases, authorize an extension of up to one year. In reviewing requests for this extension, the Director shall consider the following:

1. Impacts to the community that may result from the reestablishment of the use; and
2. Whether a reasonable effort has been made by the owner/applicant to maintain the property and use.

QE. Master plan process for conditional uses. Master plans provide conditional uses the flexibility to receive overall approval of long-term development plans which may occur in phases and extend beyond the standard timeframe for conditional use permits. This process is especially appropriate for large, campus-like facilities with multiple uses and/or buildings that may undergo continuous expansion/improvement. The master plan serves as an overall review in which general development intentions are outlined, implementation phasing is determined and conditions, improvements, and mitigations are outlined consistent with the project phases. The decision shall identify the duration of the master plan approval, any required periodic reviews, and any additional future notification and review requirements, which may be appropriate for future phases that may not have complete detail in the initial master plan approval.

RP. Change of Use or Expansion of Nonconforming Uses and Structures. A conditional use permit for a change of use or expansion of a nonconforming use or structure that exceeds the standards of 13.06.630.C or E shall only be approved upon a finding that such development is consistent with all of the standard decision criteria for conditional use permits, as outlined above under Subsection D, and all of the following additional decision criteria at subsections 1. through 3. below:

1. A rezone of the site would be inappropriate;
2. The change or expansion of the nonconforming use will have a positive impact on the surrounding uses and the area overall;
3. To the extent practicable, the nonconforming use or structure comes into compliance with the following development standards that apply to the site per the least intensive zoning district in which the use is allowed:

- a. Landscaping and buffering;
- b. Pedestrian and bicycle support standards;
- c. Off-street parking and storage areas.

SE. Correctional or Detention Facilities. An application for a conditional use permit for correctional or detention facilities shall be processed in accordance with the provisions of Chapter 13.05, except with the following additional requirement:

Pre-application community meeting. Prior to submitting an application to the City for a conditional use permit for a correctional or detention facility, it is required that the applicant hold a public informational meeting with community members. The purpose of the meeting is to provide an early, open dialogue between the applicant and the neighborhood surrounding the proposed development. The meeting should acquaint the neighbors of the proposed development with the applicant and/or developers and provide for an exchange of information about the proposal and the community, including the characteristics of the proposed development and of the surrounding area and any particular issues or concerns of which the applicant should be made aware. The applicant shall provide written notification of the meeting, at least 30 calendar days prior to the meeting date, to the appropriate neighborhood council pursuant to TMC 1.45 and neighborhood business district pursuant to TMC 1.47, qualified neighborhood and community organizations, and to the owners of property located within 1,000 feet of the project site.

(Ord. 28613 Ex. E; passed Sept. 24, 2019; Ord. 28611 Ex. B; passed Sept. 24, 2019; Ord. 28491 Ex. A; passed Feb. 20, 2018; Ord. 28429 Ex. B; passed May 9, 2017; Ord. 28376 Exs. D, E; passed Aug. 16, 2016; Ord. 28336 Exs. B, C; passed Dec. 1, 2015; Ord. 28109 Ex. O; passed Dec. 4, 2012; Ord. 28077 Ex. C; passed Jun. 12, 2012; Ord. 28050 Ex. C; passed Feb. 14, 2012; Ord. 27995 Ex. D; passed Jun. 14, 2011; Ord. 27818 Ex. A; passed Jul. 28, 2009; Ord. 27771 Ex. C; passed Dec. 9, 2008; Ord. 27539 § 19; passed Oct. 31, 2006; Ord. 27432 § 17; passed Nov. 15, 2005; Ord. 27296 § 28; passed Nov. 16, 2004; Ord. 27245 § 21; passed Jun. 22, 2004; Ord. 27079 § 49; passed Apr. 29, 2003; Ord. 26966 § 22; passed Jul. 16, 2002; Ord. 26933 § 1; passed Mar. 5, 2002)

F



To: Planning Commission
From: Lihuang Wung, Planning Services Division
Subject: **2020 Annual Amendment – Minor Plan and Code Amendments**
Meeting Date: February 5, 2020
Memo Date: January 30, 2020

Action Requested:
Comment and Direction.

Discussion:

At the meeting on February 5, 2020, the Planning Commission will review the Minor Plan and Code Amendments, which is one of the applications for the 2020 Annual Amendment to the Comprehensive Plan and Land Use Regularly Code (“2020 Amendment”). Specifically, the Commission will review the List of Issues and Proposed Amendments (see attached “Exhibit “A”) and provide comments and direction to staff. The list represents the current scope of work and progress for this application and is subject to change.

Project Summary:

“Minor Plan and Code Amendments” compiles minor revisions to the One Tacoma Comprehensive Plan and various sections of the Tacoma Municipal Code, intended to keep information current, address inconsistencies, correct minor errors, increase clarity, and improve provisions that, through implementation of the Plan and the Code, are found to be unclear or not fully meeting their intent. Proposed revisions are not intended to suggest substantive or policy-level amendments to the Plan or the Code.

