



AGENDA

MEETING: Regular Meeting

TIME: Wednesday, May 6, 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/91135786199>, or by dialing +1 (253) 215-8782 and entering the meeting ID 911-3578-6199 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 May 6th. Please e-mail your comments to Planning@cityoftacoma.org, put in the subject line "PC Meeting 5/6/20", and clearly indicate which agenda item(s) you are addressing.

A. Call to Order and Quorum Call

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

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

D. Discussion Items

1. Residential Infill Pilot Program 2.0

- Description: Review the draft Findings of Fact and Recommendations Report and the draft Letter of Recommendations.
- Action: Approval (Forwarding Recommendations to the City Council)
- Staff Contact: Mesa Sherriff, 253-591-5480, msherriff@cityoftacoma.org

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

- Description: Review and finalize the scope of work for the project, in consideration of comments received through the February 2020 public scoping process, and reflecting on how to integrate the housing-related impacts of COVID-19 within the project.
- Action: Approval (Finalizing the Scope of Work)
- Staff Contact: Elliott Barnett, 253-591-5389, elliott.barnett@cityoftacoma.org

3. Pierce Transit Destination 2040 Long Range Plan Update

- Description: Review the draft letter of recommendation prepared by Commissioner Karnes.
- Action: Approval (Forwarding Recommendations to Pierce Transit)
- Staff Contact: Lihuang Wung, 253-591-5682, lwung@cityoftacoma.org

(Continued on the back)



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E. Tentative Topics of the Upcoming Meeting (May 20, 2020):

- (1) Capital Facilities Program 2021-2026
- (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) Urban Design Studio
- (4) Tideflats Subarea Plan

F. Communication Items

- (1) Historic Preservation Month 2020 – “Cultural Landscapes” (See attached program booklet or visit www.HPMonthTacoma.com for various virtual events and the latest.)
- (2) Progress Report on Planning Work Program for 2020-2022
- (3) Status Reports by Commissioners – TOD Advisory Group, Housing Equity Task Force.
- (4) The Infrastructure, Planning and Sustainability Committee’s meeting on May 6, 2020 has been canceled.

G. Adjournment



MINUTES (DRAFT)

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

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

ABSENT: Carolyn Edmonds

A. CALL TO ORDER AND QUORUM CALL

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

Brian Boudet, Planning Division Manager, welcomed and thanked the Commissioners for joining the first Planning Commission virtual meeting. He also briefly introduced the three discussion items on the agenda.

B. APPROVAL OF AGENDA AND MINUTES

The agenda for the meeting was approved. The minutes for the March 4, 2020, meeting was approved as submitted.

C. PUBLIC COMMENTS

Public comments were not accepted at the meeting. No written comments had been submitted previously as directed in the agenda notice.

D. DISCUSSION ITEMS

1. Consolidated Plan 2020-2024

Darian Lightfoot, Neighborhood and Community Services Department, provided an overview of her presentation, consisting of the evaluation approach and funding allocations for the 2015-2019 Consolidated Plan, key findings from the needs assessment and market analysis, and the proposed Strategic Plan and Annual Action Plan.

The 2015-2019 Consolidated Plan had three (3) major goals, for which there were outcome indicators to evaluate the progress of each and help develop the next five-year Consolidated Plan (for 2020-2024). The funding allocations of each year in the last cycle were presented. Ms. Lightfoot furthermore presented the Equity Index, which was used to determine targeted neighborhoods in the City and assist in strategy development. Also presented were highlights from the needs assessment and market analysis, including housing cost burdens, shortage of public housing, vulnerable populations, average housing cost of Tacoma in comparison to that of Pierce County and Washington State. Based on these data, priority needs and populations were identified to address in the next Consolidated Plan. Ms. Lightfoot continued with the framework of the 2020-2024 Consolidated Plan, featuring main goals and their outcome indicators. She additionally covered the projected funds for the next five years of the plan.

In reference to the information on vulnerable populations (2019 Point-In-Time Count Results), Commissioner Givens was concerned that it did not thoroughly portray the homelessness situation and might come across as downplaying the issue. Ms. Lightfoot acknowledged the concern and explained that, as a strategy used nationwide, the point-in-time count was a snapshot to help gauge the situation in a

community. Its information helped with setting goals in the Consolidated Plan but was not meant to serve as a full report.

The Commission provided concurrence that the proposed Consolidated Plan 2020-2024 is consistent with the Comprehensive Plan, and ready for the City Council's consideration and adoption.

