



## AGENDA

**MEETING:** Regular Meeting

**TIME:** Wednesday, April 15, 2020, 5:00 p.m.

To comply with Governor Jay Inslee's Proclamation 20-28 in response to the COVID-19 pandemic, this meeting will not be conducted in-person. The meeting can be attended remotely at <https://zoom.us/j/419281421>, or by dialing +1 (253) 215-8782 and entering the meeting ID 419281421, when prompted.

Microphones will be muted and cameras turned off for all participants during the meeting, except for the Commissioners and staff presenters.

Public comments on discussion items will NOT be accepted at the meeting. The Commission encourages citizens to submit comments in writing prior to the meeting, i.e., by 4:00 p.m., on April 15<sup>th</sup>. Please e-mail your comments to [Planning@cityoftacoma.org](mailto:Planning@cityoftacoma.org), put in the subject line "PC Meeting 4/15/20", and clearly indicate which agenda item(s) you are addressing.

### **A. Call to Order and Quorum Call**

### **B. Approval of Agenda and Minutes** (March 4, 2020)

### **C. Public Comments** (written comments only; see message above)

### **D. Discussion Items**

#### **1. Consolidated Plan 2020-2024**

- Description: Review the draft plan against Comprehensive Plan policies.
- Action: Comment and Concurrence with Staff Analysis
- Staff Contact: Darian Lightfoot, 253-591-5645, [dlightfoot@cityoftacoma.org](mailto:dlightfoot@cityoftacoma.org)

#### **2. Capital Facilities Program 2021-2026**

- Description: Review the scope of work for the CFP update.
- Action: Comment
- Staff Contact: Nick Anderson, 253-591-5847, [nanderson@cityoftacoma.org](mailto:nanderson@cityoftacoma.org)

#### **3. Residential Infill Pilot Program 2.0**

- Description: Review comments received through the public hearing (March 4) process, and staff's responses and suggestions.
- Action: Comment and Guidance
- Staff Contact: Mesa Sherriff, 253-591-5480, [msherriff@cityoftacoma.org](mailto:msherriff@cityoftacoma.org)

*(Continued on the back)*



**E. Tentative Topics of the Upcoming Meeting (May 6, 2020):**

- (1) Home In Tacoma – AHAS Planning Actions 2020-2021
- (2) 2020 Annual Amendment Package
  - Heidelberg-Davis Land Use Designation Change
  - View Sensitive Overlay District Height Limit Change
  - Transportation Master Plan Amendments
  - Minor Plan and Code Amendments
- (3) Pierce Transit's Destination 2040 Long Range Plan Update (Letter of Recommendation)
- (4) Tidelands Subarea Plan

**F. Communication Items**

- (1) Status Reports by Commissioners – TOD Advisory Group, Housing Equity Task Force.
- (2) The Infrastructure, Planning and Sustainability Committee is meeting, tentatively, on Wednesday, April 15, 2020, at 4:30 p.m. Agenda (subject to change) includes: Pierce Transit Bus Rapid Transit Update; Air Quality Tracking Update; and Active Transportation Code Changes.

**G. Adjournment**



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## **MINUTES** (DRAFT)

**TIME:** Wednesday, March 4, 2020, 5:00 p.m.

**PLACE:** Council Chambers, 1<sup>st</sup> Floor, Tacoma Municipal Building  
747 Market Street, Tacoma, WA 98402

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

**ABSENT:** Ryan Givens

### **A. CALL TO ORDER AND QUORUM CALL**

Chair Petersen called the meeting to order at 5:05 p.m. A quorum was declared.

### **B. APPROVAL OF AGENDA AND MINUTES**

The agenda for the meeting was approved. The minutes for the February 19, 2020, meeting was approved as submitted.

### **C. PUBLIC COMMENTS**

Chair Petersen called for public comments on Discussion Items 2, 3, 4, and 5.

The following citizens provided comments:

1. Tony Ivey – Mr. Ivey is a resident of Tacoma, also a field organizer for Washington Environmental Council and Washington Conservation Voters. He commented that the Community Engagement Plan of the Tideflats Subarea Plan needed to center on equity. Public engagement should be distributed early and often to reach all communities, especially to diverse ethnic communities including Central and South Tacoma. The engagement should be done via multiple communication platforms; meetings should be scheduled at different times so that members of the public could attend. The engagement plan would also need to provide useful information to the public, with broad context and connections to impacts on their daily life. Mr. Ivey additionally advocated that the public should be empowered with some decision-making ability during the engagement process.
2. John Carlton – Mr. Carlton is a resident of Tacoma. He expressed appreciation and support for Mr. Ivey's comment. He stated that while jobs had been created, the destruction in the Tideflats area was extreme with toxic waste sites. He called the name "tideflats" an irony, as there was no tideflats left, adding that native species had been destroyed. He urged the Commission to include restoration and sustainability of the natural portion of the Tideflats in the greater discussion.
3. Nikie Walters – Ms. Walters voiced her concern that no health professionals were involved in the Tideflats Subarea Plan; she believed such professionals should be included. Ms. Walters also emphasized the importance of public participation, especially for large projects such as the Tideflats Subarea Plan that would carry impact into the future. She stated that it was necessary to listen to the public, of which some members had great ideas that should be incorporated into the plan.

4. Diane Walkup – Ms. Walkup is a resident of Tacoma, who has great interest in the Tideflats area. She called the Tideflats “one of the most magnificent salt-water estuaries” that produced food, salmon habitat, and food source for other species, etc. She would not want to see such a jewel reduced to an industrial site. Ms. Walkup would like to see good environmental policies and sustainability. In closing, she hoped to have substantial stakeholders of the project being public members and expressed interest in serving as one in such case.
5. Les Pogue Jr. – Mr. Pogue lives in the Hilltop area, and had attended a prior event where the Tideflats Subarea Plan was announced. Referring to Pierce County Executive Bruce Dammeier, Mr. Pogue stated that Executive Dammeier, using the image of a departing plane and its passengers, had indicated that the public would be engaged from the start of the project. However, Mr. Pogue had received emails saying otherwise. Additionally, he commented that the Planning Commission meeting time of 5:00 p.m. hindered participation from the public, especially those working until that time or later. He also deemed the Commission membership lacking in diversity and representation. Mr. Pogue concluded by saying it was detrimental to truly engage the public before carrying on the process.
6. Barbara Church – Ms. Church lives in the Northeast Tacoma area. She agreed with previous speakers about representation, adding that it was important to have information about health and safety. She indicated that she had previously attended an Advisory Group meeting and was grateful to be able to observe them in action.

#### **D. DISCUSSION ITEMS**

##### **1. Public Hearing – Residential Infill Pilot Program 2.0**

Chair Petersen called the public hearing to order at 5:24 p.m., the subject of which was the proposed changes to the Residential Infill Pilot Program, Phase 2.0. She went over the procedures of the hearing and asked Commissioners to introduce themselves.

Mesa Sherriff, Planning Services Division, provided an overview of the meeting objectives and next steps. The Residential Infill Pilot Program was established in response to the recognition of housing needs in the City. While the program is not directly related to the Affordable Housing Action Strategy, it is a near-term mechanism to test infill-housing types and help address the issues. Mr. Sherriff, then, explained each housing types proposed in the update as well as their respective changes. He also went over the application process and provided a summary of public comments received thus far.

Chair Petersen called for testimony. The following citizens provided comments:

1. Bruce Arneklev – Mr. Arneklev stated that about 4 years earlier, the City had rezoned his area and planted Christmas trees. Referencing page 185 to page 205 of the [Planning Commission's Recommendations on 2016 Annual Amendment](#) to the Comprehensive Plan and Land Use Regulatory Code, he shifted to mention his disabled son, who was living with him, and a disabled granddaughter currently without housing, to demonstrate his familiarity with housing needs. Mr. Arneklev also mentioned Pastor Bruce Walmer, whom he stated had worked with homeless people and might have input to offer. Mr. Arneklev closed his comment with a poem.
2. Diane Walkup – Ms. Walkup stated that she was interested in Accessory Dwelling Unit and Cottage infill, which would help her financially. She had a garage that could be converted into a cottage where she could later live in and lease her main house. She suggested the Commission focus on planning for homeowners as well as low-income people in need of housing. She would also like the permitting process to be fair and affordable.
3. Justin Goroch – Mr. Goroch is a business owner in Tacoma. He presented five (5) “L’s” that he believed were the cause and could as well be a solution to housing crisis: land, labor, lending,

lumber, and laws. Mr. Goroch commented that the Residential Infill Pilot Program was a step in the right direction and expressed his support.

4. Nikie Walters – Ms. Walters wanted to see natural components incorporated into the program. She then explained that along with more housing, there would come a need for more power source. She had attended a study session at Tacoma Public Utilities where a speaker suggested bringing nuclear power to Tacoma to accommodate development. Ms. Walters claimed that people would find such decision problematic. Additionally, she explained that her home had solar panels installed; and from her understanding, batteries to store excess solar power were prohibited in Tacoma. She would like the City to allow such batteries.
5. Les Pogue Jr. – Mr. Pogue commented that it was not clear how revenue from development was invested in future growth and to support resolving housing issues. He requested the Commission to provide such information.
6. Chuck Sundsmo – Mr. Sundsmo commented that the program had a long review process and encouraged the Commission to speed that up. He argued that the program should be approved and move forward as fast as possible, because there was a housing crisis in Tacoma.

Chair Petersen reiterated that written comments would be accepted until March 6, 2020. She closed the public hearing at 5:51 p.m.

Commissioner Santhuff requested staff, at the next meeting, to walk through the timeline of the application process, so that the Commission could determine if the timeframe could be reduced and how.

The meeting was recessed at 5:53 p.m. and resumed at 5:58 p.m.

**2. Pierce Transit Destination 2040 Long Range Plan Update, and**  
**3. Pierce Transit Bus Rapid Transit**

*The Commission decided to listen to both presentations from Pierce Transit before providing comments.*

Stephen Atkinson, Planning Services Division, welcomed Pierce Transit staff and provided context information in terms of how the subjects of the two presentations relate to the *One Tacoma* Comprehensive Plan.

Darin Stavish, Pierce Transit, indicated that Pierce Transit was in the public review period for their Long Range Plan Update (LRPU) and would appreciate a comment letter from the Commission. He moved on to present the objectives of the update. Mr. Stavish highlighted that there would be ten (10) new routes and increased frequency from 1 hour to 30 minutes for all routes. He also provided an overview of comments Pierce Transit had received, adding that they were utilizing a dynamic and interactive software called Social Pinpoint to solicit feedback, which proved greatly effective. Finally, he noted that the draft LRPU and its appendices were available for public review on their website.

Sean Robertson, Pierce Transit, introduced himself and proceeded to provide the Commission with a project update, particularly the route that Bus Rapid Transit (BRT) would cover. Furthermore, he explained the challenges that Pierce Transit was facing in regards to the E. 26<sup>th</sup> Street turnaround. The bridge's load is lower than the potential weight of a 60 ft. bus. Pierce Transit was in communication with the City about retrofitting the bridge; in the meantime, buses may detour to E. 25<sup>th</sup> Street as a resolution.

Mr. Robertson also presented traffic analysis, from which some concerned would require additional study. Regarding bus selection, he indicated that Battery Electric Buses (BEB) was the preferred option, leading to consideration for installation of top-off chargers at Commerce Street. In terms of branding and stations, there were three (3) options with the design concepts of Suspension, Mountain, and Ripples. Mr. Robertson

described inspiration for each as well as design strengths and drawbacks. Moving forward, upcoming outreach effort and timeline were presented.

Discussion from the Commission ensued. Regarding the BRT, Commissioner Karnes asked if the BEB was used by other BRT systems, to which Mr. Robertson responded that IndyGo, of the City of Indianapolis, was the most recent to use BEB. For the LRP in particular to the BRT route along S. 19<sup>th</sup> Street, Commissioner Karnes pointed out that per the City's Comprehensive Plan, Sound Transit intended to have light rail along that corridor. He recommended Pierce Transit engage the City and Sound Transit in a high capacity transit study of the S. 19<sup>th</sup> Street corridor. He additionally asked clarifying questions about the LRP.

Commissioner Edmonds inquired about how significant changes in the Tideflats area, if made, would be incorporated into the Long Range Plan. Mr. Stavish indicated that there would be mechanisms to adjust the plan should the need arise. Commissioner Edmonds continued to state that many people were pleased with the express service from Northeast Tacoma to Downtown, and asked about ridership.

Commissioner Strobel wanted to know if the future service plan was showing prioritized routes or full buildout. Mr. Stavish responded that it was the full plan; however, Pierce Transit would determine an implementation plan to prioritize what to build first and execute incrementally. Moreover, Commissioner Strobel asked for what Pierce Transit could do to increase frequency and ridership and support infill development in Tacoma, as well as if there was any consideration for sustainable measures (e.g., green building design) in the BRT station designs.

Vice-Chair McInnis recused himself from the discussion as he (his firm) had become involved in the project.

Commissioner Santhuff wanted to further study Portland Avenue for optimal utilization. Secondly, he would like Pierce Transit to explore recreational areas and connecting routes for those destinations. In terms of current route alignment, he commented that Tacoma Avenue did not have a bus route running its entire length, especially in Downtown. He felt that the corridor, with the right investments, would yield great results. Commissioner Santhuff also provided a comment on streetscape and tree selection for the BRT station designs.

Commissioner Torrez inquired about how Pierce Transit planned to notify the public about their meeting dates. Mr. Robertson stated that they had a consulting firm called EnviroIssues lead their outreach efforts via multiple platforms (door-to-door, flyers, virtual open houses, social media specialists, pop-ups, etc.).

Chair Petersen asked the Commission for consensus to send a formal letter to Pierce Transit. Consensus was given. Commissioner Karnes volunteered to compose the first draft. Any Commissioners with comments would send emails to Lihuang Wung, Planning Services Division, so that he could forward to Commissioner Karnes.

The meeting was recessed at 7:01 p.m. and resumed at 7:06 p.m.

#### **4. Urban Design Studio**

Mesa Sherriff, Planning Division Services, provided a recap of the Interim Summary Report covering the milestones from 2005-2019 and the composition of stakeholder groups. He also went over the decisions and key takeaways from Phase I of the program. Moving onto Phase II, Mr. Sherriff presented the timeline and next steps with scheduled workshops.

Commissioner Edmonds started the discussion by asking for when the program would be applicable citywide. She also mentioned that at a previous meeting, the Commission had requested to have a member from historic preservation community on the Review Board, which she did not see. Mr. Sherriff clarified that the program was yet at the point of making those specific decisions. Commissioner Edmonds wanted to ensure inclusion of suggested member.

Chair Petersen commented in regards to building placement and orientation. She suggested stronger language, specifically requiring building entrances to face pedestrian entry and be functional. She wanted more information on how drive-through affected pedestrians' ability to cross an area or access buildings. She also would like to make alleys more pedestrian-friendly.

Commissioner Santhuff noted that he enjoyed reading the code language that consultants had identified. Additionally, he wanted to make it possible for members without professional license to serve on the Review Board.

## **5. Tideflats Subarea Plan – Community Engagement**

Stephen Atkinson, Planning Services Division, acknowledged and thanked the members of community that provided comments at the beginning of the meeting. He explained the three (3) main objectives for the discussion at this meeting: to provide the Commission with a status update, to gather input on public engagement practices, and to establish a pattern of consultation with the Commission.

Mr. Atkinson proceeded to present the subject area of the Tideflats Subarea Plan. He explained that while the area was based on the Port of Tacoma Manufacturing and Industrial Center, the public engagement would include not only property owners and employees within area, but also people in surrounding areas that might potentially be impacted. This project was one with impacts beyond geographical boundaries. To provide a broad overview of the process, Mr. Atkinson outlined the project phases, noting that they were approaching the end of the Project Initiation phase with the Public Engagement Plan.