Prior Actions:

The following actions taken by the Planning Commission pertain to the 2020 Amendment package which includes this application:

- 07/17/2019 – Approval of scope of work and assessment report
- 06/19/2019 – Public Scoping Hearing
- 05/29/2019 – Review of draft scope of work and draft assessment report

Staff Contact:

- Lihuang Wung, lwung@cityoftacoma.org, (253) 591-5682

Attachment:

1. Exhibit “A”: Minor Plan and Code Amendments – Issues and Proposed Amendments (1-30-20 draft)
- c. Peter Huffman, Director





**2020 ANNUAL AMENDMENT
TO THE COMPREHENSIVE PLAN AND LAND USE REGULATORY CODE**

EXHIBIT "A"

Minor Plan and Code Amendments – Issues and Proposed Amendments

January 30, 2020 Draft

(Prepared for the Planning Commission's review on February 5, 2020)

Issues and Analysis	Proposed Amendments
<p>1. Micro-housing Parking Exemption/Reduction</p> <p>TMC 13.06.510 and 13.06A</p> <p>Need to clarify whether this reduction is too generous, and whether it needs to be clarified to make it easier to understand how the calculation should be done. One question is how this should be applied to sites with multiple buildings on them. There is also a need to clarify that it can't be used for calculating ADA requirements in Reduced Parking Areas (RPAs) in the Downtown Code.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed to modify language about ADA parking and repeat what it says in the Downtown Code for the RPA (i.e., ADA parking is always required even if there are micro units). More discussion may be needed.</p>
<p>2. Accessible Parking Requirement</p> <p>TMC 13.06.510 and 13.06A</p> <p>The question is in regards to the exemption for Small, affordable housing types (Table 2): Group housing; student housing; and, efficiency multifamily dwellings (250-450 sf in size) are exempt from vehicular parking requirements (with the exception of required accessible parking), provided that within a single building, no more than 20 dwelling units, or 50 percent of the total dwelling units (whichever is greater), may utilize this exemption.</p> <p>Looking at Table 1106.1 of the IBC, it looks like accessible parking is only required when there is parking proposed as part of the development, so if someone wanted to do all efficiency units with 0 total parking spaces provided, then the requirement for accessible parking is not triggered. Is this a correct interpretation?</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed to modify language about ADA parking and repeat what it says in the Downtown Code for the RPA (i.e., ADA parking is always required even if there are micro units). More discussion may be needed.</p>

Issues and Analysis	Proposed Amendments
<p>3. Detached Accessory Structures - Location on a Corner Lot</p> <p>TMC 13.06.100. F. under current code. .</p> <p>Consider adding back the setback requirement along the shared property line for a detached accessory structure on a corner lot where its rear yard is adjacent to a side yard of the lot to the rear. The code used to require a 7.5-foot setback along this property line, because that used to be the side yard setback. Going down to 5 feet in the R-2 or higher Districts makes sense since that is the new side yard setback for those districts. For the R-1, we recommend going back to 7.5 feet, which is still the R-1 side yard setback requirement. (See TMC 13.06.110.C.2., the old code prior to 2009 Residential Zoning Code Update effort.)</p>	<p><u>Comments:</u></p> <p>The detached accessory structure shall comply with the main structure setback. Proposed amendments are to be developed. Need additional information/examples that demonstrate the problem with the existing code and the improvement that would result from reinstating the standard. Such additional information may be site plan examples of a detached garage located at 5 feet from the corner street property line, where the neighboring home that fronts the corner street is set back 20 feet.</p>
<p>4. Drive Throughs – Variances</p> <p>TMC13.06.645 / TMC13.06.513</p> <p>There's no reference to TMC13.06.513 Drive Throughs in the Variance section.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed. Need to add a reference to TMC13.06.513 into TMC13.06.645. Need to consider that the location of the drive thru relative to the street is a development standard, whereas queuing lanes and landscaping are design variances. Need to consider enhancing the intent/purpose and applicability of the code provision.</p>
<p>5. References to Variances</p> <p>TMC 13.06.645</p> <p>The descriptions of which sections of code are subject to which variance standards are incomplete. For instance, it's not clear where a variance to TMC13.06.503 Residential Transition Standards would be, or what criterion one would use for an FAR variance. The references should be updated in the variance section and/or stated in the section containing the standard (e.g., "a variance to this standard may be requested and will be reviewed according to the criteria in xxxx").</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed. However, this issue may be partially addressed through the reorganization of the code, but may also require more policy discussion as part of a larger amendment.</p>
<p>6. Usable Yard vs Functional Yard</p> <p>TMC 13.06.145.E.7. and 13.06.100.D.7.e. & f.</p> <p>We need to update the "Functional Yard Space" section in the Small Lot Development Code to be consistent with the "Minimum Usable Yard Space" section in the Residential Code, where applicable. For example, the exceptions (including not counting critical areas and buffers in the total lot area and in the usable yard area) that are in the Residential Code are not in the Small Lot Development Code. Also, we recommend we use the same terminology for both sections.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed.</p>