2. Capital Facilities Program 2021-2026

Nick Anderson, Office of Management and Budget, began by stating the three (3) intended takeaways and the agenda of his presentation. He gave a summary of the Capital Facilities Program (CFP) as well as explained how it fit in with other planning documents. He went on to describe the two (2) work streams in the CFP development process. Then, Mr. Anderson presented the scope of work for the updated CFP 2021-2026, key dates in the process, and next steps involving the Planning Commission.

Vice-Chair McInnis looked forward to reviewing the projects for the CFP 2021-2026 and requested additional background information on them, particularly how they made it on the project list. Commissioner Givens would like to see maps associated with the projects, especially transportation-related ones, for more efficient review in relation to the Comprehensive Plan.

3. Residential Infill Pilot Program 2.0

Mesa Sherriff, Planning Division Services, facilitated the Commission's review of the public comments on the proposed code amendments received during the public hearing (March 4, 2020) process. Before going into the comments and staff's suggestions for potential modifications to the proposal, he briefly reviewed the proposed housing types and the application process of the Residential Infill Pilot Program 2.0.

Generally, the public comments showed support for the program. The prominent concerns involved adequate parking availability, increased burden on existing infrastructure, and streamlining the administration of the program. For each issue, Mr. Sherriff offered proposed modifications, along with pros and cons of the subject. On top of the issues mentioned in the public comments, Mr. Sherriff brought up the Commission's decision prior to the public hearing regarding the requirement for a two-family dwelling to appear as a single-family dwelling.

Chair Petersen initiated the discussion with the reality that, during this quarantine period, there were more cars parked in a neighborhood at any given time, than during "normal" days. She encouraged everyone to take a walk around their neighborhood for a casual check of the parking situation. She added that having more parked cars on a street would have a calming effect on traffic as moving cars tend to go slower with closer attention paid to the road. About impact on infrastructure, she argued that utility providers would speak up if the demand went beyond their capacity. In regard to the appearance of two-family/multi-family dwellings, Chair Petersen suggested a walking tour to check out examples in various areas of the City.

Vice-Chair McInnis agreed with Chair Petersen on the parking requirement. However, he raised a concern that utility providers would take a different approach in determining mitigation and permit fees (e.g., an expanded single-family development vs. multiple units development); he would like the program to be in communication with the utility providers early on. Brian Boudet, Planning Division Manager, advised the Commission to include those concerns in their Letter of Recommendation to the City Council.

Moving forward, Commissioner Horne suggested adding conditions to the parking requirement, i.e., removing the requirement if in close proximity to a transportation corridor. He also indicated that he was indifferent about the appearance of multi-family dwellings. Commissioner Givens concurred with Chair Petersen and Commissioner Horne about the parking requirement. He also discussed the two-family/multi-family appearance and minimum lot sizes. In addition, he inquired about the State Environmental Policy Act (SEPA) threshold for multi-family dwellings and the earliest adoption time for the program. Staff expected that the program would be adopted in the summer.

Commissioner Santhuff supported Vice-Chair McInnis on his comment concerning fee structure and felt it should be addressed. On the topic of parking requirement, he wanted developers to document parking needs and limitations of the project in their application. Referring to Ryan Meacham's comment provided in the packet, Commissioner Santhuff stated that it was important to have multi-family dwellings blend in with their surroundings in single-family areas to preserve the characters of the neighborhoods; the challenge could be overcome in the pilot phase through creative designs, which hopefully would yield good examples for future projects and code changes. Commissioner Karnes was also in agreement with other comments on the parking requirement.

Chair Petersen further discussed the appearance of multi-family dwellings, elaborating that the design manuals needed to provide clear instruction on what they should look like. Commissioner Santhuff asked other Commissioners whether they would support requiring developers to include parking considerations in their application; several Commissioners agreed. Regarding Commissioner Givens' comment on the lot sizes, Chair Petersen indicated that reducing the minimum lot sizes would be a significant modification and may not be appropriate after the public review. Commissioner Santhuff requested data on the number of 6,000 square-foot lots in the City available for potential infill.

E. TOPICS OF THE UPCOMING MEETING (subject to change)

- 1) Home In Tacoma – AHAS Planning Actions 2020-2021
- 2) 2020 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) Tideflats Subarea Plan

F. COMMUNICATION ITEMS

The Commission acknowledged receipt of communication items on the agenda.