In terms of the Public Engagement Plan, given its complex and multi-faceted nature, Mr. Atkinson stated it would be critical for the plan to be able to effectively communicate information to community members, including the scope of work, areas of concerns, scheduled meetings, ways they could provide feedback, decision-making bodies and processes, etc.

Subsequently, Mr. Atkinson described different modes of notifications and asked the Commission for further ideas. Chair Petersen suggested coordinating with the Tacoma Public Schools to utilize their email announcement system. Commissioner Edmonds requested for every resident in Council District 2 to receive direct mailing notices. She added that Northeast Tacoma had homeowner associations with newsletters that she would be willing to feature relevant information and notices. Commissioner Karnes wanted to make sure websites would be mobile-friendly and suggested leveraging the Tacoma Public Utilities newsletter. Vice-Chair McInnis recommended reaching out to Neighborhood Councils as well as other community groups that had their own meetings to make announcements. Commissioner Torrez agreed with his advice and added text message-based communications (e.g. surveys through text messages). In addition, Chair Petersen mentioned Nextdoor and noted that mailing to the entire District 2 might be excessive.

Regards the methods of engagement, Commissioner Edmonds suggested bus tours of the area for public members. Vice-Chair McInnis proposed hosting a series of meetings for each general group of audience, to provide people with time to ponder and, in turn, provide meaningful comments. Commissioner Torrez inquired about the targeted demographics of the engagement process and how they would be identified; she also expressed support for the idea of meeting series.

After that, Mr. Atkinson continued by explaining the different groups and agencies that were involved, as well as the composition of the Tideflats Steering Committee and the Advisory Group. He also briefly went over the plan on how to conduct engagement and next steps.

Commissioner Edmonds commented that the Steering Committee and Advisory Group were heavily weighted on government, for which she would like some mechanism to assure the public that their input would be heard and taken seriously.

## **E. TOPICS OF THE UPCOMING MEETING**

- 1) Consolidated Plan 2020-2024
- 2) Home In Tacoma – AHAS Planning Actions 2020-2021 (debriefing of 2/19/20 hearing)
- 3) 2020 Amendment Package (release for public review):
  - Heidelberg-Davis Land Use Designation Change
  - West Slope Neighborhood View Sensitive Overlap District
  - Transportation Master Plan Amendments
  - Minor Plan and Code Amendments
- 4) Pierce Transit Long Range Plan Update (letter of comments)

## **F. COMMUNICATION ITEMS**

The Commission acknowledged receipt of communication items on the agenda.

Commissioner Karnes reported that the Transit-Oriented Development Advisory Group had a walking tour of the Dome District at their last meeting on Monday, February 24, 2020.

The Housing Equity Taskforce had their first meeting scheduled for Monday, March 9, 2020.

Brian Boudet, Planning Services Manager, informed the Commission of the following:

- T-Town City Services Expo, a City-sponsored event, would take place on March 28, 2020, at the Tacoma Dome, to offer opportunities for the community to learn about services provided by the City as well as to share ideas and feedback.
- At the City Council meeting on Tuesday, March 3, 2020, the Council was presented with the letter of intent regarding the proposal for a soccer stadium in the Heidelberg-Davis Park, which was closely related to one of the four (4) applications in the 2020 Annual Amendment packet.
- All lunch meetings with Commissioners had happened; staff would compile the input and provide a summary to the Commission at the next meeting.

## **G. ADJOURNMENT**

The meeting was adjourned at 8:25 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/](http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/)



**To:** Planning Commission  
**From:** Darian Lightfoot, Neighborhood and Community Services Department  
**Subject:** **2020-2024 Consolidated Plan**  
**Meeting Date:** April 15, 2020  
**Memo Date:** April 6, 2020

**Action Requested:**

Comment and Concur with Staff Analysis.

**Discussion:**

At the meeting on April 15, 2020, the Planning Commission will review the Tacoma-Lakewood Consolidated Plan for 2020-2024, facilitated by staff from the Neighborhood and Community Services (NCS) and the Community and Economic Development (CED) departments.

This will be the second review of the subject, and the focus will be to address some key questions (listed below) raised by the Commission during the first review on January 15:

- Allocation and expenditure of funds
- Program areas and outcomes of the immediately past planning cycle (2015-2019)
- One-year annual action plan for 2020-2021
- Consistency with the Comprehensive Plan and relevant City policies

Attached to facilitate the Commission's review is a Staff Analysis Report compiled by NCS staff, in consultation with staff from the CED and the Planning and Development Services Department. Also attached for your preview are draft PowerPoint slides to be presented at the meeting.

While the Commission's approval of the 2020-2024 Consolidated Plan is not required prior to adoption by the City Council, staff will request the Commission to offer concurrence with the findings in the Staff Analysis Report that the 2020-2024 Consolidated Plan implements and is consistent with the Comprehensive Plan.

**Project Summary:**

The City of Tacoma is in the process of updating the Consolidated Plan for Housing and Community Development. This 5-year plan sets goals and actions for expenditure of several federal grants, including Community Development Block Grant (CDBG), Emergency Solutions Grant (ESG), and HOME Investments Partnership Program (HOME). Funds are generally intended to benefit lower-income persons and neighborhoods, but can be used for housing, services, neighborhood improvements, and job development. A broad range of activities and projects are eligible.

NCS and CED staff have been working with the consultant Enterprise Community Partners since October 2019, developing a scope of work and reviewing past research to help guide the



consolidated plan efforts. Through community meetings, focus groups, and personal interviews, staff and the consultant have reached out to citizens, housing advocates, stakeholders, and agencies providing services for residents in Tacoma.

Recent public outreach has been adjusted in response to the COVID-19 pandemic. For instance, staff had planned to review the draft 2020-2024 Consolidated Plan with the City Council at the Study Session on March 24, 2020. This Study Session has now been cancelled. A virtual (rather than in-person) public hearing to receive final comments is planned to take place in early May. It is intended that the City Council will adopt the 2020-2024 Consolidated Plan in May 2020.

To review the draft 2020-2024 Consolidated Plan, as well as the past 2015-2019 Consolidated Plan and other relevant documents, please visit the website of the CED's Housing Division at: [https://www.cityoftacoma.org/government/city\\_departments/community\\_and\\_economic\\_development/housing\\_division/consolidated\\_plan](https://www.cityoftacoma.org/government/city_departments/community_and_economic_development/housing_division/consolidated_plan)

**Prior Action:**

- January 15, 2020 – Planning Commission review of scope of work

**Staff Contact:**

- Darian Lightfoot, NCS, [dlightfoot@cityoftacoma.org](mailto:dlightfoot@cityoftacoma.org), (253) 591-5645

**Attachments:**

1. Staff Analysis Report – 2020-2024 Consolidated Plan
2. PowerPoint Presentation – 2020-2024 Consolidated Plan

c. Peter Huffman, Director

# Consolidated Plan 2020-2024

## Staff Analysis Report

(For Planning Commission's Review, April 15, 2020)

### Introduction

The Consolidated Plan establishes local priorities consistent with national objectives and priorities established by the US Department of Housing and Urban Development (HUD) to utilize funds allocated by the Community Development Block Grant Program (CDBG), the HOME Investment Partnership Program (HOME), and the Emergency Solution Grant Program (ESG).

Every five years the Housing Division of the Community and Economic Development Department, in coordination with the Neighborhood and Community Services Department, provides services and technical assistance in the planning and development of the City's Consolidated Plan. The Consolidated Plan provides a five-year framework for addressing housing, human services, community, and economic development needs in Tacoma.

The existing 2015-2019 Consolidated Plan is being updated to the next five-year cycle, i.e., 2020-2024. This staff analysis report provides background information of the 2020-2024 Consolidated Plan and analysis on how it maintains the consistency with the Comprehensive Plan and relevant policies of the City of Tacoma.

| Project Summary                       |  |
|---------------------------------------|--|
| <b>Project:</b>                       | Consolidated Plan 2020-2024  |
| <b>Applicant:</b>                     | Community and Economic Development Department;<br>Neighborhood and Community Services Department   |
| <b>Location and Size of Area:</b>     | City-wide  |
| <b>Current Land Use &amp; Zoning:</b> | City-wide  |
| <b>Neighborhood Council Area:</b>     | All  |
| <b>Staff Recommendation:</b>          | That the proposal is consistent with the Comprehensive Plan.   |
| <b>Project Proposal:</b>              | A five-year framework for addressing housing, human services, community, and economic development needs in Tacoma, with projects utilizing funds allocated by HUD's CDBG, HOME and ESG programs. |

|   |  |   |
|---|--|---|
|  | <b>Community and Economic Development (CED);<br/>Neighborhood and Community Services (NCS)</b><br>City of Tacoma, Washington | <b>Project Manager:</b><br>Darian Lightfoot,<br>Contract & Program Auditor, NCS<br><a href="mailto:dlightfoot@cityoftacoma.org">dlightfoot@cityoftacoma.org</a> |
|---|--|---|

## 1. Area of Applicability

The Consolidated Plan for the City of Tacoma assesses the entire city. One of the formula grants, HOME, is implemented in a consortium with the City of Lakewood, so both cities are assessed as part of identifying the priorities for the HOME program.

## 2. Background

The Consolidated Plan is designed to help the City of Tacoma to assess its affordable housing and community development needs and market conditions, and to make data-driven, place-based investment decisions.

The consolidated planning process serves as the framework for a community-wide dialogue to identify housing and community development priorities that align and focus funding from the City of Tacoma’s Community Planning and Development formula block grant programs: Community Development Block Grant (CDBG) Program, HOME Investment Partnerships Program (HOME), and Emergency Solutions Grants (ESG) Program.

The Consolidated Plan puts forth a five-year strategy to address the priority needs and issues identified in the need assessment and market analysis. The strategy is carried out through Annual Action Plans, which provide a concise summary of the actions, activities, and the specific federal and non-federal resources that will be used each year to address the priority needs and specific goals identified by the Consolidated Plan. The Annual Action Plan also sets out annual benchmarks to achieve the five-year Consolidated Plan Goal Outcome Indicators.

The Consolidated Plan sets forth three main Goals and several Goal Outcome Indicators for each goal to assist in monitoring and evaluating progress toward achieving these goals. Depicted in Table 1 below are the Goals and Goal Outcome Indicators as set forth in the existing 2015-2019 Consolidated Plan:

**Table 1 – 2015-2019 Consolidated Plan Goals and Goal Outcome Indicators**

| Consolidated Plan Goals                           | Consolidated Plan Goal Outcome Indicators   |
|---|---|
| Increase and preserve affordable housing choice   | Public facility or infrastructure activities for low/moderate-income housing benefit, <b>20 households assisted</b>         |
|   | Rental units rehabilitated, <b>48 household housing units</b>   |
|   | Homeowner housing added, <b>443 household housing units</b>   |
|   | Homeowner housing rehabilitated, <b>1,159 households housing unit</b>   |
| Infrastructure, facilities & economic opportunity | Direct financial assistance to homebuyers, <b>139 households assisted</b>   |
|   | Public facility or infrastructure activities other than low/moderate-income housing benefit, <b>12,000 persons assisted</b> |
| Reduce homelessness and increase stability        | Jobs created/retained, <b>116 jobs</b>  |
|   | Public service activities other than low/moderate-income housing benefit, <b>3,475 persons assisted</b>                     |
|   | Tenant-based rental assistance/rapid rehousing, <b>1,100 households assisted</b>  |
|   | Homeless person overnight shelter, <b>29,700 persons assisted</b>   |

Data Source: 2015-2019 Tacoma Consolidated Plan



Currently, the Consolidated Plan is being updated to the five-year period of 2020-2024 by the Community and Economic Development Department and the Neighborhood and Community Services Department. The 2020-2024 Consolidated Plan is essentially an extension of the existing 2015-2019 Consolidated Plan.

As set forth in the City of Tacoma's 2015 Citizen Participation Plan, the Planning Commission provides input on housing and community development needs and strategies. Specifically, the five-year Consolidated Plan is reviewed by the Planning Commission for consistency with the Comprehensive Plan prior to consideration by the City Council.

### 3. Policy Framework

The Consolidated Plan is consistent and aligns with the City of Tacoma's other relevant housing plans, including the One Tacoma Comprehensive Plan, the Affordable Housing Action Strategy (AHAS), the City of Tacoma Equity Index, and the City of Tacoma Bi-annual Funding Priorities for HUD Programs.

**Comprehensive Plan:** The Comprehensive Plan guides the City of Tacoma's development over the long term, addresses the entire community and describes how the community's vision for the future is to be achieved. It guides decisions on land use, transportation, housing, capital facilities, parks, and the environment. It also sets standards for roads and other infrastructure, identifies how they'll be paid for, and establishes the basis for zoning and development regulations. In short, the Comprehensive Plan is a blueprint for the future character of the city.

The Consolidated Plan is an important implementation program of the Comprehensive Plan. The Consolidated Plan assesses the City's affordable housing and community development needs and market conditions; establishes strategic goals, objectives, projects, and outcomes to address the needs; and helps the policy makers make data-driven, place-based investment decisions. There are three priority needs identified in the Consolidated Plan, and in response to each need, a goal is established and certain types of projects identified, as briefly described below:

- (a) **The need for affordable housing choice, including safe housing in good condition for all residents.** (Goal: Increase and preserve affordable housing choice; Project Types: home repair, down payment assistance, supporting development of new housing, rental housing rehabilitation and providing permanent supportive housing);
- (b) **The need to reduce homelessness and increase stability for all residents, including support for self-sufficiency.** (Goal: Reduce homelessness and increase stability; Project Types: supportive and emergency services, transitional housing and shelters, homeless interventions and prevention, and activities to increase self-sufficiency such as job training, employment readiness, and education); and
- (c) **The need for community and economic development.** (Goal: Improve infrastructure, facilities and economic opportunities; Project Types: extensive work with infrastructure, increasing access to persons with disabilities, attracting and retaining businesses, supporting micro-enterprises and business development, and supporting public facilities, parks, and transportation improvements.)

These priority needs, and the corresponding goals and projects, clearly indicate that the Consolidated Plan is inherently consistent with the Comprehensive Plan – in particular, the following elements of the Comprehensive Plan: Housing, Economic Development, Public Facilities and Services, Capital Facilities Program, Transportation, Parks and Recreation, and Urban Form.

**Comprehensive Plan Housing Element:** More specifically, the Consolidated Plan is consistent with the Housing Element of the Comprehensive Plan. The Housing Element sets for the following broad goals:

- Housing diversity
- Equitable access to housing
- Housing stock that is safe and healthy
- Affordable housing
- Resource efficient and high-performance housing

The Consolidated Plan assesses and develops goals and strategies for many of the issues that are touched on in the Comprehensive plan. For instance, cost burden is noted as the most significant housing need, especially for renters and low-income households, making housing affordability an important focus for the Consolidated Plan.

As shown in Table 3: Cost Burden >30%, nearly 32,893 low-income households are paying more than 30% of their income towards housing costs, including 23,949 renters and 8,944 owners. Data in Table 4: Cost Burden >50% indicate that more than half of these households are severely cost burdened. For renter households earning the lowest incomes (<30% AMI) the burden is particularly significant, with 85% paying more than half their monthly income towards housing costs. High numbers of severely cost burdened renter households reflects that there are not enough rental units available at rent levels affordable to the lowest income households.