Issues and Analysis	Proposed Amendments
<p>7. Definition of “Lot”</p> <p>TMC 13.06.700.L</p> <p>RCW 58.17.040, related to short plats and plats, does NOT APPLY when action is: “A division made for the purpose of alteration by adjusting boundary lines, between platted or unplatted lots or both, which does not create any additional lot, tract, parcel, site, or division nor create any lot, tract, parcel, site, or division which contains insufficient area and dimension to meet minimum requirements for width and area for a building site.”</p> <p>RCW 58.17.020 defines “lot” as: “Lot” is a fractional part of divided lands having fixed boundaries, being of sufficient area and dimension to meet minimum zoning requirements for width and area. The term shall include tracts or parcels.”</p> <p>TMC 13.04.085 defines BLA as: “...a minor alteration in the location of lot boundaries of an existing lot. Such alteration shall not increase the number of lots nor diminish in size open space or other protected environments.”</p> <p>TMC 13.06.700.L defines “lot” as: “A designated parcel, tract, or area of land established by plat, subdivision, or as otherwise created by legal action.”</p> <p>The TMC definition of “lot” is different from the State and results in a dramatic difference in application of projects exempt from platting. For projects to be exempt from platting in the RCW, they must meet the definition of “lot” as defined in the RCW. Hence, our code is not compliant with RCW 58.17. The case “Chelan County v Nykreim” reinforces the applicability of the RCW. The City’s legal counsel has suggested that the City currently operates in a manner inconsistent with both RCW and the reference case.</p> <p>A method to resolve this discrepancy is to change the TMC definition of “lot” to be the same as that in RCW.</p>	<p><u>Proposal:</u> (subject to consultation with the legal counsel)</p> <p>13.06.700.L</p> <p>.....</p> <p>Lot. A designated parcel, tract, or area of land established by plat, subdivision, or as otherwise created by legal action. <u>A fractional part of divided lands having fixed boundaries, being of sufficient area and dimension to meet minimum zoning requirements for width and area. The term shall include tracts or parcels.</u></p>

Issues and Analysis	Proposed Amendments
<p>8. Temporary surface parking</p> <p>South Downtown Subarea Plan</p> <p>Using vacant lots as temporary surface parking is not very temporary, and once parking is there it is hard to change. This has been true for the Dome District and downtown for decades. Stronger language in the Comprehensive Plan and the South Downtown Subarea Plan should be provided to address this issue.</p>	<p><u>Comments:</u></p> <p>This concern was expressed by a Dome District representative in 2019 during the scoping process for the 2020 Amendment. The commenter made a reference to the following provisions as contained in the South Downtown Subarea Plan:</p> <ul style="list-style-type: none"> • <i>Policy 1.4:</i> <i>Manage parking to support transit access and promote transit ridership.</i> • <i>Proposed Action 1.4.2:</i> <i>Avoid creating more surface parking lots in close proximity to South Downtown transit stations; whenever possible locate parking below grade, or in above-grade structures that are wrapped with active street-level uses.</i> <p>Staff realizes that temporary surface parking lots lack a system for tracking the temporary operation status and prove to be hard to get rid of. There are examples in the shoreline district that are continuing to operate after their 'temporary' approval. This issue may require more policy discussion.</p>
<p>9. Rezone Modifications</p> <p>TMC 13.06.140.B. and TMC 13.05.080.C.1</p> <p>Please consider adding this process improvement for all major modification rezone applications that do not change the zoning district. We currently have it in the PRD modification section under TMC 13.06.140.B:</p> <p>"Applications filed subsequent to such a reclassification shall be considered by the Director."</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed.</p>
<p>10. Tree Canopy Requirement for Schools</p> <p>Consider exempting schools in the R-3 to R-5 Districts from the tree canopy requirements or lowering the %. The tree canopy requirement may not be feasible/practical when most of the site taken up with playfields and other recreation areas. Typically schools are located in the R-1, R-2 or an X-District that do not have a tree canopy requirement. Hunt Middle School is an example where the Tree Canopy provision would apply. Under its recent CUP (LU19-0070) staff provided justification as to why this provision should not apply and will work on a Landscape Plan to increase and provide for larger trees where feasible/appropriate.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed in consultation with the City's Urban Forest group to allow for additional trees in other ways on these large, school sites. This issue may require more policy discussion.</p>