Brian Boudet, Planning Services Manager, informed the Commission of meeting cancellations from the TOD Advisory Group, Housing Equity Taskforce, and City Council's Study Sessions. He also indicated that the pandemic would most likely affect the Work Program and other items involving the Commission.

G. ADJOURNMENT

The meeting was adjourned at 6:43 p.m.

****These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:***

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



To: Planning Commission
From: Mesa Sherriff, Senior Planner, Planning Services Division
Subject: Residential Infill Pilot Program 2.0
Meeting Date: May 06, 2020
Memo Date: April 28, 2020

Action Requested:

Review Findings and Recommendations Report and forward Recommendations to Council

Discussion:

At the May 06, 2020 meeting, the Planning Commission will review the Findings of Fact and Recommendations Report, the Draft Code Updates, and the Draft Infill Pilot Program Handbook. In the attached packet are documents for review.

In response to a request from the Commission, staff will provide more information on the following issues raised during the review of public comments.

- What are the impacts of reducing the lot size for the Two-family housing from the proposed 6,000SF to 5,000SF?
- Is the language for the Two-family Housing sufficient?

These issues are examined in greater detail in Attachment 1 and will be presented to the Commission for guidance.

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:

- 04/15/2020 – Review of public comments
- 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, (253) 591-5480

Attachments:

1. Staff Responses
2. Draft Recommendation Letter
3. Findings of Fact and Recommendations report, including Exhibits A and B

cc. Peter Huffman, Director



Attachment 1

March 06, 2020

QUESTION FOLLOW-UPS FROM PREVIOUS MEETING

What are the impacts of reducing the lot size for the Two-family housing from the proposed 6,000SF to 5,000SF?

The current proposal already expanded the number of eligible lots for this housing type from under 10,000 to more than 30,000 lots citywide, by removing the corner lot limitation.



As illustrated in the maps above, reducing the minimum lot size to 5,000 SF would make an additional 8,500 lots eligible for the Two-family Housing project category. There is however, not a discernable pattern that these lots are clustered around transit corridors or other existing infrastructure and are instead distributed around the city in a similar pattern to the lots already being considered. Given the significant expansion of eligible properties in the draft code staff believes that there is an adequate pool of housing opportunities for this infill housing pilot.

Are the Design Guidelines for Two-family Housing sufficient?

The Commission provided guidance to remove requirements that two-family housing explicitly mirror single family detached housing. Of particular concern were front entrance requirements. At the same time, some Commissioner's voiced concern over the design guidelines for integrating two-family units into predominantly single family neighborhoods.

Staff recommends that additional clarification can be added to the Infill Pilot Handbook that will aid applicants in submitting projects that are compatible with goals of the program. The handbook is currently in draft form to allow for changes throughout the Commission and Council processes but a rough draft is provided for the Commission to review.

Key points to illustrate in the handbook:

- Respond to context (primarily single-family)
- Examples of successful duplex facades (below are some examples provided by Commissioner Santhuff)
- Guidance for locating entrances

The above approach will allow the review by the Advisory Committee to provide some flexibility in how specific criteria are met, such as door placement, instead of mandating that through code.





City of Tacoma
Planning Commission

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

May 06, 2020

The Honorable Mayor and City Council
City of Tacoma
747 Market Street, Suite 1200
Tacoma, WA 98402

RE: Residential Infill Pilot Program 2.0

Honorable Mayor and Members of the City Council,

On behalf of the Tacoma Planning Commission, I am forwarding our recommendations on the proposed changes to the Residential Infill Pilot Program, in response to Resolution No. 39723 from May 9, 2017. Enclosed is the "*Planning Commission's Findings and Recommendations Report, May 6, 2020*" that summarizes the proposed changes, the public review process, and the Planning Commission's deliberations.

Through months of conversation and discussion, the Commission has been steadfast in support for updating the Infill Pilot Program as it is one piece in the larger efforts to diversify the housing supply in the City of Tacoma.

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

The proposed changes to the Infill Pilot Program (referred to Infill Pilot 2.0) seek to build on the success of the program since its inception. In addition, the changes allow the Infill Pilot Program to continue to function by

- Adding more spaces for applicants
- Adding flexibility to address infill opportunities not currently allowed by the program
- Provide a streamlined project review without reducing the oversight each project receives

The Infill Pilot Program is well situated to provide infill opportunities within traditionally restrictive zones while providing oversight to these projects that will help to mitigate any significant impacts to existing neighborhoods. The Commission stands ready to assist the City Council and the Planning and Development Services Department in updating the Infill Pilot Program to ensure its continued success.