**Table 3 – Cost Burden Greater than 30 Percent (>30%)**

|                      | Renter    |             |             |        | Owner     |             |             |       |
|----------------------|-----------|-------------|-------------|--------|-----------|-------------|-------------|-------|
|                      | 0-30% AMI | >30-50% AMI | >50-80% AMI | Total  | 0-30% AMI | >30-50% AMI | >50-80% AMI | Total |
| NUMBER OF HOUSEHOLDS |           |             |             |        |           |             |             |       |
| Small Related        | 3,525     | 2,765       | 2,075       | 8,365  | 640       | 745         | 1,470       | 2,855 |
| Large Related        | 665       | 590         | 199         | 1,454  | 224       | 300         | 525         | 1,049 |
| Elderly              | 2,170     | 1,640       | 965         | 4,775  | 1,005     | 1,310       | 1,055       | 3,370 |
| Other                | 4,515     | 2,720       | 2,120       | 9,355  | 365       | 555         | 750         | 1,670 |
| Total need by income | 10,875    | 7,715       | 5,359       | 23,949 | 2,234     | 2,910       | 3,800       | 8,944 |

**Table 4 – Cost Burden Greater than 50 Percent (>50%)**

|                      | Renter    |             |             |       | Owner     |             |             |       |
|----------------------|-----------|-------------|-------------|-------|-----------|-------------|-------------|-------|
|                      | 0-30% AMI | >30-50% AMI | >50-80% AMI | Total | 0-30% AMI | >30-50% AMI | >50-80% AMI | Total |
| NUMBER OF HOUSEHOLDS |           |             |             |       |           |             |             |       |
| Small Related        | 2955      | 1525        | 230         | 4710  | 560       | 445         | 465         | 1470  |
| Large Related        | 600       | 140         | 4           | 744   | 169       | 185         | 100         | 454   |
| Elderly              | 1795      | 670         | 155         | 2620  | 750       | 665         | 410         | 1825  |
| Other                | 3970      | 1210        | 415         | 5595  | 300       | 445         | 330         | 1075  |
| Total need by income | 9320      | 3545        | 804         | 13669 | 1779      | 1740        | 1305        | 4824  |

Data Source: 2012-2016 CHAS

**Affordable Housing Action Strategy (AHAS):** The City of Tacoma developed the AHAS as an urgent response to a changing housing market, increasing displacement pressure among residents, and a widespread need for high-quality, affordable housing opportunities for all.

Like the findings from the Consolidated Plan, the AHAS reports the City of Tacoma lacks affordable, high-quality homes for all its residents and that nearly 33,000 households in Tacoma pay at least 30 percent of their income on housing costs each month, reducing their ability to pay for other necessities. The AHAS also notes that the cost of rental homes increased by nearly 40 percent and home values nearly doubled since 1990, and within the last few years, these costs have begun to accelerate.

The strategic objectives of the AHAS are to:

- Strategic Objective 1: Create more homes for more people
- Strategic Objective 2: Keep housing affordable and in good repair
- Strategic Objective 3: Help people stay in their homes and communities
- Strategic Objective 4: Reduce barriers for people who often encounter them

While the goals of the 2020-2024 Consolidate Plan (described in more detail in Table 5) are to:

- Stabilize existing residents
- Increase diverse rental and homeownership opportunities
- Prevent and reduce homelessness
- Increase availability of accessible, culturally competent services
- Support high-quality public infrastructure improvements
- Provide resources for urgent community needs (e.g. disaster)

There are several ways in which the 2020-2024 Consolidated Plan goals align with and are designed to contribute to the achievement of the AHAS strategic objectives and several of the specific recommended actions.

For instance, the Consolidated Plan goal to increase diverse rental and homeownership opportunities will help “create more homes for more people” as well as “keep housing affordable and in good repair” by producing new homes for low- and moderate-income households and by rehabilitating rental and homeownership units to increase their habitability and accessibility.

A final example of alignment between the AHAS and the 2020-2024 Consolidate Plan related to one of the key actions to accomplish Strategic Objective 4: Reduce Barriers for People Who Often Encounter Them, is to integrate culturally competent and trauma-informed practices into new and existing programs. Likewise, one of the goals of the 2020-2024 Consolidated Plan is to increase the availability of *accessible, culturally competent services*.

It is important to align these two plans as the Consolidated Plan is one important tool and an early step in aligning federal grants with broader city strategies to address a rapidly changing housing market. But while many of the needs identified in the AHAS and the Consolidated Plan are similar, there are key differences between the AHAS and the Consolidated Plan from who initiate the strategy, the length of time of the strategy, to the funding focus of the strategy.

Some of the key differences include:

AHAS:

- City-led, independent of federal funds
- 10-year affordable housing strategy
- Extensive community engagement of vulnerable populations and protected classes

Consolidated Plan:

- Federal requirement
- Five-year strategy to spend federal formula grants
- Builds off findings and community engagement from AHAS
- One tool out of a number of tools to implement portions of the AHAS

**Equity Index:** The Equity Index is an interactive tool that highlights the disparities within the City. The Index uses 20 data points to determine where people are not able to access services or where services do not meet the community needs. In addition, the Index is a tool to help city and community partners make Tacoma an inclusive and equitable City to live, learn, work and play.

The Equity Index is comprised of 20 indicators within the 2025 Strategic Plan goals:

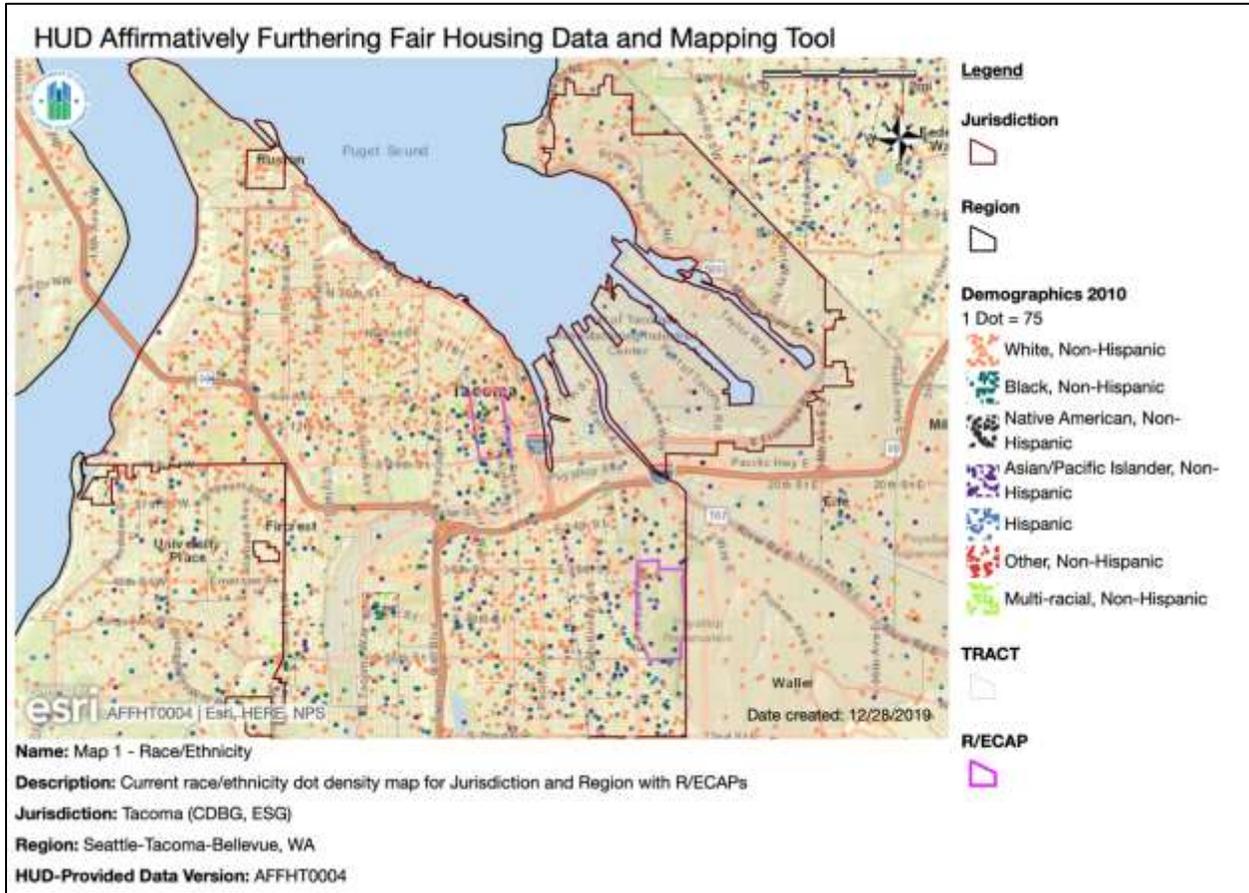
- Accessibility: Average Road Quality, Internet Access, Parks & Open Spaces, Transit Options & Access, Voter Participation
- Education: 4 Year High School Graduation Rate, 25 Age+ with Bachelors' Degree or More, Average Test Proficiency Average, Student Retention Rate
- Economy: Households at 200% of the Poverty Line or Less, Median Household Income, Tacoma Jobs, Unemployment Rate
- Livability: Cost Burden, Tacoma Crime Index, Tacoma Nuisance Index, Urban Tree Canopy

The Consolidated Plan and the Analysis of Impediments to Fair Housing Choice (AI), which informs the Consolidated Plan, assess many of the same indicators noted above, such as: infrastructure and road quality, transit options & access, educational attainment, school proficiency and performance, households below the poverty rate and low- to moderate-income households, median households income, jobs, unemployment, and cost burden.

For instance, the Analysis of Impediments identifies any Racially/Ethnically Concentrated Areas of Poverty (R/ECAPs). Map 1 shows the distribution of race throughout Tacoma. The concentrations of minorities living in poverty are located in two areas of the city. One such concentration lies between 19th street and 6th street and Tacoma Avenue and L Street, in the heart of downtown Tacoma, while the other lies on Tacoma's eastern border, between 56th Street and 38th Street and East Portland Avenue to the west. The R/ECAPs are outlined in purple and overlap geographically with the areas of lowest access opportunity in the Equity Index map.

In addition to assessing some of these indicators by geography, the AI also assesses access to opportunity by vulnerable population groups, such as persons with disabilities, domestic violence survivors, persons living in poverty, etc.

**Map 1 – Race/Ethnicity Distribution (City of Tacoma)**



**Bi-annual Funding Priorities for HUD Programs:** Along with the development of the Consolidated Plan Five-Year Strategy and the Annual Action Plan, the City has developed draft, bi-annual funding priority recommendations for the City’s allocation of the federal formula grants. The overall allocation of federal resources to address community needs is prioritized, in part, through a bi-annual funding priorities process approved by the City Council prior to the start of the application process with community based service providers, developers, program administrators and other interested parties that utilize these funds to implement their community based programs and/or activities. City staff ensure that these three documents – the Consolidated Plan, the Annual Action Plan, and the bi-annual funding priorities – align consistent with the Federal guidelines for community and housing development.

#### **4. 2020-2024 Consolidated Plan Strategy and Anticipated Funding**

The goals for the 2020-2024 Consolidate Plan build off the goals from the 2015-2019 Consolidated Plan, while adding some important new goals like increasing the availability of accessible, culturally competent services. A full list of the goals and goal outcome indicators is represented in Table 5.

**Table 5 – 2020-2024 Consolidated Plan Goals and Goal Outcome Indicators**

| Consolidated Plan Goal   | Consolidated Plan Goal Outcome Indicator                                       |
|--|--|
| Stabilize existing residents                                       | Jobs created or retained, <b>36 jobs</b>                                       |
|  | Businesses assisted, <b>2-3 businesses</b>                                     |
| Increase diverse rental and homeownership opportunities            | Housing units produced or rehabilitated, <b>735 housing units</b>              |
| Prevent and reduce homelessness                                    | Households assisted with homelessness services, <b>1,605 households</b>        |
| Increase availability of accessible, culturally competent services | Persons assisted with homelessness services, <b>28,120 persons</b>             |
| Support high-quality public infrastructure improvements            | Persons benefit from public infrastructure improvements, <b>12,000 persons</b> |
| Provide resources for urgent community needs (e.g., disaster)      | TBD (assessed as needs arise)  |

Expected funding for Year 1 and the remainder of the 2020-2024 Consolidated Plan are similar to those from the prior Five-Year Consolidated Plan and are detailed below in Table 6.

**Table 6 – Expected Amount of Funds Available Year 1 and Remainder of 2020-2024 Consolidated Plan**

| Program | Expected Amount Available Year 1 |                |                      |             | Expected Amount Available Remainder of Consolidated Plan |
|---------|----------------------------------|----------------|----------------------|-------------|--|
|         | Annual Allocation                | Program Income | Prior Year Resources | Total       |  |
| CDBG    | \$2,528,421                      | \$0            | \$450,000            | \$2,978,421 | \$10,113,684   |
| HOME    | \$1,446,351                      | \$250,000      | \$0                  | \$1,696,351 | \$6,785,404  |
| ESG     | \$220,216                        | \$0            | \$0                  | \$220,216   | \$880,864  |

## 5. Public Outreach

Public outreach has been adjusted in response to the COVID-19 pandemic. For instance, City staff had planned to review the draft 2020-2024 Consolidated Plan with the City Council at the Study Session on March 24, 2020. This Study Session has now been cancelled. A virtual (rather than in-person) public hearing to receive final comments is planned to take place in early May. It is intended that the City Council will adopt the 2020-2024 Consolidated Plan in May 2020. The Planning Commission is encouraged to review the draft plan and provide feedback to City staff for the City Council’s consideration prior to finalizing the plan.

To review the draft 2020-2024 Consolidated Plan, as well as the past 2015-2019 Consolidated Plan and the prior year’s CAPERs, please visit the website of the Housing Division of the Community and Economic Development Department:

[https://www.cityoftacoma.org/government/city\\_departments/community\\_and\\_economic\\_development/housing\\_division/consolidated\\_plan](https://www.cityoftacoma.org/government/city_departments/community_and_economic_development/housing_division/consolidated_plan)



# Presentation to the Tacoma Planning Commission: Tacoma-Lakewood 2020-2024 Consolidated Plan

Presented by

**Darian Lightfoot**

Contract and Program Auditor

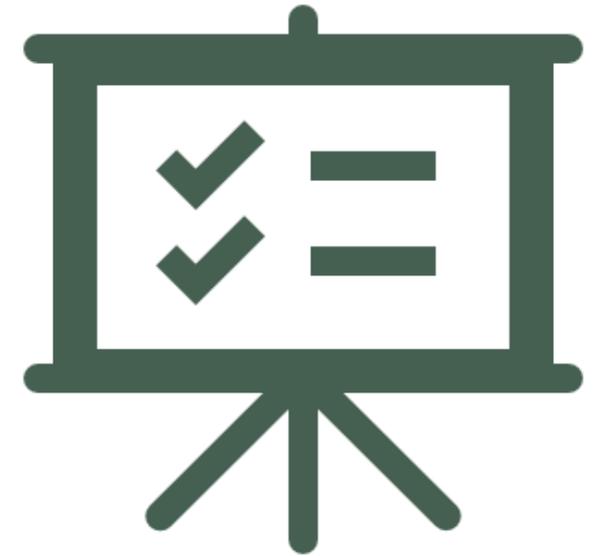
Neighborhood & Community Services Department

P (253) 591-5645 | [dlightfoot@cityoftacoma.org](mailto:dlightfoot@cityoftacoma.org)



# Presentation Overview

- Describe the evaluation approach and funding allocation for the 2015-2019 Consolidated Plan
- Explain the relationship between the 2020-2024 Consolidated Plan to the Comp Plan Housing Element, AHAS, Equity Index, and bi-annual funding priorities
- Share key findings from the needs assessment and market analysis
- Discuss the proposed Strategic Plan and Annual Action Plan