Issues and Analysis	Proposed Amendments																								
<p>11. VSD Footnotes in Parking Code</p> <p>TMC 13.06.510 - Table 1</p> <p>Consider moving Footnotes 10 and 11 to after the "VSD" notation for retail and eating/drinking uses so it is clear that the listed parking requirement is for those not within a VSD Overlay.</p> <p>Since the parking requirements listed under "Retail" are for those not within a view-sensitive overlay district, an alternative approach would be deleting "View Sensitive" from the heading of "Retail" and from the use of "Eating and drinking establishments", in order to avoid confusion. Code users would simply check Footnotes 10 and 11 at the bottom of Table 1 to find out what would apply within a VSD.</p>	<p>Proposal:</p> <table border="1" data-bbox="1108 237 1969 831"> <thead> <tr> <th colspan="3" data-bbox="1108 237 1969 285">TABLE 1 – Required Off-Street Parking Spaces^{9, 14}</th> </tr> <tr> <th data-bbox="1108 285 1572 383">Use</th> <th data-bbox="1572 285 1751 383">Unit</th> <th data-bbox="1751 285 1969 383">Required parking spaces (min.)</th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="1108 383 1969 415">.....</td> </tr> <tr> <td colspan="3" data-bbox="1108 415 1969 456">Retail¹⁰ (View-Sensitive)</td> </tr> <tr> <td data-bbox="1108 456 1572 553">Retail commercial establishments, except as otherwise herein, less than 15,000 square feet of floor area</td> <td data-bbox="1572 456 1751 553">1,000 square feet of floor area.</td> <td data-bbox="1751 456 1969 553">2.50</td> </tr> <tr> <td data-bbox="1108 553 1572 643">Shopping Center</td> <td data-bbox="1572 553 1751 643">1,000 square feet of floor area.</td> <td data-bbox="1751 553 1969 643">4.00</td> </tr> <tr> <td data-bbox="1108 643 1572 740">Retail commercial establishments, except as otherwise herein</td> <td data-bbox="1572 643 1751 740">1,000 square feet of floor area.</td> <td data-bbox="1751 643 1969 740">4.00</td> </tr> <tr> <td data-bbox="1108 740 1572 831">Eating and drinking establishments¹¹ (View-Sensitive)</td> <td data-bbox="1572 740 1751 831">1,000 square feet of floor area.</td> <td data-bbox="1751 740 1969 831">6.00</td> </tr> </tbody> </table>	TABLE 1 – Required Off-Street Parking Spaces ^{9, 14}			Use	Unit	Required parking spaces (min.)			Retail¹⁰ (View-Sensitive)			Retail commercial establishments, except as otherwise herein, less than 15,000 square feet of floor area	1,000 square feet of floor area.	2.50	Shopping Center	1,000 square feet of floor area.	4.00	Retail commercial establishments, except as otherwise herein	1,000 square feet of floor area.	4.00	Eating and drinking establishments ¹¹ (View-Sensitive)	1,000 square feet of floor area.	6.00
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<p>12. Long-Term Bike Parking Dispersment</p> <p>TMC 13.06.512.D.4</p> <p>Where a development contains multiple buildings, consider requiring that long term bike parking be located within or somehow in close proximity to the buildings it serves.</p> <p>The rationale is that, currently, short term bike parking must be located within 50 feet of the building entrance. Other pedestrian type features must be located 50 feet from entrances (plazas) or every 150 feet (pedestrian benches on core streets, walkways from the sidewalk). It seems reasonable to require long tem bike parking be located within, say, 100 feet of the building it serves.</p>	<p>Proposal:</p> <p>13.06.512 Pedestrian and bicycle support standards.</p> <p>.....</p> <p>D. Short and Long Term Bicycle Parking.</p> <p>.....</p> <p>4. Location of long-term bicycle parking facilities:</p> <p>a. Long-term bicycle parking facilities for residential uses shall be located on site <u>and within 100 feet of the building they serve.</u></p>																								

Issues and Analysis	Proposed Amendments
<p>13. Fee Code for Public Meetings</p> <p>TMC 2.09</p> <p>The fee code exempts fees for public meetings that are requested per TMC 13.06.020.G (the reference in the fee code footnote isn't correct). This should be clarified that the fee's not required if the meeting is due to public request or city decision. If the applicant requests it (to avoid the uncertainty in the Type II process) they should have to pay for it. Also it's unclear if the extended SEPA notification covers the cost of *that* public meeting, or if it's additional.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed. There actually isn't a problem with the footnote. The fee code needs a new line for public meeting, and the footnote associated with that line.</p>
<p>14. Community Engagement for Projects</p> <p>TMC 13.05.030 and 13.12.610.A</p> <p>Concerning community engagement for certain projects triggering SEPA review in Mixed-Use Center and Commercial Districts, currently the permitting process does not allow for project notification or community meetings unless a discretionary permit is requested (e.g., a variance or conditional use permit). Public notice is provided for projects that trigger a SEPA determination, but such notice is limited to the appropriate Neighborhood Council and notice in a local paper. This level of notification and engagement does not meet the community's expectations or the goals laid out in the One Tacoma Comprehensive Plan and the PDS Strategic Plan. The PDS Director has issued a Director's Rule 01-2019 on July 19, 2019, directing staff to facilitate an early involvement community meeting and expanded notification for such meeting for projects that meet certain size and location criteria.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed to clarify or strengthen TMC 13.05.030 Director Decision Making Authority (a section in the Land Use Permit Procedures chapter), TMC 13.12.610 Public Notice (a section in the Environmental Code chapter), and other appropriate sections, to implement Director's Rule 01-2019.</p>
<p>15. Projections into Yards</p> <p>TMC 13.06.602.A.4.m(6)</p> <p>This code section allows uncovered, ground level decks to occupy up to 50 percent of a required setback. Some staff have interpreted this provision to mean linear distance, but based on context of wording, it should be "area." The word "area" should be added for clarification.</p>	<p><u>Proposal:</u></p> <p>13.06.602 General restrictions.</p> <p>A. This section contains general provisions for use, height, area, setbacks and yards.</p> <p>.....</p> <p>4. Area, setbacks and yards. Any building or structure hereafter built, enlarged, or moved on a lot shall conform to the area regulations of the district in which such building or structure is located.</p> <p>.....</p> <p>m. Projections into required setbacks and yards. Every part of a required setback or yard shall be open, from the ground to the sky, and unobstructed, except for the following:</p> <p>.....</p> <p>(6) Uncovered, ground level decks (deck surface no more than 30-inches in height from surrounding grade) may occupy up to 50 percent of a required setback <u>area</u> and may also extend into required side yard setbacks to within 3-feet of the property line.</p>