Respectfully,

ANNA PETERSEN, Chair
Tacoma Planning Commission
Enclosure



Residential Infill Pilot Program 2.0
Permanent Regulations
(Revisions to TMC 13.05 and 13.06)

Planning Commission
Findings of Fact and Recommendations Report
May 06, 2020

A. Subject:

The proposal is to modify zoning regulations pertaining to The Residential Infill Pilot Program (see **Exhibit A**).

B. Summary of the Proposed Regulations:

The Proposed Residential Infill Pilot Program Regulations, after Council and Planning Commission consideration, would amend the Residential Infill Pilot Program as follows:

Adds a Density-based Housing category to eligible housing types:

- Impacted code sections - TMC13.05.115, TMC13.06.640
- Adding Density-based Housing will establish a new project category within the Infill Pilot Program that will allow applicants to submit projects that meet the density (# of units/acre) of their site as identified in the One Tacoma Comprehensive plan. How the units are organized will be worked out on a case-by-case basis during the initial phase of the application.

Increases the number of each housing type allowed through the program:

- In order for the Infill Pilot Program to continue to operate and fulfill the objectives laid out in the Comprehensive Plan, new spaces for applicants needed to be created. These changes add three (3) spaces for each project type to each of the five (5) Council District. The total is therefore 15 spaces for each project type citywide.

Modify design requirements and other standards:

- Impacted code sections - TMC13.05.115, TMC13.06.160, TMC13.06.640
- Allow Cottage Housing in rear yards when an alley is present and defer building separation to building code: with the codification of the Detached Accessory Dwelling Units (DADU's) and the influx of this development type in the rear yard of lots across the city, it was determined that Cottage Housing is a similar enough development type to warrant similar regulation in terms of location on the site.
- 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
- Remove Parking requirement for projects reviewed by the Infill Pilot Program

Streamline the permit process

- Impacted code sections - TMC13.05.115, TMC13.06.640
- Integrate the Infill Pilot Program review process into the Conditional Use Permit process (rather than requiring both separately): The proposed updates to the code would allow these processes to be combined without eliminating any of the notification or review. One public

notice will be issued in accordance with the CUP processing times, which are longer than required by the Infill Pilot Program, and one Directors Decision will issued

- Update handbook to reflect changes and promote quality and performance through improved guidance.

C. Findings of Fact:

Part One – Legislative Intent:

1. Comprehensive Plan and Land Use Regulatory Code

The *One Tacoma* Comprehensive Plan, updated in 2015 by Ordinance No. 28335, is Tacoma's comprehensive plan as required by the State Growth Management Act (GMA) and consists of several plan and program elements. As the City's official statement concerning future growth and development, the Comprehensive Plan sets forth goals, policies and strategies for the health, welfare and quality of life of Tacoma's residents. The Land Use Regulatory Code, Title 13 of the Tacoma Municipal Code (TMC), is the key regulatory mechanism that supports the Comprehensive Plan. The following policies in the Housing Element clearly state the City's position regarding infill housing:

- *Policy H-1.3 Encourage new and innovative housing types that meet the evolving needs of Tacoma households and expand housing choices in all neighborhoods. These housing types include single family dwelling units; multi-dwelling units; small units; accessory dwelling units; pre-fabricated homes such as manufactured, modular; co-housing and clustered housing.*
- *Policy H-1.6 Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers and other places which are in close proximity to services and transit.*
- *Policy H-1.7 Consider land use incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses, fee waivers, accelerated permitting, parking requirement reductions, and tax incentives) in appropriate locations to facilitate the development of new housing units.*
- *Policy H-1.9 Apply infill housing approaches to create additional housing opportunities for low and mid-range (Missing Middle) housing types.*
- *Policy H-1.10 Establish and update a regulatory process to pilot infill of innovative housing types, as well as to pilot new development standards, affordability incentives and permit review processes.*

2. Planning Mandates and Guidelines

GMA requires that any amendments to the Comprehensive Plan and/or development regulations conform to the requirements of the Act, and that all proposed amendments, with certain limited exceptions, shall be considered concurrently so that the cumulative effect of the various changes can be ascertained. Proposed amendments to the Comprehensive Plan and/or development

regulations must also be consistent with the following State, regional and local planning mandates and guidelines:

- The State Growth Management Act (GMA);
- The State Environment Policy Act (SEPA);
- The State Shoreline Management Act (SMA);
- The Puget Sound Regional Council's *VISION 2040* Multicounty Planning Policies;
- The Puget Sound Regional Council's *Transportation 2040*, the action plan for transportation in the Central Puget Sound Region (adopted on May 20, 2010);
- The Puget Sound Regional Council's Subarea Planning requirements;
- The Countywide Planning Policies for Pierce County;
- TMC 13.02 concerning the procedures and criteria for amending the Comprehensive Plan and development regulations.