# Consolidated Plan Schedule



## Assess & Identify

Dec-Jan

Assess needs, analyze market, identify barriers and fair housing impediments



## Prioritize & Align

February

Prioritize needs and impediments to address  
Align with other plans



## Decide

March-April

Develop goals, strategies, and actions  
Draft Con Plan and gather feedback



## Act

May onward

Adopt Con Plan  
Implement Year 1 Action Plan

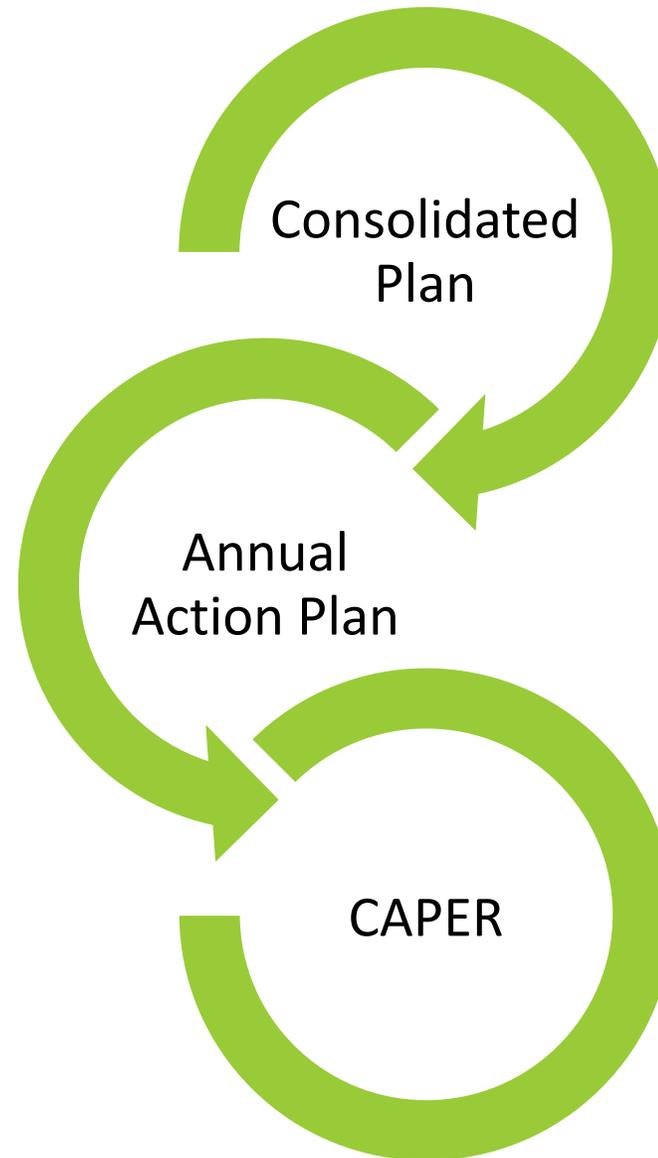


# 2015-2019 Consolidated Plan Background

| Goals  | Goal Outcome Indicators   |
|--|---|
| <b>Increase and preserve affordable housing choice</b>       | Public facility or infrastructure activities for low/moderate-income housing benefit, <b>20 households assisted</b>         |
|  | Rental units rehabilitated, <b>48 household housing units</b>   |
|  | Homeowner housing added, 443 household housing units  |
|  | Homeowner housing rehabilitated, <b>1,159 households housing unit</b>   |
|  | Direct financial assistance to homebuyers, <b>139 households assisted</b>   |
| <b>Infrastructure, facilities &amp; economic opportunity</b> | Public facility or infrastructure activities other than low/moderate-income housing benefit, <b>12,000 persons assisted</b> |
|  | Jobs created/retained, <b>116 jobs</b>  |
| <b>Reduce homelessness and increase stability</b>            | Public service activities other than low/moderate-income housing benefit, <b>3,475 persons assisted</b>                     |
|  | Tenant-based rental assistance/rapid rehousing, <b>1,100 households assisted</b>  |
|  | Homeless person overnight shelter, <b>29,700 persons assisted</b>   |



# 2015-2019 Consolidated Plan Background



# 2015-2019 Consolidated Plan Background

| Program Year | Fund | Amount       |
|--------------|------|--------------|
| 2019         | CDBG | \$ 2,506,226 |
|              | ESG  | \$ 208,750   |
|              | HOME | \$ 1,349,770 |
| 2018         | CDBG | \$ 2,460,156 |
|              | ESG  | \$ 201,861   |
|              | HOME | \$ 1,391,912 |
| 2017         | CDBG | \$ 2,242,344 |
|              | ESG  | \$ 202,381   |
|              | HOME | \$ 964,831   |
| 2016         | CDBG | \$ 2,247,997 |
|              | ESG  | \$ 201,163   |
|              | HOME | \$ 998,098   |
| 2015         | CDBG | \$ 2,234,649 |
|              | ESG  | \$ 199,158   |
|              | HOME | \$ 943,877   |

2015-2019  
Consolidated Plan  
HUD Funding  
Allocations



# Relationship to Comprehensive Plan

- Guides long-term planning, on a variety of elements including housing
- Programs (including federal grants) consistent with and are tools for implementing the Comprehensive Plan.



# Relationship to AHAS

## AHAS

- City-led, Independent of Fed Funds
- 10-year Affordable Housing Strategy
- Extensive community engagement of vulnerable populations and protected classes



## Con Plan

- Federal Requirement
- 5-year Strategy to Spend Federal Grants
- Builds off findings from AHAS
- One tool out of a number of tools to implement the AHAS



# Equity Index

## HUD Affirmatively Furthering Fair Housing Data and Mapping Tool



### Legend

#### Jurisdiction



#### Region



#### Demographics 2010

1 Dot = 75

- White, Non-Hispanic
- Black, Non-Hispanic
- Native American, Non-Hispanic
- Asian/Pacific Islander, Non-Hispanic
- Hispanic
- Other, Non-Hispanic
- Multi-racial, Non-Hispanic

#### TRACT



#### R/ECAP



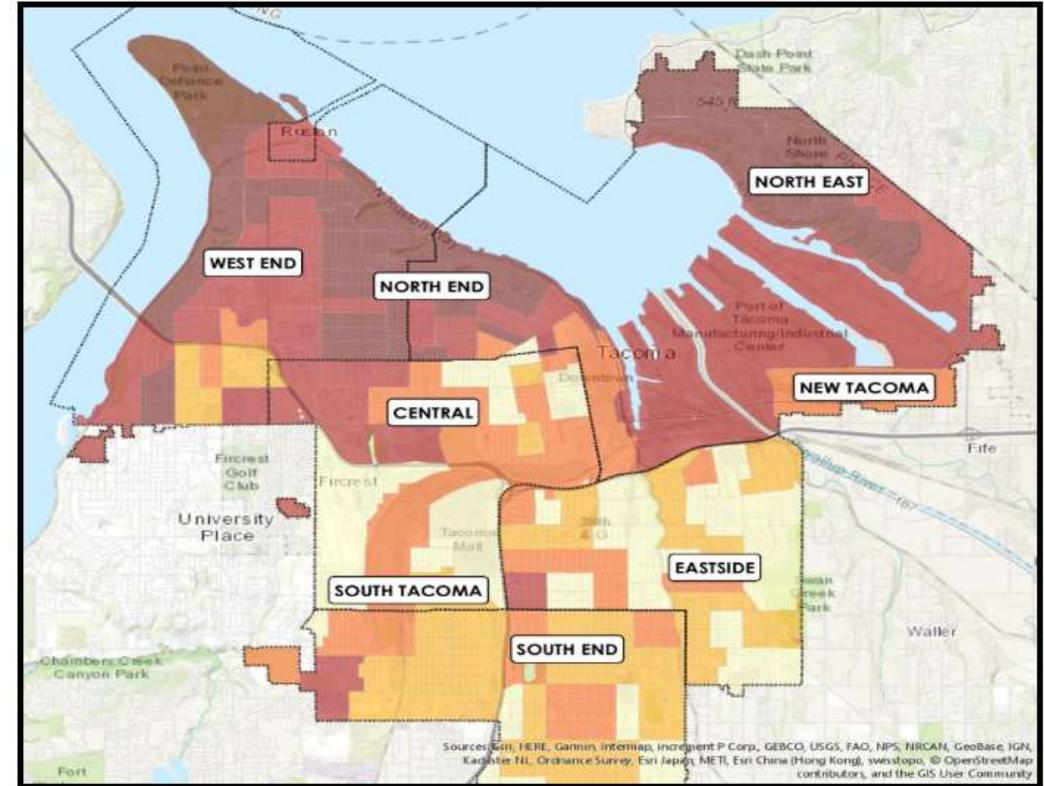
Name: Map 1 - Race/Ethnicity

Description: Current race/ethnicity dot density map for Jurisdiction and Region with R/ECAPs

Jurisdiction: Tacoma (CDBG, ESG)

Region: Seattle-Tacoma-Bellevue, WA

HUD-Provided Data Version: AFFHT0004



## Tacoma Equity Indices

### OveIndCIs

- Very High
- High
- Moderate
- Low
- Very Low



# 2020-2021 Bi-Annual Funding Priorities



## Housing (CDBG and HOME)

- Develop new affordable housing
- Low-income homeowner repairs and rehab
- Low-income homeowners second mortgages, and/or loans for closing costs
- First-time homebuyers purchase a home, including down payment assistance
- Maintain and expand affordable rental housing for low-income households
- Provide supportive housing for homeless and/or special needs individuals and families



## Economic Development (CDBG only)

- Business services that support lower income neighborhoods and/or groups
- Financial and technical assistance for disadvantaged persons who own or plan to start a business
- Revitalization of blighted or low-income business districts
- Code enforcement to proactively prevent health and safety concerns



## Human Services (CDBG and ESG)

- Stabilization services that would support low/mod-income individuals and families to move toward housing and economic stability.
- Youth stabilization services to unaccompanied youth at risk for or currently experiencing homelessness.
- Rapid re-housing and homeless prevention.



## Community Development (CDBG)

- Street-related improvements
- Public infrastructure improvements
- Off-site infrastructure improvements related to affordable housing
- Public facilities improvements





# Needs Assessment and Market Analysis Highlights



# Housing Problems

Housing **cost burden** is the most common housing problem in Tacoma and Lakewood, but **low-income renters** are disproportionately impacted.

- **94%** of cost burdened renters earn less than 80% AMI, with 43% earning  $\leq 30\%$  AMI and 51% earning between 31% and 80% AMI.
- 67% of *severely* cost-burdened renters earn  $\leq 30\%$  AMI

**Single, elderly-households** are also disproportionately impacted.

- 94% of single elderly renter households in Tacoma and Lakewood experience cost burden and earn less than 80 percent of AMI.



# Housing Problems

**Overcrowding** is the second most common housing problem in Lakewood and Tacoma.

- 94% of all renter households experiencing overcrowding earned  $\leq$  80% AMI
- 79% of renter households with children that experience overcrowding make below 80% AMI.



# Disproportionate Need



As income goes up



Housing problems go down

*Worse for some racial or ethnic groups*



# Public Housing

## Tacoma



6,963 Subsidized Units

## Lakewood



913 Subsidized Units

## Pierce County



12,837 Total Subsidized Units



# Vulnerable Populations

## Populations with **DISABILITIES**

| Age Group   | Lakewood | Tacoma | County | Washington |
|-------------|----------|--------|--------|------------|
| Under 18    | 6%       | 4%     | 4%     | 4%         |
| 18 to 64    | 17%      | 14%    | 12%    | 11%        |
| 65 or older | 39%      | 42%    | 38%    | 36%        |

2013-2017 ACS 5-Year Estimate

**Washington State**  
**#48** prevalence of mental illness

**#25** on access to care



# Vulnerable Populations

## 2019 Point-In-Time Count Results

Each January, Pierce County surveys people experiencing homelessness. This "point-in-time count" is a one-day snapshot that captures the characteristics and situations of people living here without a home.

# 1,486

Homeless persons counted



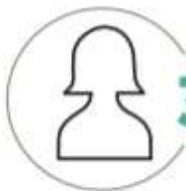
### 24%

Chronically homeless



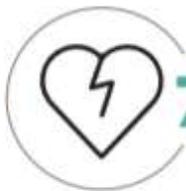
### 25%

Members of families with children



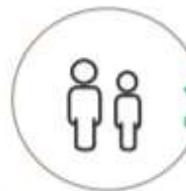
### 38%

Female



### 7%

Adult survivors of domestic violence



### 10%

Unaccompanied youth & young adults



### 9%

Veterans



### 46%

 People of color\*

\*However, people of color make up only 26% of the Pierce County population. (ACS estimate 2017)



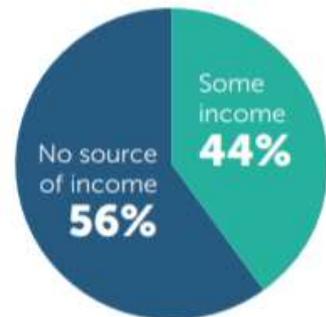
# Vulnerable Populations

## The main causes of homelessness are economic and housing-related

Survey respondents shared many causes for becoming homeless. These are the top three:

1. Lack of affordable housing
2. Inadequate income or employment
3. Eviction

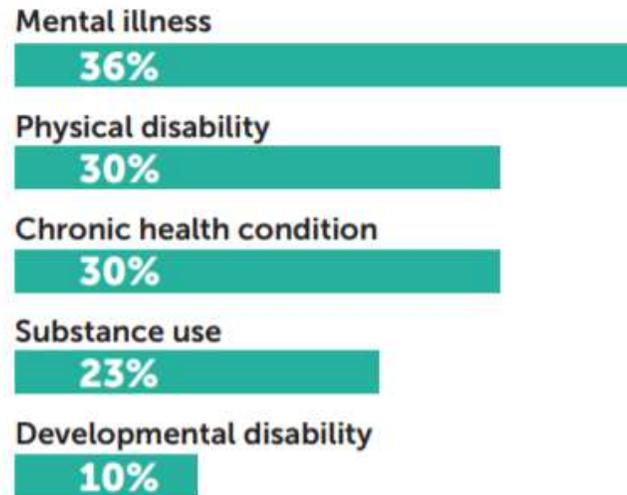
## Many people experiencing homelessness have an income



44% of people who are homeless in Pierce County report at least one source of income.

## Mental illness is the most commonly reported disability

Here is the breakdown of the most commonly reported disabilities. Some people reported having multiple disabilities.



## For the full data set:

Visit [www.piercecountywa.gov/pointintime/2019data](http://www.piercecountywa.gov/pointintime/2019data)



# Housing Market

Tacoma has lower **housing costs** on average compared to the County and State...

| Income Measures*         | Tacoma   | County   | Washington |
|--------------------------|----------|----------|------------|
| Median household         | \$55,506 | \$63,881 | \$66,174   |
| Median family            | \$68,820 | \$76,671 | \$80,233   |
| Median earnings male**   | \$50,179 | \$53,604 | \$58,374   |
| Median earnings female** | \$42,418 | \$43,063 | \$45,206   |
| Median earnings workers  | \$33,931 | \$36,342 | \$36,286   |
| Per capita               | \$29,420 | \$31,157 | \$34,869   |

\*Income in last 12 months; 2013 inflation-adjusted dollars  
Source: 2013-2017 ACS 5-Year Estimates

| Owner/Renter                           | Tacoma    | County    | Washington |
|--|-----------|-----------|------------|
| Median home value*                     | \$227,200 | \$255,800 | \$286,800  |
| Median monthly owner cost w/ mortgage  | \$1,639   | \$1,748   | \$1,763    |
| Median monthly owner cost w/o mortgage | \$605     | \$574     | \$539      |
| Median gross rent                      | \$1,015   | \$1,116   | \$1,112    |

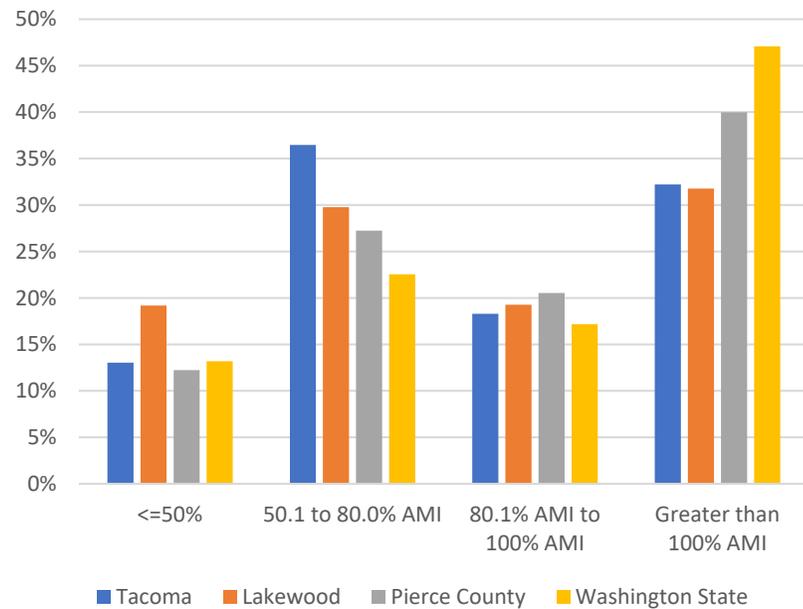
\*Owner estimates, Source: 2013-2017 ACS 5-Year Ests.