Issues and Analysis	Proposed Amendments
<p>16. DADU Height</p> <p>TMC 13.06.150.D.3.b(1)</p> <p>The code section allows 2 additional feet of height (over the 18-foot maximum) for detached accessory dwelling units (DADUs) if there is "parking on the main level of the structure."</p> <p>The intent of the code is that the height increase only applies when parking is below or above the DADU, not next to it. However, customers have argued that a two-story DADU with an attached garage at ground level meets the above provision since the garage is on the 'main' level.</p> <p>Also, the provision does not exclude the DADU from being part of the main level and it should. The provision is not supposed to promote a two-story DADU, but to promote a DADU over a garage.</p>	<p><u>Proposal:</u></p> <p>13.06.150 Accessory dwelling units.</p> <p>.....</p> <p>D. Development Standards. The creation of an ADU shall be subject to the following development standards, which shall be subject to variance:</p> <p>.....</p> <p>3. Height.</p> <p>a. Attached ADUs are subject to the height limitations applicable to the main house.</p> <p>b. Detached ADUs shall be no taller than the main house. In addition, height shall be limited to the most restrictive of the following:</p> <p>(1) The maximum height for detached ADUs shall be 18 feet, measured per the Building Code, or up to 20 feet with incorporation of either parking on the main level of <u>below or above</u> the <u>DADU</u> structure <u>(not next to)</u>, or with certification of the DADU under Built Green criteria with 4 stars, or equivalent environmental certification.</p>

Issues and Analysis	Proposed Amendments
<p>17. Site Approval Applicability</p> <p>TMC 13.06.660.C</p> <p>This code section pertaining to the applicability of site approvals needs to be clarified that this is an AND rather than an OR. In other words, it must be 1 acre AND in Subarea Plan area AND within a block at least 8 acres in size AND over 200 units/60,000 sf.</p>	<p><u>Proposal:</u></p> <p>13.06.660 Site Approval.</p> <p>.....</p> <p>C. Applicability. <u>A Site Approval for transportation connectivity is required when proposed development meets both the site characteristics circumstances and the development thresholds as set forth below:</u></p> <p>1. Site Characteristics. A Site Approval requirement applies under-<u>The development site must meet all of</u> the following circumstances:</p> <p>a. The proposed development <u>site</u> is located in an area subject to an adopted Subarea Plan, including the Tacoma Mall Neighborhood Subarea Plan, with a transportation element that identifies the need for additional street and pedestrian connectivity in order to accommodate planned growth.</p> <p>b. The development site, defined as land sharing common access, circulation, and improvements as specified in TMC 13.06.700.D, is at least one acre in size.</p> <p>c. The development site is located within a block that is eight acres or larger in size. Blocks, for this purpose, are defined as assemblages of land circumnavigated by the shortest possible complete loop via the public street network.</p> <p>2. Development Thresholds. Site Approval for transportation connectivity is required when<u>The</u> proposed development must exceeds<u>exceed</u> one or more of the following thresholds:</p> <p>a. Construction of 200 or more dwelling units.</p> <p>b. Construction of 60,000 or more square feet.</p> <p>Development activities that exceed these thresholds may generate significant transportation impacts and could also potentially create barriers to circulation and pedestrian connectivity.</p> <p>3. Project proponents may elect to apply for a Site Approval in association with development <u>projects that do not meet both of the above site characteristics circumstances and development</u> below the thresholds above.</p>

Issues and Analysis	Proposed Amendments
<p>18. PRD Code for Sustainability</p> <p>TMC 13.06.140.C.8.f.(2)</p> <p>In the Planned Residential Development District (PRD) code an applicant has to demonstrate compliance with Greenroads and there's no language in there that offers an "or alternative" or an "or equivalent". This pushes people to purchase a specific brand of certification for their infrastructure. There should be something either in this section or in the processing section of the PRD that allows for "best available" or "best practicable" argument to be made as part of the discretionary process.</p>	<p><u>Proposal:</u></p> <p>13.06.140 PRD Planned Residential Development District. C. General requirements. 8. Urban design, sustainability and connectivity. The PRD site design shall demonstrate the following: f. Sustainable features. The proposal must provide documentation of the incorporation of both green building and site features as follows: (1) Built Green 4 Stars or LEED Gold Certified rating for Building Design and Construction; and, (2) Greenroads Bronze, or equivalent best available or practicable certification, if full new roadway sections are constructed.”</p>
<p>19. Missing Footnote on Correctional and Detention Facilities</p> <p>TMC 13.06.400</p> <p>In the industrial use table there is an asterisk after correction and detention facilities but no key on what the asterisk means. Ordinance No. 28491 shows what the asterisk is for (special notice distance provision)</p>	<p><u>Proposal:</u></p> <p>Add the following provision to the box of “Additional Regulations” for each of the uses of “Correctional facility” and “Detention facility”, as depicted in Exhibit “A” of Amended Ordinance No. 28491, adopted on February 20, 2018, that was not codified due to the scrivener’s error: The notification distance for a project within the M-1 zone will be 2,500 feet from the boundaries of that zone.</p>
<p>20. Site Standards for Sites with Multiple Buildings</p> <p>TMC 13.06</p> <p>Land use, landscaping, parking, pedestrian/bike standards and open space standards apply differently for one-, two-, three-, and multi-family. This gets confusing when there is more than one building on a single site. The issue concerns X Districts, Downtown, C Districts, and T Districts.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed.</p>