Part Two – Public Notification and Involvement

1. **Public Hearing** – A public hearing was held March 04, 2020 at 5:00 p.m. in Council Chambers. Public comments were accepted through March 06, 2020 at 5 p.m.
2. **Public Notice** – The public hearing notice was distributed to over 1,000 individuals and entities on the Planning Commission's mailing list that include the City Council, Neighborhood Councils, business district associations, civic organizations, environmental groups, the development community, the Puyallup Tribal Nation, adjacent jurisdictions, major employers and institutions, City and State departments, and other interested parties.
3. **Library** – A request was made to the Tacoma Public Library on February 12, 2020 to make the public hearing notice available for patrons' review at all branches.
4. **News Media** – The City of Tacoma issued a News Release on February 12, 2020. A legal notice was published in the Tacoma Daily Index on February 17, 2020.
5. **60-Day Notices** – A "Notice of Intent to Adopt Amendment 60 Days Prior to Adoption" was sent to the State Department of Commerce (per RCW 36.70A.106) on February 12, 2020. A similar notice was sent to Joint Base Lewis-McChord (per RCW 36.70A.530(4)) on February 12, 2020, asking for comments within 60 days of receipt of the notice.
6. **Tribal Consultation** – A letter was sent to the Chairman of the Puyallup Tribe of Indians on February 12, 2020 to formally invite the Tribe's consultation on the proposed ADU Regulations.
7. **Website** – Project updates and public review documents were posted to the City of Tacoma's website at www.cityoftacoma.org/infill.

8. **Neighborhood Council Meetings** – Staff has held and will continue to hold presentations at neighborhood councils to inform them of milestones in the legislative process and promote ways to get involved.

Part Three – Public Comment, Additional Facts, Observations, and Concerns:

Planning Commission acknowledges receiving public testimony and written comment, as well as staff response to said testimony and comments. Six (6) people provided oral testimony at the public hearing and staff received eight (8) written comments. The following are summaries of comment topics:

In support of expanding the program

- Supports development near public transit hubs.
- Move forward as fast as possible to meet housing shortage.
- Greater on-site parking flexibility (or lack thereof).
- Suggests expanding program into non-residential zones.
- Focus on unambiguous and well documented design standards.
- Suggests requiring alternative energy sources (solar).

Mitigating the impacts of the program to existing neighborhoods

- Increased burden on existing infrastructure
- Adequate parking availability.

Streamlining the administration of the program with adequate oversight

- Concerns of stream-lined permitting process and lessening public involvement.
- Concerns of effective code enforcement.
- Provide example prescriptive site plans for common lots sizes

Recommendations provided on subjects outside scope of the Infill Pilot Program:

- Concerns Recommends that residential zones within the McChord Field Accident Potential Zones maintain current density parameters (1-2 DU per acre)
- Monitor and enforce reinvestment of revenues generated by development to resolve housing issues.

The Planning Commission considered the provided comments and formulated revisions to the proposal to address them. The comments and staff analysis are contained in the April 15th, 2020 Planning Commission packet.

Part Four – SEPA Review

As part of an environmental review, the City of Tacoma completed a SEPA checklist and filed a Preliminary Determination of Environmental Nonsignificance on February 12, 2020. The SEPA Environmental Checklist found no significant impacts to the environment and found that infrastructure systems could support the addition of a projected small number of accessory dwelling units.

The comment deadline was March 06, 2020. The Determination became final on March 13, 2020. The environmental review packet is on file with the Planning and Development Services Department (PDS) and is available online at <http://www.cityoftacoma.org/infill>.