...but housing costs still outpace Tacoma's lower **household incomes**, especially for low-income households

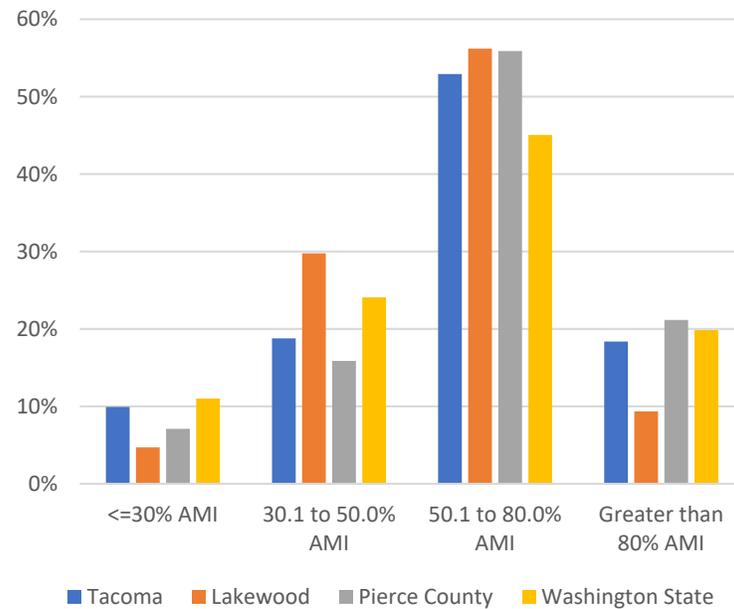


# Housing Market

Affordability of owner units (occupied or vacant-for-sale)



Affordability of rental units (occupied or vacant)



**3,000 unit shortfall** for households earning 80% AMI or less

Data Source: 2011-2015 CHAS





# Strategic Plan



# Priority Needs & Populations

## Priority Needs to Address

- Housing instability among residents, including homelessness
- Limited supply of diverse rental and homeownership opportunities
- Need for accessible, culturally competent services
- Need for safe, accessible homes and facilities

## Priority Populations to Serve

- Extremely low-income households
- Very low-income households
- Immigrants
- Seniors
- People of color
- Persons living with disabilities
- Persons experiencing homelessness



# 2020-2024 Con Plan Strategic Plan

| Goal Name   | Funding      | Goal Outcome Indicator<br>Lakewood  | Goal Outcome Indicator<br>Tacoma   |
|---|--------------|---|--|
| <b>Stabilize existing residents</b>                                       | CDBG<br>NSP  | <ul style="list-style-type: none"> <li>• 15 jobs created or retained</li> <li>• 3 business assisted</li> <li>• 2–3 demolished blighted properties</li> <li>• 75 households assisted</li> <li>• 125 households assisted</li> </ul> | <ul style="list-style-type: none"> <li>• 36 jobs created or retained</li> <li>• 2–3 businesses assisted</li> </ul> |
| <b>Increase diverse rental and homeownership opportunities</b>            | HOME<br>CDBG | <ul style="list-style-type: none"> <li>• 25 households or housing units</li> </ul>  | <ul style="list-style-type: none"> <li>• 735 households or housing units</li> </ul>                                |
| <b>Prevent and reduce homelessness</b>                                    | CDBG<br>ESG  | <ul style="list-style-type: none"> <li>• 15 households assisted with emergency rental assistance</li> </ul>   | <ul style="list-style-type: none"> <li>• 1,605 households assisted with homelessness services</li> </ul>           |
| <b>Increase availability of accessible, culturally competent services</b> | CDBG<br>ESG  | None listed   | <ul style="list-style-type: none"> <li>• 28,120 persons assisted with homelessness services</li> </ul>             |
| <b>Support high-quality public infrastructure improvements</b>            | CDBG         | <ul style="list-style-type: none"> <li>• 25,775 persons benefit from public infrastructure improvements</li> </ul>  | <ul style="list-style-type: none"> <li>• 12,000 persons benefit from public infrastructure improvements</li> </ul> |
| <b>Provide resources for urgent community needs (e.g., disaster)</b>      | CDBG         | None listed   | <ul style="list-style-type: none"> <li>• TBD (assessed as needs arise)</li> </ul>                                  |



# 2020-2024 Expected Resources

| Program     | Expected Amount Available Year 1 |                |                      |                  | Expected Amount Available Remainder of Con Plan |
|-------------|----------------------------------|----------------|----------------------|------------------|---|
|             | Annual Allocation                | Program Income | Prior Year Resources | Total            |   |
| <b>CDBG</b> | \$2,528,421                      | \$0            | \$450,000            | \$2,978,421      | <b>\$10,113,684</b>                             |
| <b>HOME</b> | \$1,446,351                      | \$250,000      | \$0                  | \$1,696,351      | <b>\$6,785,404</b>                              |
| <b>ESG</b>  | <b>\$220,216</b>                 | <b>\$0</b>     | <b>\$0</b>           | <b>\$220,216</b> | <b>\$880,864</b>                                |



# Annual Action Plan

| <b>One Year Goals for the Number of Households Supported Through</b> | <b>Goal Outcome Indicator</b> |
|--|-------------------------------|
| <b>Rental Assistance</b>   | 321                           |
| <b>The Production of New Units</b>                                   | 147                           |
| <b>Rehab of Existing Units</b>                                       |                               |
| <b>Acquisition of Existing Units</b>                                 |                               |
| <b>Total</b>   | 468                           |



# Questions?

**Darian Lightfoot**

Contract and Program Auditor

Neighborhood & Community Services Department

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**To:** Planning Commission  
**From:** Nick Anderson, Office of Management & Budget  
**Subject:** **2021-2026 Capital Facilities Program Process**  
**Meeting Date:** April 15, 2020  
**Memo Date:** April 6, 2020

**Action Requested:**  
Feedback and Guidance.

**Discussion:**

At the next meeting on April 15, 2020, staff from the Office of Management & Budget will provide an overview of the 2021-2026 Capital Facilities Program Development Process. The staff presentation (draft PowerPoint presentation attached) will provide a brief contextual background of the Capital Facility Program and the planned process for the 2021-2026 update.

**Summary:**

The Growth Management Act (GMA) requires a capital facilities element of the comprehensive plan. This element serves as a planning document for capital projects and enables the City to seek funding for potential projects. Each biennium, the City updates the facilities element through the development of the Capital Facilities Program (CFP). Since the amendment of the CFP occurs concurrently with the adoption of the City's biennial budget, it is not processed along with the annual amendments to the One Tacoma Comprehensive Plan, which is an exception allowed by the GMA (per RCW 36.70A.130).

Development of the 2021-2026 CFP is currently underway. The presentation will review the next steps in CFP development and the role of the Planning Commission in the process.

**Prior Actions:**

The current 2019-2026 CFP was developed through the Planning Commission's review process in May-July 2018 and adopted by the City Council in November 2018. It was not amended in 2019. To view the 2019-2024 CFP, please visit the website for the Office of Management and Budget or follow [this link](#).

**Staff Contact:**

Nick Anderson, Senior Management Analyst: [nanderson@cityoftacoma.org](mailto:nanderson@cityoftacoma.org); (253) 591-5847

**Attachment:**

1. PowerPoint Presentation- Capital Facilities Program 2021-2026 (draft)

c. Peter Huffman, Director





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CREDIBILITY

2021-2022

# TACOMA

OPERATING & CAPITAL

# BUDGET

**Planning Commission**  
**April 15, 2020**



- **Capital Facilities Program Overview**
  - **Related Planning Documents**
- **Capital Facilities Plan Development Process**
- **2021-2026 CFP Update: Scope of Work**
- **Key Dates**
- **Next Steps**



# CAPITAL FACILITIES PROGRAM: OVERVIEW

- Capital Facilities Program (CFP) is required by WA State Growth Management Act and TMC
- CFP covers a six-year planning period
- Reviewed for alignment with Comprehensive Plan by Planning Commission
- CFP generally adopted concurrently with the City's biennial budget
  - Last Update
    - Reviewed by Planning Commission Spring/Summer 2018
    - Adopted by City Council November 2018



## Transportation Improvement Program

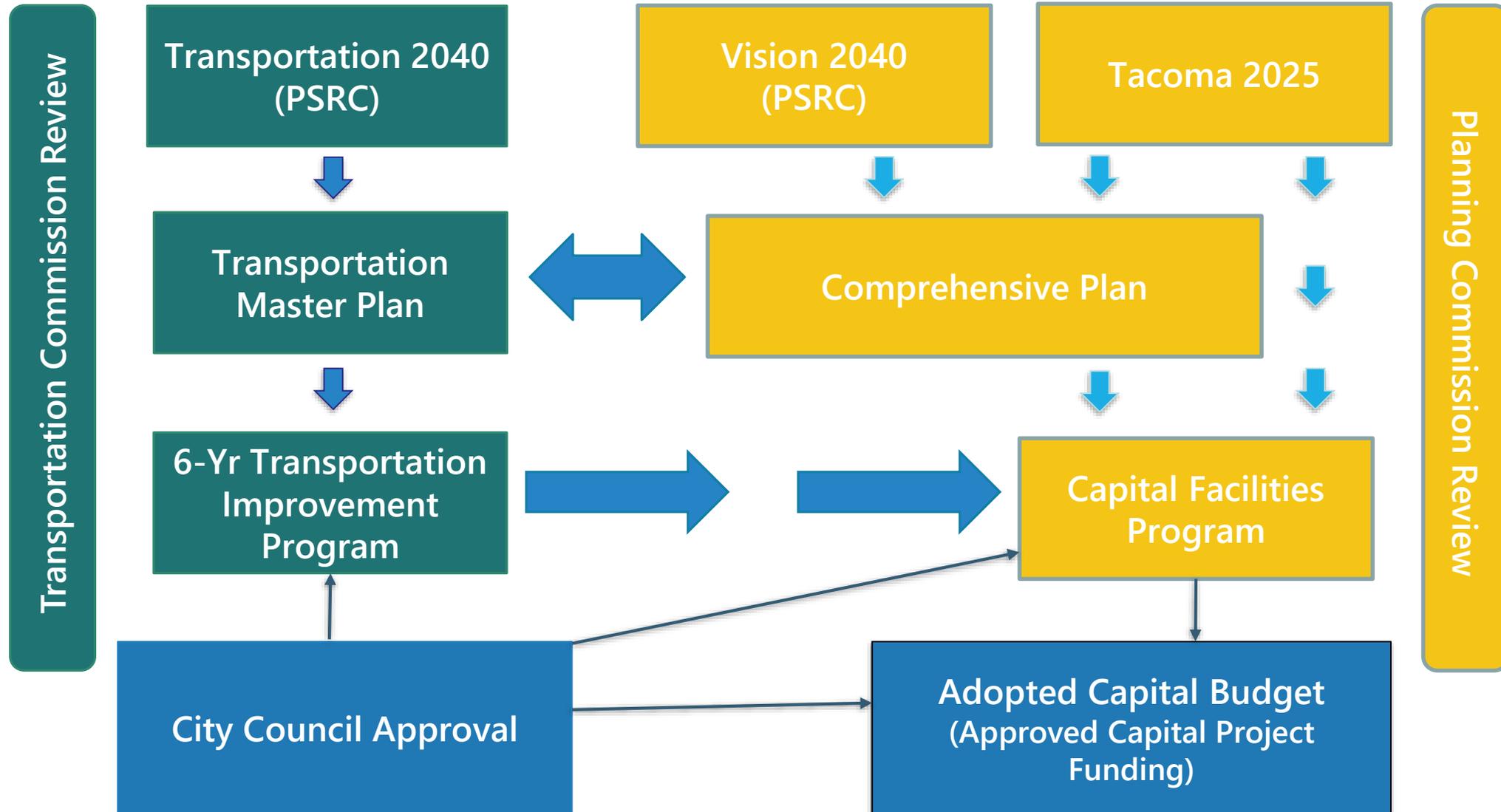
- Required by the Growth Management Act
- Updated Yearly
- Must be Adopted by July 1
- Reviewed by the Transportation Commission and IPS
- Approved by City Council

## Capital Facilities Program

- Required by the Growth Management Act
- Updated Every 2 Years
- Adopted Concurrently with Biennial Budget
- Reviewed by Planning Commission
- Approved by City Council



# CAPITAL PLANNING DOCUMENTS



## **Alignment with City Plans and Goals**

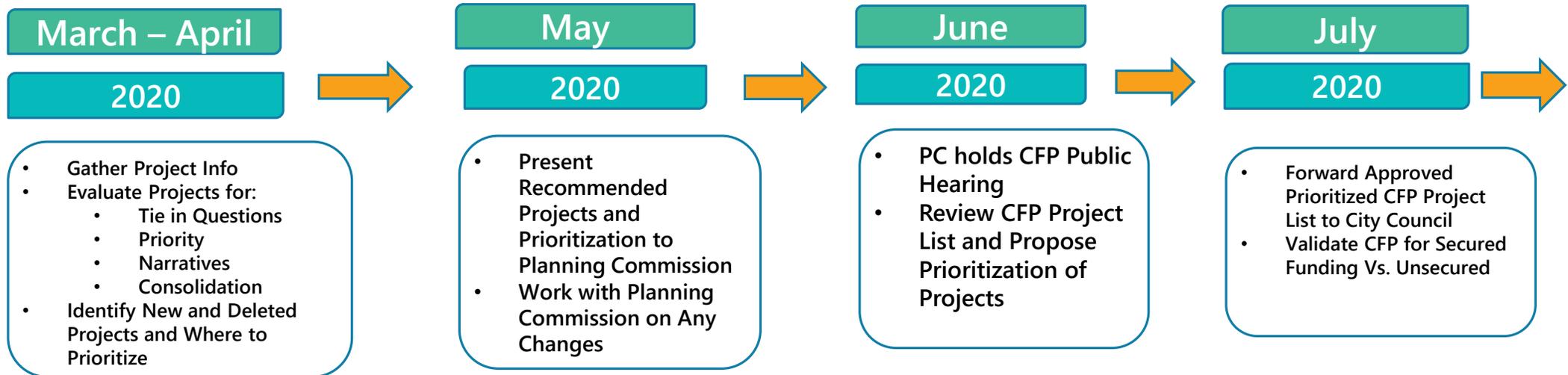
- Tacoma 2025
- PSRC
- Equity Impacts
- Transportation Master Plan