Issues and Analysis	Proposed Amendments								
<p>21. Building Face Orientation</p> <p>TMC 13.06.501.C.7.b.</p> <p>Multifamily residential buildings in mixed-use districts have less stringent standards for building face orientation than multifamily in all other districts. Essentially the unadorned side of a building with no entrance or porch can face the street in mixed-use districts. In all other districts, the front of the building (entrance/porch) must face the street.</p> <p>Currently, in TMC 13.06.501.D.6.a, pertaining to Multi-family Residential Minimum Design Standards, Façade Surface Standards, Building Face Orientation, there is a requirement about primary orientation of dwellings that can be made applicable to multi-family dwellings in mixed-use districts. The requirement is as follows: "All dwellings shall maintain primary orientation to an adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director."</p>	<p><u>Proposal:</u></p> <p>13.06.501 Building design standards. C. Mixed-Use District Minimum Design Standards. </p> <table border="1" data-bbox="1108 358 1969 824"> <tr> <td colspan="2" data-bbox="1108 358 1969 418">7. Façade Surface Standards.</td> </tr> <tr> <td data-bbox="1108 418 1266 451">.....</td> <td data-bbox="1266 418 1969 451">.....</td> </tr> <tr> <td data-bbox="1108 451 1266 792">b. Building face orientation</td> <td data-bbox="1266 451 1969 792"> (1) — All multi-family dwellings shall maintain primary orientation to an adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director. The building elevation(s) facing street public rights-of-way shall be a front, side, or corner side and shall not contain elements commonly associated with a rear elevation appearance, such as loading docks, utility meters, and/or dumpsters. (2) For buildings that have more than 2 qualifying elevations, this requirement shall only be applied to two of them. </td> </tr> <tr> <td data-bbox="1108 792 1266 824">.....</td> <td data-bbox="1266 792 1969 824">.....</td> </tr> </table>	7. Façade Surface Standards.	b. Building face orientation	(1) — All multi-family dwellings shall maintain primary orientation to an adjacent street or right-of-way and not toward the alley or rear of the site, unless otherwise determined by the Director. The building elevation(s) facing street public rights-of-way shall be a front, side, or corner side and shall not contain elements commonly associated with a rear elevation appearance, such as loading docks, utility meters, and/or dumpsters. (2) For buildings that have more than 2 qualifying elevations, this requirement shall only be applied to two of them.
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<p>22. Public Art in Private Development</p> <p>TMC 13.06</p> <p>The City's Arts Administrator suggests that the Land Use Code be strengthened to clarify how art is reviewed. There are places in the code where it does not specify who is to review the art proposal, which leads to inconsistent levels of review.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed for sections of the code where "art work", "public art", "works of art", "art", etc., is referenced as an option, to clarify that "Art features shall be coordinated with the City's Arts Administrator or approved by the Arts Commission." This language is already used in some sections.</p>								
<p>23. Perimeter Landscaping Strips</p> <p>TMC 13.06.502.E.4</p> <p>The purpose section says: 4. Site Perimeter Landscaping: Site Perimeter Landscaping is intended to ensure that areas abutting public rights-of-way, and not developed with structures, be attractive, and provide the environmental benefits of vegetation.</p> <p>But then the requirement in (b) says that a strip is required around the entire site. That seems to be the intent but it also conflicts with the opening statement.</p>	<p><u>Proposal:</u></p> <p>13.06.502 Landscaping and buffering standards. TMC 13.06.502.E Landscaping requirements applicable to Residential, Commercial, Industrial and Mixed-Use Districts. 4. Site Perimeter Landscaping: Site Perimeter Landscaping is intended to ensure that areas abutting public rights-of-way property lines, and not developed with structures, be attractive, and provide the environmental benefits of vegetation.</p>								

Issues and Analysis	Proposed Amendments
<p>24. Specificity for Bicycle Parking Credit</p> <p>TMC 13.06.510</p> <p>TMC 13.06.510 has a parking space reduction credit for additional bicycle parking space. However, it does not specify whether it has to be long term or short term. In a residential development, it would presumably be long term parking space, but in a commercial it would probably be short term.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed to clarify that it would be short-term parking for commercial.</p>
<p>25. Facade Articulation Options</p> <p>TMC 13.06.501.C.2</p> <p>In the Facade Articulation section, as part of the Mixed-Use District Minimum Design Standards, there are options a, b, and c. When applying the code to a 100% residential building on a Designated Pedestrian Street, it is unclear if you apply option a AND c or ONLY option c. If it is 100% residential do we still want to reinforce the pattern of small storefronts (option a), or do we only apply the "residential building" option c? Reinforcing the wording to determine which are applicable would be helpful. The current practice is to only require option c.</p>	<p><u>Comments:</u></p> <p>Proposed amendments are to be developed to clarify that option c would apply in the situation in question. Need to ensure such application is consistent with the intent of the code for residential) buildings.</p>
<p>26. Decision on Rezone Applications</p> <p>TMC 13.05.010.J.3</p> <p>The code states that the first reading of a rezone ordinance by the City Council is considered the final decision on the application for such rezone, whereas it is the common understanding of the Council's legislative process that the final reading of an ordinance constitutes the Council's decision. This should be clarified.</p>	<p><u>Proposal: (subject to consultation with the legal counsel)</u></p> <p>13.05.010 Application requirements for land use permits. J. Time Periods for Decision on Application. 3. Decision when effective. A decision is considered final at the termination of an appeal period if no appeal is filed, or when a final decision on appeal has been made pursuant to either Chapter 1.23 or Chapter 1.70. In the case of a zoning reclassification, the first-final reading of the reclassification ordinance by the City Council shall be considered the final decision. First reading shall be considered a tentative approval, and does not constitute final rezoning of the property. However, first reading of the ordinance shall assure-assures the applicant that the reclassification will <u>likely</u> be approved, provided that the application complies with all requirements and conditions for reclassification as may have been imposed by the Hearing Examiner or the City Council.</p>

Issues and Analysis	Proposed Amendments
<p>27. Tacoma-Fife Boundary Line Adjustments</p> <p>Comprehensive Plan and Zoning Code</p> <p>The City Council adopted Resolution No. 40540 on January 28, 2020, approving minor Boundary Line Adjustments (BLAs) between Tacoma and Fife in three areas: the parcel at 5205 8th St. E., the right-of-way along 12th St. E., and the right-of-way at the terminus of 8th St. E. The adjusted boundaries need to be reflected in the Comprehensive Plan and the Official Zoning Map.</p> <p>The GIS mapping database should be updated to reflect the boundary changes resulted from the BLAs, and the Official Zoning Map which is parcel-based should be updated accordingly. In terms of maps in the Comprehensive Plan, the following are those that encompass the BLA subject areas:</p> <ul style="list-style-type: none"> • Figures 2, 3, 6, 7, and 8 in the Urban Form Element; • Figures 9, 10, and 13 in the environmental and Watershed Health Element; • Figure 1 in the Housing Element; • Figures 23, 26, and 27 in the Economic Development Element; • All maps that encompass the subject areas (about 21 maps) in the Transportation Master Plan (the Transportation Element); • Figures 36 and 37 in the Parks and Recreation Element; • Figures 38, 39, and 40 in the Public Facilities and Services Element; • Figure 41 in the Container Port Element; • Figures 5-1, 9-12, and 9-15 in the Shoreline Master Program; and • Maps 1.1, 1.2, 2.1, 2.2, and 2.3 in the Historic Preservation Plan Element. <p>Most of these maps are citywide-scaled and non-parcel based, where the BLA subject areas, if delineated, would be hardly distinguishable. Since these BLAs are minor and relatively insignificant, the need to update these maps does not appear to be urgent or imminent. It may be more practical to update any or some of the maps when the need arises or when there are other more substantive amendments proposed to the respective elements of the Comprehensive Plan.</p>	<p><u>Proposal:</u></p> <ol style="list-style-type: none"> 1. Update the GIS mapping database to reflect the boundary changes resulted from the BLAs; 2. Update the Official Zoning Map as included in the Zoning Code; and 3. Update maps in various elements of the Comprehensive Plan when the need arises or when there are other substantive amendments proposed to the respective elements.