## **Other Considerations**

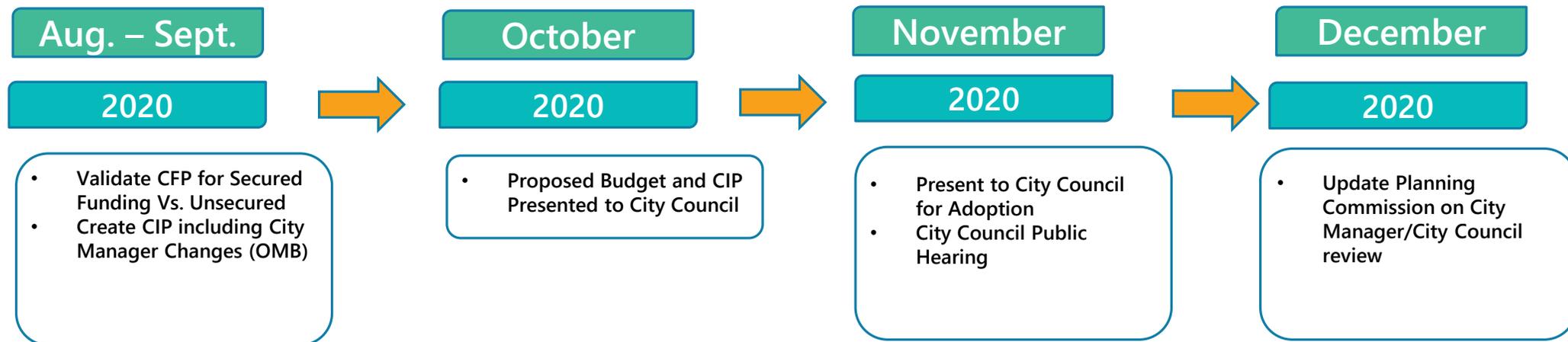
- Grant Applications (State and Federal) often Require Inclusion in Planning Documents
- REET Funding is tied to inclusion in CFP

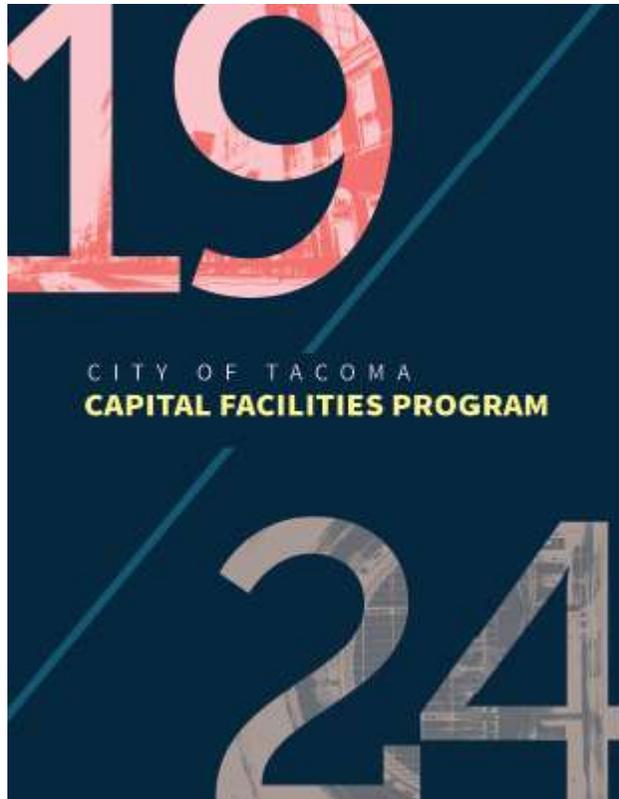
# 2021-2026 CFP Process: 2 Work Streams

## Stream 1: CFP Development by Planning Department and Planning Commission



## Stream 2: Capital Budget Development by OMB





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### Eastside Community Center and Campus

**Project Number:** SCP-00005      **Department:** Public Works  
**Project Phase:** Ongoing      **Project Manager:** Josh Clarke  
**Year of Completion:** 2018      **Total Project Cost:** \$5,000,000  
**Funded Status:** Fully Funded

**Location:** Portland Avenue and 56th Street

**Description:** The Eastside community center is public-private partnership that will build out a school campus to bring a swimming pool, a gym, after-school activities, and nature hikes to the Eastside neighborhood.

**Rationale:** The Eastside neighborhood is home to a dense and racially and ethnically diverse population. Yet, the neighborhood lacks safe and attractive places for children, youth and their families to gather, play, learn and grow.

| Project Funding Plan |                         |     |             |                  |
|----------------------|-------------------------|-----|-------------|------------------|
| Funding Source       | Previously Appropriated | New | Unconfirmed | Total            |
| City-General Fund    | 3,500,000               |     |             | 3,500,000        |
| City-REET 1          | 1,500,000               |     |             | 1,500,000        |
| <b>Grand Total</b>   | <b>5,000,000</b>        |     |             | <b>5,000,000</b> |

| Six-Year Spending Plan  |                  |      |      |           |                  |
|-------------------------|------------------|------|------|-----------|------------------|
| Funding Type            | Prior Spending   | 2019 | 2020 | 2021-2024 | Total            |
| Previously Appropriated | 5,000,000        |      |      |           | 5,000,000        |
| New                     |                  |      |      |           | -                |
| Unconfirmed             |                  |      |      |           | -                |
| <b>Grand Total</b>      | <b>5,000,000</b> |      |      |           | <b>5,000,000</b> |

[Link to Full CFP](#)



# OTHER CFP REQUIREMENTS

- **Inventory**
- **Section Narratives**
- **Completed Projects**
- **Future Projects**
- **Miscellaneous Reports**
- **Funding Tables**

- **Update Project List**
  - **Add New Projects**
  - **Remove Completed Projects**
  - **Remove Projects No Longer Pursuing**
  - **Modify Project Scopes, as needed**
  - **Identify Projects Seeking New City Funding**
- **Ensuring Consistency of Prioritization Answers**
- **No Major Process or Document Changes**

# KEY DATES

- **May 20, 2020**
  - **Proposed Projects to Planning Commission**
- **June 17, 2020**
  - **Public Hearing on Draft CFP Document**
- **Early July**
  - **Planning Commission Recommendations to City Council**
- **October**
  - **CFP Hearing at City Council**
- **November**
  - **CFP Adoption**

# NEXT STEPS

**May 20, 2020**

- **Presentation**
  - **Projects and Prioritization**
  - **Completed Projects**
  - **New Projects**

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CREDIBILITY

2021-2022

# TACOMA

OPERATING & CAPITAL

# BUDGET

Staff Contact: Nick Anderson, Office of Management and Budget  
[nanderson@cityoftacoma.org](mailto:nanderson@cityoftacoma.org); 253-591-5847







**To:** Planning Commission  
**From:** Mesa Sherriff, Senior Planner, Planning Services Division  
**Subject:** **Residential Infill Pilot Program 2.0**  
**Meeting Date:** April 15, 2020  
**Memo Date:** April 6, 2020

**Action Requested:**

Review public comment and provide guidance

**Discussion:**

The Planning Commission conducted a public hearing on March 4, 2020, concerning the proposed regulatory changes to the Residential Infill Pilot Program Phase 2.0, and left the public hearing record open through March 6, 2020 to accept additional comments in writing. At the next meeting on April 15, 2020, the Commission will review the public comments received and provide feedback and guidance to staff as to what potential modifications to the proposal may be needed before moving the proposal forward to the City Council for adoption.

Attached for the Commission's review and discussion is a report that summarizes public comments received and the corresponding responses suggested by staff. The report includes a transcription of oral testimony received at the public hearing on March 4<sup>th</sup> and copies of written comments received through March 6<sup>th</sup>. Also attached for the Commission's preview are draft slides to be presented at the meeting.

In response to public comment and due to ongoing consideration by the Commission, the following items will be presented in more detail for discussion at the April 15<sup>th</sup> Meeting;

- Required on-site parking for Infill Pilot Program projects
- Impact to infrastructure of Infill Pilot Program projects
- Streamlining of project administration
- Two-family (duplex) projects not required to have the appearance of a single-family house

**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.

**Prior Actions:**

- 03/04/2020 – Public Hearing
- 02/05/2020 – Finalize options and release for Public Review
- 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



**Staff Contact:**

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

**Attachment:**

1. Public Comments and Staff Responses Report
  2. Draft Presentation
- c. Peter Huffman, Director



## Residential Infill Pilot Program 2.0 Proposed Code Amendments

### PUBLIC COMMENTS AND STAFF RESPONSES REPORT (For Planning Commission's Review, April 15, 2020)

**A. Comments Received:**

During the comment period of February 12 through March 6, 2020, six (6) people provided oral testimony at the public hearing on March 4<sup>th</sup> and seven (7) written comments were received.

**B. Summary of Comments and Staff Responses:**

| # | Topic   | Comment  | Response  |
|---|---|--|---|
| 1 | Overall comments are supportive of expanding the program.       | Supports development near public transit hubs.             | Comment noted. Infill housing, by locating in existing neighborhoods, supports expansions of established transit infrastructure. Transit accessibility is encouraged through the design elements as described in the program Handbook.  |
| 2 |   | Move forward as fast as possible to meet housing shortage. | Comment noted. Current proposal includes steps taken to reduce processing time for each project.  |
| 3 |   | Greater on-site parking flexibility.                       | Comment noted. Current proposal eliminates required parking and allows applicant to determine need for provision of off-street parking.   |
| 4 |   | Suggests expanding program into non-residential zones.     | Comment noted for future consideration.   |
| 5 |   | Focus on unambiguous and well documented design standards. | Comment noted. Infill Pilot Handbook being updated to reflect changes to program and further illustrate with examples and visual aids.  |
| 6 |   | Suggests requiring alternative energy sources (solar).     | Comment noted. Program currently encourages sustainable and environmentally-responsible design, including the use of alternative energy.  |
| 7 | Mitigating the impacts of the program to existing neighborhoods | Increased burden on existing infrastructure                | Comment noted. Each project is reviewed for impacts during the permit review process. In addition projects in the Infill Pilot program will be subject to a Conditional Use Permit review and the Infill Pilot review. Potential negative impacts will be identified and mitigation strategies will be determined through this process. |
| 8 |   | Adequate parking availability.                             | Comment noted. The Infill Pilot Program addresses the impacts of all projects through a multi-step review process intended to mitigate negative impacts. Arguments for and against parking requirements are currently being considered by the Planning Commission and are informed by these public comment.                             |

|    |   |  |   |
|----|---|--|---|
| 9  | Streamlining the administration of the program with adequate oversight.         | Concerns of stream-lined permitting process and lessening public involvement.  | Comment noted. All projects will go through the same level of review that is currently required. The proposed changes allow notifications to happen simultaneously but do not eliminate any oversight.  |
| 10 |   | Concerns of effective code enforcement.  | Comment noted. Adherence to code will be enforced through the same legal mechanism as other permits issued by the City of Tacoma. In addition, the Infill Pilot program seeks to provide a mechanism by which to legalize, and therefore ensure code compliance, non-conforming structures that were either built before requirements were enacted or were not properly documented. |
| 11 |   | Provide example prescriptive site plans for common lots sizes.   | Comment noted, Infill Pilot Handbook being updated to reflect changes to program and further illustrate with examples and visual aids.  |
| 12 | Recommendations provided on subjects outside scope of the Infill Pilot Program. | Residential zones within the McChord Field Accident Potential Zones maintain current density parameters (1-2 DU per acre). | Not within scope of current proposal.   |
| 13 |   | Monitor and enforce reinvestment of revenues generated by development to resolve housing issues.                           | Not within scope of current proposal.   |

### C. Oral Testimony Received at Public Hearing on March 4, 2020:

1. **Bruce Arneklev** – Mr. Arneklev stated that about 4 years earlier, the City had rezoned his area and planted Christmas trees. Referencing page 185 to page 205 of the [Planning Commission's Recommendations on 2016 Annual Amendment](#) to the Comprehensive Plan and Land Use Regulatory Code, he shifted to mention his disabled son, who was living with him, and a disabled granddaughter currently without housing, to demonstrate his familiarity with housing needs. Mr. Arneklev also mentioned Pastor Bruce Walmer, whom he stated had worked with homeless people and might have input to offer. Mr. Arneklev closed his comment with a poem.
2. **Diane Walkup** – Ms. Walkup stated that she was interested in Accessory Dwelling Unit and Cottage infill, which would help her financially. She had a garage that could be converted into a cottage where she could later live in and lease her main house. She suggested the Commission focus on planning for homeowners as well as low-income people in need of housing. She would also like the permitting process to be fair and affordable.
3. **Justin Goroch** – Mr. Goroch is a business owner in Tacoma. He presented five (5) "L's" that he believed were the cause and could as well be a solution to housing crisis: land, labor, lending, lumber, and laws. Mr. Goroch commented that the Residential Infill Pilot Program was a step in the right direction and expressed his support.

4. **Nikie Walters** – Ms. Walters wanted to see natural components incorporated into the program. She then explained that along with more housing, there would come a need for more power source. She had attended a study session at Tacoma Public Utilities where a speaker suggested bringing nuclear power to Tacoma to accommodate development. Ms. Walters claimed that people would find such decision problematic. Additionally, she explained that her home had solar panels installed; and from her understanding, batteries to store excess solar power were prohibited in Tacoma. She would like the City to allow such batteries.
5. **Les Pogue Jr.** – Mr. Pogue commented that it was not clear how revenue from development was invested in future growth and to support resolving housing issues. He requested the Commission to provide such information.
6. **Chuck Sundsmo** – Mr. Sundsmo commented that the program had a long review process and encouraged the Commission to speed that up. He argued that the program should be approved and move forward as fast as possible, because there was a housing crisis in Tacoma.

**D. Written Comments Received through March 6, 2020 (attached):**

**Index:**

| <b>No.</b> | <b>Name</b>                                     | <b>Date</b> | <b>Page</b> |
|------------|---|-------------|-------------|
| 1          | Charles S. Markham, JBLM                        | 03/02/20    | 1           |
| 2          | Robert Jensen                                   | 02/27/20    | 4           |
| 3          | Ryan Meacham, Windermere RE                     | 02/14/20    | 6           |
| 4          | Andrew Mordhorst                                | 03/01/20    | 12          |
| 5          | Amy Pow, Tacoma-Pierce County Health Department | 02/20/20    | 16          |
| 6          | Bob Beardon                                     | 02/19/20    | 18          |
| 7          | Jill Jensen                                     | 02/26/20    | 22          |



**From:** [Blake Brooks](#)  
**To:** [Brooks, Blake](#)  
**Subject:** Fwd: FW: [Non-DoD Source] SEPA Notice (UNCLASSIFIED)  
**Date:** Wednesday, March 11, 2020 9:40:08 AM

---

----- Forwarded message -----

**From:** **Sherriff, Mesa** <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Date:** Wed, Mar 4, 2020 at 9:57 AM  
**Subject:** FW: [Non-DoD Source] SEPA Notice (UNCLASSIFIED)  
**To:** Blake Brooks <[blake.brooks@gmail.com](mailto:blake.brooks@gmail.com)>

-----Original Message-----

**From:** Markham, Charles S CIV USARMY ID-READINESS (USA)  
<[charles.s.markham2.civ@mail.mil](mailto:charles.s.markham2.civ@mail.mil)>  
**Sent:** Monday, March 2, 2020 3:37 PM  
**To:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Cc:** Knight, Thomas G Jr CIV USARMY IMCOM (USA) <[thomas.g.knight.civ@mail.mil](mailto:thomas.g.knight.civ@mail.mil)>;  
Perrenot, Steven T CIV USARMY ID-READINESS (USA)  
<[steven.t.perrenot.civ@mail.mil](mailto:steven.t.perrenot.civ@mail.mil)>; Tolman, Thomas S CIV USARMY ID-READINESS  
(USA) <[thomas.s.tolman.civ@mail.mil](mailto:thomas.s.tolman.civ@mail.mil)>  
**Subject:** FW: [Non-DoD Source] SEPA Notice (UNCLASSIFIED)

CLASSIFICATION: UNCLASSIFIED

Mesa Sherriff,

JBLM comment on the subject action follows. Thanks for allowing us to review and comment.

\*\*\*\*\*

\*Residential districts within the McChord Field Accident Potential Zone II should maintain the recommendation in the 2015 Air Installation Compatibility Use Zones Study (AICUZ): Max density of 1-2 dwelling units per acre.

\*\*\*\*\*

Our POC for the action is Vince Bozick, [vincent.m.bozick.civ@mail.mil](mailto:vincent.m.bozick.civ@mail.mil) , (253) 966-1654.

Charles S. Markham  
Deputy for Programs and Operations  
Directorate of Public Works  
Joint Base Lewis-McChord  
email: [charles.s.markham2.civ@mail.mil](mailto:charles.s.markham2.civ@mail.mil)

Office: (DSN: 357) 253-967-3191  
Mobile: 253-376-3188

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-----Original Message-----

From: Sherriff, Mesa [mailto:[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)]  
Sent: Tuesday, February 18, 2020 8:52 AM  
To: Knight, Thomas G Jr CIV USARMY IMCOM (USA)  
<[thomas.g.knight.civ@mail.mil](mailto:thomas.g.knight.civ@mail.mil)>  
Subject: [Non-DoD Source] SEPA Notice

Hi Tom,

I have Tom Olsen as the point of contact for these communications, can you help me make sure this gets to the right person? If you let me know who these should be routed to, I will update our records.

Thanks you.

Mesa Sherriff  
Senior Planner, Urban Design Studio  
City of Tacoma, Washington  
747 Market Street, Room 345  
Tacoma, WA 98402

PH: 253.591.5480

[msherriff@cityoftacoma.org](mailto:msherriff@cityoftacoma.org) < Caution-mailto:[msherriff@cityoftacoma.org](mailto:msherriff@cityoftacoma.org) >

[Caution-www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning) <  
Caution-<http://www.cityoftacoma.org/planning> >

Regulatory Code Changes under review by the Planning Commission

In response to the acute housing need and concerns of displacement in the City, as well as the level of community interest, Council adopted Ordinance 28336, which created the Residential Infill Pilot Program (TMC 13.05.115). The program has been in operation since the end of 2016 and the program has reached capacity. The proposed modifications to the Residential Infill Pilot Program code are summarized below.

For more information and the draft program documents,  
[visitCaution-www.cityoftacoma.org/infill](http://www.cityoftacoma.org/infill) <  
Caution-<http://www.cityoftacoma.org/infill> > .

### Expand Infill Housing Types:

- \* Add Density-based Housing category
- \* Increase the number of each housing type allowed through the program

### Modify design requirements and other standards:

- \* Allow Cottage Housing in rear yards when an alley is present
- \* Increase flexibility for the Two-family Housing type by removing the requirement to be on a corner lot, and to present the general appearance of a detached single-family dwelling
- \* Increase emphasis on qualitative design review of all categories
- \* Other changes for improved design outcomes, program clarity and consistency with Building Code
- \* Remove Parking requirement for projects reviewed by the Infill Pilot Program

### Streamline the permit process

- \* Integrate the Infill Pilot Program review process into the Conditional the Conditional Use Permit process (rather than requiring both separately)
- \* Update handbook to reflect changes and promote quality and performance through improved guidance.

CLASSIFICATION: UNCLASSIFIED

**From:** [Blake Brooks](#)  
**To:** [Brooks, Blake](#)  
**Subject:** Fwd: FW: Infill Housing Comments  
**Date:** Wednesday, March 11, 2020 9:40:17 AM

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----- Forwarded message -----

**From:** **Sherriff, Mesa** <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Date:** Wed, Mar 4, 2020 at 9:55 AM  
**Subject:** FW: Infill Housing Comments  
**To:** Blake Brooks <[blake.brooks@gmail.com](mailto:blake.brooks@gmail.com)>

**From:** Jill & Rob Jensen <[jillandrob@gmail.com](mailto:jillandrob@gmail.com)>  
**Sent:** Thursday, February 27, 2020 11:11 PM  
**To:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Subject:** Infill Housing Comments

Robert Jensen

3002 N 13th

First off, I would like to say that I applaud the city's effort to increase housing density over the alternative - sprawl. However, this needs to be implemented in a way that compliments existing neighborhoods.

As a citizen and tax payer, I feel the city is responsible to:

- 1) Establish unambiguous design standards / requirements for existing neighborhoods
- 2) Document those design requirements
- 3) Provide the necessary expertise to consistently apply the design requirements
- 4) Ongoing, responsive enforce of the established design requirements

The city needs to assure that an adequate level of design review and acceptance is included as part of the permitting process and not just "passing code requirements". The design needs to fit in with the surrounding neighborhood and the city needs to assure this is the case. We will all be living with your plan for many years.

In addition, parking needs to be addressed. I am seeing an increase of verge and lawn parking. I understand that this is not currently legal, but enforcement doesn't seem to be happening. As ADUs are approved, a parking plan also needs to be approved. If sufficient street parking is not an option, a sustainable alternative needs to be provided and approved.

Thank you for your consideration.

**From:** [Blake Brooks](#)  
**To:** [Brooks, Blake](#)  
**Subject:** Fwd: FW: Public Hearing Notice - Residential Infill Pilot Program 2.0 FEEDBACK--agent / builder  
**Date:** Wednesday, March 11, 2020 9:39:37 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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----- Forwarded message -----

**From:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Date:** Wed, Mar 4, 2020 at 9:49 AM  
**Subject:** FW: Public Hearing Notice - Residential Infill Pilot Program 2.0 FEEDBACK--agent / builder  
**To:** Blake Brooks <[blake.brooks@gmail.com](mailto:blake.brooks@gmail.com)>

---

**From:** Ryan Meacham <[rmeacham@windermere.com](mailto:rmeacham@windermere.com)>  
**Sent:** Friday, February 14, 2020 8:58 AM  
**To:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Cc:** Magoon, Jana <[JMAGOON@ci.tacoma.wa.us](mailto:JMAGOON@ci.tacoma.wa.us)>; Jerod Meacham <[jerod@meachamdev.com](mailto:jerod@meachamdev.com)>; Ryan Meacham <[rmeacham@windermere.com](mailto:rmeacham@windermere.com)>  
**Subject:** RE: Public Hearing Notice - Residential Infill Pilot Program 2.0 FEEDBACK--agent / builder

Mesa, I can't make the meeting but I'd like to provide what I feel is helpful in making 2.0 successful... I'm cc'ing Jana since she has been helpful in the past and seems to always be in the know.. Hopefully one of you are able to glance at the below...

As a real estate agent and understanding home and investment values in Tacoma (21 yrs) and a developer / builder, some of the pilot program financials don't make sense when the goal is to increase housing quantity and affordability... I'm not vain and don't think that I know it all, but when I 'briefly' read through the infill options, I can't make any of them make sense for the effort to go through the many code conditions, designs and permitting. Even if they were brought into code, it would be rare to make some of them work. Here is why...

Duplex on inside lots—great idea. Only thing is that the inside lots aren't common at 6000 sf. You almost always have to tear down a home to get 6000 SF. If the goal is to increase housing by a builder building a two home scenario (a duplex) rather than just one, why are we

limiting this to 6000 SF lots. I suggest to make them any R2 lots, period. Then, you've taken our new small lots and can put really nice duplexes on them that look like single family homes w/ one front door. These are the common types of duplexes being built wherein the home looks like a 4 square, the door is on one side of the front of the home, and you have an entry to a landing with a main floor entry and then stairs to a second floor. OR, architects can be creative. Either way, a 27' wide duplex can easily be built which doubles housing availability on those lots. NOW, the investor has to choose to do this which is more difficult. The cost of a single family home to build is likely a bit less than the duplex unless the duplex finishes are simplified which they might be. The value of the single family home in almost all areas of Tacoma, if done right, is debatably more as a single family. HEREIN, most investors will still chose to build the single family although some will built rentals to keep... Again, if the goal is to truly proliferate or simply 'barely' increase housing stock, allow any R2 lot in this pilot program. Restrict later if you see a problem.

Cottage housing—unless I'm reading the several code sections wrong, there seem to be a number of conflicts.

- First, it appears that a 7000 SF lot will work for cottages. This is GREAT!!! These lots aren't common but it would be great to add 4 units... BUT, when I read further about a 20,000 SF lot example with reference to the 5000 sf standard lot wherein there are 4 x 5000 SF lots in the 20K, the density could be 1.5 x, I only come up with 6 units on 20,000. Is this calculation a minimum units allowed?
- Next, there seems to be a minimum units allowed by this code at 4 units, which is fine, but how do I get 4 units on a 7000 SF lot with all of the open space requirements and yard space requirements. I briefly did the math abiding by the front and side setbacks on a 7000 SF lot and can't seem to get any structures of value on a 7000 SF lot due to the inhibiting open space and yard space requirements per unit. Furthermore, the larger lots that are still available in Tacoma are those that aren't against an alley so that would need a private drive. In my last personal scenario of a private drive, traffic made me build a 20' wide drive across a 43' wide lot for 3 spaces—note 20' paved is wider than any alley I know... This drive issue needs to be fixed for cottages or multifamily housing in general. I believe Seattle has 10'. Somebody should really run the math on the yard space and creating 4 units on 7000 SF. A prescriptive site plan design would be optimal. A second scenario for non-alley projects should include a long / narrow drive from the front.
- Lastly, all of these project ideas are great but can the City take them one step father and provide a layout option for a 7000 and 10k SF lot for 4 units or a 15K SF lot for 6-8 units? In that the City intrinsically has the pre-app process and understands the code, why can't they layout some simple options for 4 attractive units on a common 7k or 10k lot or more. That would really help developers understand the potential when looking to buy properties.

I hope this 'somewhat hasty' feedback is helpful and constructive. I believe in this program and the small lots!! Personally, as a builder, I have interest in these higher density projects. But, as a builder, I can only buy lots when they are available and then I compete with others. There isn't much time to figure out cottages, duplexes, etc, when buying the properties. Furthermore, the restrictiveness of the code on the above doesn't achieve what the pilot program is after—density. I can state that there are clearly efforts for quality and design but not density... We want new inventory and nice inventory but the opportunities for builders

finding a fit are like finding a needle in a haystack.

Ryan Meacham

Windermere RE / Professional Partners

253-222-5883

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**From:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Sent:** Thursday, February 13, 2020 11:45 AM  
**To:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Subject:** Public Hearing Notice - Residential Infill Pilot Program

**Time and Location for Public Hearing:**

**Planning Commission Public Hearing: March 4, 2020 at 5 PM** at the Tacoma Municipal Building (747 Market St. Tacoma WA) in the **Council Chambers** (first floor)

**Public Information Session:** March 4, 2020 from 4-5 PM at the Tacoma Municipal Building (747 Market St.) Room 243

REGULATORY CODE CHANGES UNDER REVIEW BY THE PLANNING COMMISSION

In response to the acute housing need and concerns of displacement in the City, as well as the level of community interest, Council adopted Ordinance 28336, which created the Residential Infill Pilot Program (TMC 13.05.115). The program has been in operation since the end of 2016 and the program has reached capacity. The proposed modifications to the Residential Infill Pilot Program code are summarized below.

For more information and the draft program documents, visit [www.cityoftacoma.org/infill](http://www.cityoftacoma.org/infill).

Expand Infill Housing Types:

- Add Density-based Housing category
- Increase the number of each housing type allowed through the program

Modify design requirements and other standards:

- Allow Cottage Housing in rear yards when an alley is present
- Increase flexibility for the Two-family Housing type by removing the requirement to be on a corner lot, and to present the general appearance of a detached single-family dwelling
- Increase emphasis on qualitative design review of all categories
- Other changes for improved design outcomes, program clarity and consistency with Building Code
- Remove Parking requirement for projects reviewed by the Infill Pilot Program

Streamline the permit process

- Integrate the Infill Pilot Program review process into the Conditional the Conditional Use Permit process (rather than requiring both separately)
- Update handbook to reflect changes and promote quality and performance through improved guidance.

Density-Based Housing  
in all Residential Zones



Cottage Housing in  
all except HMR-SRD



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



Two-Family Housing  
in the R-2 Zone



MESA SHERRIFF

Senior Planner, Urban Design Studio

City of Tacoma, Washington

747 Market Street, Room 345

Tacoma, WA 98402

PH: 253.591.5480

[msherriff@cityoftacoma.org](mailto:msherriff@cityoftacoma.org)

[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)

**From:** [Blake Brooks](#)  
**To:** [Brooks, Blake](#)  
**Subject:** Fwd: FW: Public Hearing Notice - Residential Infill Pilot Program  
**Date:** Wednesday, March 11, 2020 9:40:39 AM

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----- Forwarded message -----

**From:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Date:** Wed, Mar 4, 2020 at 9:47 AM  
**Subject:** FW: Public Hearing Notice - Residential Infill Pilot Program  
**To:** Blake Brooks <[blake.brooks@gmail.com](mailto:blake.brooks@gmail.com)>

**From:** Andrew Mordhorst <[a.mordhorststn@gmail.com](mailto:a.mordhorststn@gmail.com)>  
**Sent:** Sunday, March 1, 2020 2:09 PM  
**To:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Subject:** Re: Public Hearing Notice - Residential Infill Pilot Program

Good Day,

I am wondering about the in fill projections. This program is limited to established residential neighborhoods. I feel it would be more important to look to those areas that have little or no established family homes, With a little effort it is possible to locate vacant property with in city limits.

In the South Tacoma Neighborhood area there are several locations adjacent to existing neighborhoods witch are vacant. These areas are with in close proximity to infrastructure .

With housing additions to existing neighborhoods I feel our infrastructure will over taxed with the need for water,sewer ,power, and off street parking. Many in our community's do not see brick and motor and asphalt as a acceptable surfaces for children to play. The presence of grass areas and play areas fitting in to this infill project. Often those areas used as acceptable alternatives are far from providing a healthy space close to a home. Many of the public open spaces are not a true back yard. Let alone being being accessible at all hours that children are often at home.

I feel that the permitting process dose not need to be streamline The permitting possess is there to protect the citizens from rash prophet driven planning.

I feel that vacant property not being used within our community , not providing some level of benefit to our citizens a blight on the community Much of the property that I am referring are former sights of businesses and residential housing now void of structures. With the lack of structures the taxable revenue is reduced . I am led to be leave those property owners whom

are sitting on the vacant property, not selling or making improvements are speculating for financial profit from low tax blighted property.

I might behoove a taxing entity to place taxation on the previous tax level and not reduce the tax income to fit the undeveloped blighted result.

Much of our tax rates are based on the zoning of the property. This zoning is computed on the future use of a property, not on the present use. This has made it difficult for long term residents the ability to stay in their homes. When taxes are raised the ability for property owners to do up keep and remain in place

Thank you for your time.

Andrew Mordhorst

6002 South Warner

Tacoma WA 98409

Member of the " South Tacoma Neighborhood Council "

On Thu, Feb 13, 2020 at 11:31 AM Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)> wrote:

REGULATORY CODE CHANGES UNDER REVIEW BY THE PLANNING COMMISSION

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in all Residential Zones



Cottage Housing in  
all except HMR-SRD



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



Two-Family Housing  
in the R-2 Zone



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[msherriff@cityoftacoma.org](mailto:msherriff@cityoftacoma.org)

[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)

**From:** [Blake Brooks](#)  
**To:** [Brooks, Blake](#)  
**Subject:** Fwd: FW: SEPA Notice and Public Hearing  
**Date:** Wednesday, March 11, 2020 9:38:55 AM

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----- Forwarded message -----

**From:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Date:** Wed, Mar 4, 2020 at 9:44 AM  
**Subject:** FW: SEPA Notice and Public Hearing  
**To:** Blake Brooks <[blake.brooks@gmail.com](mailto:blake.brooks@gmail.com)>

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**From:** Amy Pow <[APow@tpchd.org](mailto:APow@tpchd.org)>  
**Sent:** Thursday, February 20, 2020 11:36 AM  
**To:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Cc:** Erica Welborn <[EWelborn@tpchd.org](mailto:EWelborn@tpchd.org)>; Chrissy Cooley <[CCooley@tpchd.org](mailto:CCooley@tpchd.org)>  
**Subject:** SEPA Notice and Public Hearing

Good morning, Mesa,

Thanks for allowing TPCHD to review the City's proposed modifications to the Residential Infill Pilot Program code. The Health Department is pleased to see City's intent to relax the regulatory codes to encourage missing-middle housing. The Infill Pilot Program is a right direction.