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<p>28. Distance Measurement for Transit Access Parking Reduction</p> <p>TMC 13.06.510, Table 2</p> <p>Most code sections that discuss requirements in relation to distance state how that distance is measured (as the crow flies, walking distance etc.). This code section does not, which leads to inconsistency with application.</p> <p>Table 2 of this code section (TMC 13.06.510) pertains to Required Off-Street Parking Spaces in Mixed-Use Center Districts. The table includes provisions for Parking Quantity Reductions. The specific parking reduction associated with Transit Access does not state how the distance to a transit stop is measured.</p> <p>An example of distance measurement can be found in TMC 13.06.300.G.3.d, concerning the X-District Residential Yard Space Standards, where one of the exceptions for Multi-Family and Mixed-Use Development states:</p> <p>"(1) Projects located within a quarter mile <i>accessible walking distance</i> of a public park or public school that includes attractive, and well-maintained outdoor recreational facilities which are regularly available to the public on a long-term basis."</p> <p>It is suggested that clarifying language be added to TMC 13.06.510, Table 2, that matches the Mixed-use open yard area exemption as provided in TMC 13.06.300.G.3.d.</p>	<p><u>Proposal:</u></p> <p>13.06.510 Off-street parking and storage areas.</p> <p>.....</p> <table border="1" data-bbox="1108 298 1969 883"> <thead> <tr> <th colspan="2" data-bbox="1108 298 1969 358">TABLE 2 – Required Off-Street Parking Spaces in Mixed-Use Center Districts</th> </tr> <tr> <td data-bbox="1108 358 1266 391">.....</td> <td data-bbox="1266 358 1969 391">.....</td> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="1108 391 1969 545">Parking Quantity Reductions. The parking requirements for mixed-use, multi-family, group housing, commercial, institutional and industrial developments within X-Districts and Downtown Districts as listed in TMC 13.06A may be reduced as follows:</td> </tr> <tr> <td data-bbox="1108 545 1266 850">Transit Access</td> <td data-bbox="1266 545 1969 850">Parking requirement shall be reduced by 25% for sites located within 500 feet accessible walking distance of a transit stop and 50% for sites located within 500 feet accessible walking distance of a transit stop at which a minimum of 20-minute peak hour service is provided (routes which serve stops at least every 20 minutes during peak hours). Applicants requesting this reduction must provide a map identifying the site and transit service schedules for all transit routes within 500 feet of the site.</td> </tr> <tr> <td data-bbox="1108 850 1266 883">.....</td> <td data-bbox="1266 850 1969 883">.....</td> </tr> </tbody> </table>	TABLE 2 – Required Off-Street Parking Spaces in Mixed-Use Center Districts		Parking Quantity Reductions. The parking requirements for mixed-use, multi-family, group housing, commercial, institutional and industrial developments within X-Districts and Downtown Districts as listed in TMC 13.06A may be reduced as follows:		Transit Access	Parking requirement shall be reduced by 25% for sites located within 500 feet accessible walking distance of a transit stop and 50% for sites located within 500 feet accessible walking distance of a transit stop at which a minimum of 20-minute peak hour service is provided (routes which serve stops at least every 20 minutes during peak hours). Applicants requesting this reduction must provide a map identifying the site and transit service schedules for all transit routes within 500 feet of the site.
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<p>29. Front Yard Setback Inconsistency</p> <p>TMC 13.06.300.E.1</p> <p>All commercial and industrial zone districts that abut a residential district have a front yard setback requirement, i.e., "...abutting a residential zoning, then equal to the residential zoning district for the first 100 feet from that side."</p> <p>The Mixed-use districts have a front yard setback requirement when they are <i>across</i> from a residential district, but not when they <i>abut</i> a residential district.</p> <p>This is an inconsistency within the code that does not provide similar transition between residential districts and more intense districts. Language should be added to the table of building envelope standard for mixed-use center districts regarding the front yard setback that matches the commercial and industrial codes.</p>	<p>Proposal:</p> <p>13.06.300 Mixed-Use Center Districts.</p> <p>.....</p> <p>E. Building envelope standards.</p> <p>1. The following table contains the primary building envelope requirements. See Section 13.06.501 for additional requirements:</p> <table border="1" data-bbox="1108 418 1969 943"> <thead> <tr> <th></th> <th>NCX</th> <th>CCX</th> <th>UCX</th> <th>RCX</th> <th>CIX</th> <th>HMX</th> <th>URX</th> <th>NRX</th> <th>Additional Requirements</th> </tr> </thead> <tbody> <tr> <td></td> <td colspan="8">.....</td> <td></td> </tr> <tr> <td>Minimum setbacks</td> <td colspan="8"> For X District property abutting a residential zone, equal to the residential zoning district for the first 100 feet from that side. For X District property across a non-designated Pedestrian Street from R-1, R-2 or R-2SRD District property, the following front yard setback shall be provided: <ul style="list-style-type: none"> • Minimum 10-foot front yard setbacks are required along non-designated Pedestrian Streets. </td> <td></td> </tr> </tbody> </table>		NCX	CCX	UCX	RCX	CIX	HMX	URX	NRX	Additional Requirements										Minimum setbacks For X District property abutting a residential zone, equal to the residential zoning district for the first 100 feet from that side. For X District property across a non-designated Pedestrian Street from R-1, R-2 or R-2SRD District property, the following front yard setback shall be provided: <ul style="list-style-type: none"> • Minimum 10-foot front yard setbacks are required along non-designated Pedestrian Streets. 														
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<p>30. Density Requirements</p> <p>TMC 13.06.100.D Table</p> <p>Since we are not using "gross area" to calculate minimum density, the heading of "4. Minimum Density (units per gross acre)" in the table in TMC 13.06.100.D may be confusing. The word "gross" should be deleted from the heading.</p> <p>For clarification, TMC 13.06.602.A.4.b states, "Primary access easements and lot extensions on pipestem lots shall not be included in the calculation of lot area."</p>	<p>Proposal:</p> <p>13.06.100 Residential Districts.</p> <p>D. Lot size and building envelope standards.</p> <table border="1" data-bbox="1108 1096 1969 1224"> <thead> <tr> <th></th> <th>R-1</th> <th>R-2</th> <th>R-2SRD</th> <th>HMR-SRD</th> <th>R-3</th> <th>R-4-L</th> <th>R-4</th> <th>R-5</th> </tr> </thead> <tbody> <tr> <td>.....</td> <td colspan="8"></td> </tr> <tr> <td>4. Minimum Density (units per gross acre)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>10</td> <td>14</td> <td>18</td> <td>22</td> </tr> </tbody> </table>		R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5									4. Minimum Density (units per gross acre)										-	-	-	-	10	14	18	22
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