Under your Section B on Terms, it's unclear to me what "the three spaces in any of the categories" are. Perhaps this needs to be clarified in the Code.

Thanks,

Amy

Amy Pow, MCIP

Principal Planner

Environmental Health

(253) 576-6222 o • [apow@tpchd.org](mailto:apow@tpchd.org)

(253) 798-2721 f • [www.tpchd.org](http://www.tpchd.org)

*Shaping Sustainable and Smart Built Environments to Promote Healthy Communities*

Program information and planning toolbox at [www.tpchd.org/healthycommunities](http://www.tpchd.org/healthycommunities).



[Facebook](#) | [Instagram](#) | [Twitter](#) | [YouTube](#)

**From:** [Blake Brooks](#)  
**To:** [Brooks, Blake](#)  
**Subject:** Fwd: FW: The missing middle - feedback  
**Date:** Wednesday, March 11, 2020 9:40:51 AM  
**Attachments:** [At Home In Tacoma Project.docx](#)

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----- Forwarded message -----

**From:** **Sherriff, Mesa** <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Date:** Wed, Mar 4, 2020 at 9:53 AM  
**Subject:** FW: The missing middle - feedback  
**To:** Blake Brooks <[blake.brooks@gmail.com](mailto:blake.brooks@gmail.com)>

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**From:** Robert Bearden <[rbearden@comcast.net](mailto:rbearden@comcast.net)>  
**Sent:** Friday, February 21, 2020 6:32 AM  
**To:** Barnett, Elliott <[elliott.barnett@ci.tacoma.wa.us](mailto:elliott.barnett@ci.tacoma.wa.us)>; Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Subject:** The missing middle - feedback

Please include my feedback (attached) for your projects. Thank you

Bob Bearden

February 19, 2010

Senior Planner, Planning and Development Department, City of Tacoma, Elliot Bennett (elliott.barnett@ci.tacoma.wa.us)

Senior Planner, Urban Design Studio, Mesa Sherriff (msherriff@ci.tacoma.wa.us), and The News Tribune (TNT) reporter, James Drew (jdrew@thetacomatribune.com)

Subject:

The "Missing Middle," referring to adding single & multifamily dwellings in urban areas

Gentlemen and Lady,

It appears to me, that there are several governmental agencies, both city and state, working on placing various multi-family housing in urban areas throughout the state, however this input is directed to the City of Tacoma.

By reviewing all attachments that the city has provided, and the TNT article concerning action taken in Olympia on bills being introduced in the State Legislature (SB 6536), consideration should include: (1) the predicted number of incoming families, (2) transportation and parking, (3) easy access to mass transportation and (4) the numbers and ages projected to arrive within the city of Tacoma.

Areas of Interest for the: (1) Residential Infill Project, (2) At Home in Tacoma Project, and (3) The legislative initiatives being introduced or enacted (SB 6536) should concentrate on blocks close to Tacoma's light rail transit stations, bus stops along arterials, and Puget Sound Rail (if it ever arrives) platforms. This will increase incentives to utilize mass transit and reduce vehicles (pollution) and includes all areas of financial and personal diversity. The commission should see on a map, where these are also, which currently are not displayed on your scope documents.

Transportation and Parking: Before arbitrary areas are considered, practically everyone has a vehicle, or family/friends visiting, therefore each unit should include a designated place to park a vehicle (not on public streets). This should be required for each unit, especially for those not within easy access to mass transit. The planners have already identified the ages of current residents, in which many (60% or more) are the elderly, therefore I would consider "close to mass transit" to be within one easy walking block to the station or terminal.

New-comers arriving to Tacoma to live, should see available homes and multi-family complexes that looks like a single design was used to create homes for them. They "could" be similar in character, but not designed. I believe that Tacoma, from what I've seen and heard here in the South End, doesn't want a "cookie-cutter" city, they want options to choose from.

Residents and Units to be considered:

A. Anticipated number of unit requirements :

1. Single - 2,000
2. Married - 2,000
3. Young families (less than 4) - 1000
4. Families (+4 or more) - 500

B. Definition of units as per size and type:

1. Singles & Young adults (including Studios): multi-family units & single cottages: 80 to 130 sq. feet;
2. Singles and young adults: multi-family units & single cottages - 150 - 800 sq. feet;
3. Families (married +2 or less): multi bath and bedrooms - 120 - 1,500 sq. feet;
4. Families (married +3 or more) 1,500 - 2,800 sq. ft;
5. Accommodation homes that include all of the above.

C. Environmental consideration, including every type of construction, required for:

1. Less fossil fuel, water discharge, heat evaporation and waste products;
2. Increase efficiency for water usage, water discharge, natural heat and recycling;
3. Utilizing items, such as: Brown water return, rain water collection, skylighting, garbage compactors, thicker insulation and sun collection on all units;
4. Make all new units electrical only, thus removing gas pollution, and use of no water heaters. Sun panels and batteries will replace the cost of gas installation.

Utilizing "Best Guess" or "SWAG," the project should be able to recommend to the commission / council the anticipated useage (or justification) of all types of units. An added plus, to have better information for bid requirements.

Positioning of the various types should be initially considered. Like the Tacoma Mall Area Project, not only are the designs to be different, but where each type of housing is to be considered, beginning with multi-use facilities/homes to single family housing on the outlying areas. The purpose is to get a greater number of residents using transportation and being able to walk (or ride bicycles) to shopping and entertainment. Larger families will be closer to schools and larger parks. Outling can walk and bike ride on finished trails for excercising excursions in neighborhoods and access to retail shopping areas.

Recommendations only for the above information. I hope this helps.

Bob Bearden  
5311 S.Pine St.  
Tacoma, WA 98409  
(253) 475-2818  
rbearden@comcast.net

**From:** [Blake Brooks](#)  
**To:** [Brooks, Blake](#)  
**Subject:** Fwd: FW:  
**Date:** Wednesday, March 11, 2020 9:41:22 AM

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----- Forwarded message -----

**From:** **Sherriff, Mesa** <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Date:** Wed, Mar 4, 2020 at 9:56 AM  
**Subject:** FW:  
**To:** Blake Brooks <[blake.brooks@gmail.com](mailto:blake.brooks@gmail.com)>

**From:** Jill & Rob Jensen <[jillandrob@gmail.com](mailto:jillandrob@gmail.com)>  
**Sent:** Friday, February 28, 2020 8:24 AM  
**To:** Sherriff, Mesa <[msherriff@ci.tacoma.wa.us](mailto:msherriff@ci.tacoma.wa.us)>  
**Subject:**

February 26, 2020

Tacoma Planning Commission:

I sincerely appreciate the opportunity to comment about Infill Housing in Tacoma and what I feel would be of benefit to our city.

1. My last trip to shop in Proctor I could not find available street parking short of the Safeway 'extra' parking lot. Because I did not need groceries, I decided to just head home. I have lived in 2 cities where lack of parking due to increased crowding from multi-family housing caused the downtown core its early demise. One town has never recovered as buildings now sit empty and I absolutely do not wish to see that in our mixed use areas.

Consequently, I feel it is vitally important to **ensure infill housing provides adequate designated parking for each unit of housing** - a minimum of one space per two-bedded accommodation. I have personally heard on three occasions city representatives (and many progressive commentators on Facebook/Nextdoor who've said parking isn't a necessity since

people will be riding bikes, walking or taking public transit - not using cars. Such an assumption in my opinion is not reasonable nor practical. Of my immediate family members (husband, mother, sister, two daughters and son-in-law) living in Tacoma, they either work out of the area, do not live close enough to walk to public transport, could not purchase goods and get them home without a vehicle, ride a bike (my mother is 90) etc. Additionally, there is not a public park within a 10 minute walk of my home.

2. Infill housing requires stringent, enforceable **design review and oversight**. Design review is a necessity if we are going to ensure our city keeps its architectural integrity and I personally would love to see it incorporated in all aspects as our city changes and grows - single and multi-family and backyard cottages, new businesses and remodels. Several times I've hired workers to make repairs at my home, when they've commented on how beautiful our neighborhoods are; I agree and would like to see it continued for another 100 years - not the hodge-podge so many parts of Seattle have become. It may cost a bit more to add such details in the beginning, but I believe the beautification of our city will pay off in the long run.

3. Having **adequate personnel to enforce the design and codes is critical**. There are many buildings in Tacoma where people have added on to their homes or businesses and it is fairly obvious they did not obtain permits, and trying to have make them abide by the rules after the fact doesn't seem to happen. I realize the city's finances only stretch so far, but without enforcement of the rules, it will be problematic. Is there a way to involve Neighborhood Councils perhaps, or a citizen's advisory council? Although I was initially excited by the 311 app for reporting issues, I was told by one of their employees that it is only after they receive 5 complaints that they will take action - frustrating for those of us who take the time to call in or text. Bottom line - the more people build, the potential for additional problems becomes our new reality.

4. Can we not **make use of our empty business buildings for additional multi-family housing or for the homeless?** Huge shopping centers sit idle (ie Kmart, Albertsons) which already have large paved parking lots, access to public transport, urgent care centers, grocery stores, pharmacies, etc. Instead of offering 8-10 year tax abatements for new build developers, why not offer the same incentive to the owners of the buildings already erected that sit idle? Re-purposing vacant buildings and paved land into revitalized housing is a practical and much-needed approach. I also feel the tax abatement should not be offered to developers unless they are offering 15-20% of their units as low income. Why should the citizens of Tacoma pay the taxes for their investments when they are not benefitting the people who live here? When tax-payers tire of their yearly increases, if they move elsewhere (just as businesses do) we've lost our tax base.

5. I have noticed with new construction in Tacoma (ie apartments at 6th and Alder) there is no **building set-back from the street**. Redmond, as an example, used to be an "approachable", welcoming downtown though it no longer is. Driving there now, the buildings are tall, consequently streets are dark, the atmosphere uninviting, offering no place

to stop and visit, much less landscaping. It also makes reading street and business signs difficult so finding what you're looking for is problematic. I have lived in Europe for almost 10 years where they historically (and still do), moved buildings back off the sidewalks, offering more pedestrian friendly walkways, a more open feeling and natural light - a place that makes you want to stop and visit. It does not take much of a setback from the sidewalk (even a few feet) to gain the overall feeling of space, accessibility and user-friendly comfort. It absolutely makes a noticeable difference!

On another note, I suggested recently to Marty Campbell the possibility of **creating a Tacoma bond for housing low income/homeless residents.** Everyone deserves a safe place to call home and many people comment that something needs to be done. I for one would make the investment, and from the community outpouring I've heard, I would think others would do the same.

**Thank you** so much for the time you volunteer to our planning commission - I for one appreciate it!

Jill Jensen

253-279-3878



# RESIDENTIAL INFILL PILOT PROGRAM

CITY OF TACOMA

Public Hearing - Planning Commission Meeting 03/04/2020

# MEETING OBJECTIVES

- De-brief comments and finalize recommendations
- Next Steps
  - Provide recommendations to Council
- Staff Contact
  - Mesa Sherriff, 253-591-5480 | [msherriff@cityoftacoma.org](mailto:msherriff@cityoftacoma.org)



# PROPOSED TYPES OF INFILL - PILOT PROGRAM 2.0

Two-Family Housing in the R-2 Zone



- 6,000 SF Lot
- Respond to context through massing, bulk, materials, landscaping, and building placement.

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



- 9,000 SF lot
- u p to 6 units

Cottage Housing in all except HMR-SRD



- 7,000 SF lot
- 4-24 units
- 0.5 FAR

Density-Based Housing in all Residential Zones



- 7,000 SF lot
- R3: 3,500 SF lot
- 12 units/acre
- Unit Factor
  - Primary = 1
  - Attached = 0.75
  - Accessory = 0.5



# NUMBER OF PROJECTS BY CATEGORY

|                     | Review    | CD1<br>(west<br>end) | CD2<br>(north<br>end) | CD3<br>(south) | CD4<br>(eastside) | CD5<br>(south<br>end) | citywide  |
|---------------------|-----------|----------------------|-----------------------|----------------|-------------------|-----------------------|-----------|
| <i>Two-Family</i>   | Admin.    | 3                    | 3                     | 3              | 3                 | 3                     | 15        |
| <i>Multi-Family</i> | Committee | 3                    | 3                     | 3              | 3                 | 3                     | 15        |
| <i>Cottage</i>      | Committee | 3                    | 3                     | 3              | 3                 | 3                     | 15        |
| <b>sum</b>          |           | <b>9</b>             | <b>9</b>              | <b>9</b>       | <b>9</b>          | <b>9</b>              | <b>45</b> |

## New Project Types

|                      |           |          |          |          |          |          |           |
|----------------------|-----------|----------|----------|----------|----------|----------|-----------|
| <i>Density-based</i> | Committee | 3        | 3        | 3        | 3        | 3        | 15        |
| <b>sum</b>           |           | <b>3</b> | <b>3</b> | <b>3</b> | <b>3</b> | <b>3</b> | <b>15</b> |

## Key Changes:

- Three Projects/District



# APPLICATION PROCESS



- Staff to check submittals for completeness
- Staff to request additional Materials and/or clarifications if needed

- Comments from public provided to committee and Director for aid in decision making

- Committee to review and provide final recommendations to the Director



## Key Changes:

- CUP + Infill Pilot Process Run Concurrently
- One Directors Decision



## Support for Infill Pilot Program

1. Support for development near transit hubs
2. Move (program) forward as fast as possible to meet housing shortage.
3. Provide greater on-site parking flexibility
4. Expand program into non-residential zones.
5. Focus on unambiguous and well documented design standards.



# PUBLIC COMMENTS

Mitigating the impacts of the program to existing neighborhood

1. Adequate parking availability

Related Changes Proposed:

- Eliminate parking requirement and allow applicant to determine parking need

No Required off-street Parking Pros:

- Flexibility in how the lot is used
- Less hardscape, more open space
- Promote alternative transportation
- Applicant know if parking needed

No Required off-street Parking Cons:

- Impact on off-street parking
- Enforcement



# PUBLIC COMMENTS

## Mitigating the impacts of the program to existing neighborhood

1. Increased burden on existing infrastructure

### Related Changes Proposed:

- Number of projects allowed through program

### Impact on Infrastructure Pros:

- Support existing transit, retail, etc
- Add housing supply in Tacoma
- Address missing middle housing

### Impact on Infrastructure Cons:

- Added load on utilities
- Increased traffic
- Impact on shared open space



## Streamlining the administration of the program

1. Decrease of public involvement
2. Code enforcement
3. Provide examples for common lots sizes

## Related Changes Proposed:

- Reducing number of mailings from 2 to 1
- Reducing number of Decision Letters from 2 to 1
- Handbook being updated to provide examples

## Rational:

- Recipients, information provided, and response time for public notice will be unchanged
- Scope of project review, opportunities for comment, and conditions for approval unchanged
- Proposed changes provide the same amount of review with less processing time required



# TWO-FAMILY HOUSING IN R2 ZONE

Planning Commission Decision Prior to Public Hearing:

Remove requirement for 2-family dwelling to “*present general appearance of detached single-family dwelling in terms of architecture, bulk and front and rear setbacks.*”

Public Comment Related to this issue: N/A

Language as Currently Proposed:

- Development must respond to context and neighboring structures through massing, bulk, materials, landscaping, and building placement.
- Each unit must have the primary entrance directly accessed from adjacent street
- Minimum usable yard space shall be 10% of lot area with no dimension less than 15 feet.



## NEXT STEPS

- finalize recommendations
  - Provide recommendations to Council
- Staff Contact
  - Mesa Sherriff, 253-591-5480 | [msherriff@cityoftacoma.org](mailto:msherriff@cityoftacoma.org)