Part Five – Planning Commission’s Review Process:

1. On March 1st, 2017 the Planning Commission reviewed the findings from the Infill Pilot Program after it had been operational for over a year and accepted applications in multiple project categories.
2. On April 3rd, 2019 the Planning Commission began the process of removing the Accessory Dwelling Unit category from the Infill Pilot Program and were briefed on the progress that had been made through the operation of the program.
3. On September 18, 2019 the Planning Commission began the process of developing amended regulations for the Infill Pilot Program, discussed lessons learned to that point, and identifying issues and areas of concern for staff to review in more detail.
4. Staff presented to the Planning Commission on December 4th, 2019 to report findings and provide recommendations on options for consideration. At a follow up meeting on January 15th, 2020, further refinement of proposed changes was reviewed and a Public Hearing was scheduled and held on March 4th, 2020. The public comment period ended on March 6th, 2020.
5. On April 15th, 2020, the Commission reviewed public testimony and comments and discussed potential modifications to the draft proposals in response to public testimony received.
6. The Commission hereby forwards its recommendations to the City Council with the intent to assist the Council in taking action.
7. A record of updates and actions concerning the Infill Pilot Program can be found at <http://www.cityoftacoma.org/infill> and at http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/.

D. Conclusions :

The Commission concludes that the amendments will support the City’s health and equity policies by:

- Adding small footprint, lower cost units to the existing housing supply.
- Increasing the quantity of diverse housing types within the City by addressing lack of missing middle housing.
- The addition of Density-based Housing will provide flexibility to respond to specific conditions found on each site and will allow for more opportunities for projects that meet the principles of the program to be approved. Limiting these projects to the density limits as they are defined in the One Tacoma Comprehensive Plan ensures consistency with the vision for the communities where they are built.

- Providing an increased choice of housing that responds to changing needs, lifestyles (e.g., young families, retired), environmental sustainability, and modern technological advances in the building sciences.
- Contributing to household prosperity and neighborhood stability by creating avenues for additional income, aging-in-place, and the meeting of personal and property needs.
- Increasing density in order to better utilize existing infrastructure and community resources and to support public transit and neighborhood retail and commercial services.

The Commission concludes that the proposed amendment will benefit the City as a whole, will not adversely affect the City's public facilities and services, and bears a reasonable relationship to the public health, safety, and welfare.

The Commission concludes that the proposed amendments conform to the applicable provisions of State statutes, case law, regional policies, and the One Tacoma Comprehensive Plan.

Concludes that the expansion of housing types and number will provide more sufficient project types and examples to inform the broader housing/zoning discussions as part of the Home in Tacoma planning study and amendment process.

E. Recommendation

The Planning Commission recommends that the City Council adopt the proposed amendments to the Tacoma Municipal Code, as set forth in **Exhibit A**. In addition to the code amendments, Planning Commission intends to work with staff to update the Residential Infill Pilot Program handbook that will explain details of the code, such as calculating Density-Based Housing, in common terms, as well as showcasing best practices.

F. Exhibit:

- A. Proposed Amendments to the Tacoma Municipal Code
- B. [DRAFT] Residential Infill Pilot Program Handbook



Residential Infill Pilot Program 2.0 Code Changes

PROPOSED AMENDMENTS TO THE TACOMA MUNICIPAL CODE TITLE 13 – LAND USE REGULATORY CODE

March 06, 2020

NOTES:

This document shows all of the proposed to existing code. The sections included are only those associated with the proposed changes. Sections are divided by *** marks, indicating the beginning and end of each section containing proposed amendments.

Proposed additions are indicated by blue underline and proposed deletions are indicated by ~~blue strikethrough~~. Green text indicates text that has been moved

Summary of Changes:

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 the 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.

The following code sections include proposed amendments:

13.05.115 Residential Infill Pilot Program

13.06.160 Cottage Housing

13.06.640 Conditional use permit

13.05.115 Residential Infill Pilot Program

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

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

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

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

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

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

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

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

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

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

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

1. This body will include the following representatives:

a. The Director or designee;

b. The Long Range Planning Manager or designee;

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

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

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

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

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

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

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

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

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

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

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

(1) Street frontage characteristics.

(2) Rhythm of development along the street.

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

(4) Front setback patterns.

(5) Landscaping and trees.

(6) Backyard patterns and topography.

(7) Architectural features.

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

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

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

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

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

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

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

1. Built Green 3 Stars; ~~or~~ LEED Bronze; or equivalent;

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

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

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

13.06.160 Cottage Housing.

A. Intent. Cottage housing developments are intended to:

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

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

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

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

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

E. Development standards.

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

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

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

5. Maximum density. Cottage housing developments are permitted ~~4.52~~ times the maximum number of dwelling units in the applicable zoning district. For example, in the R-2 District a 20,000 square foot site is permitted four 5,000 square foot lots, or ~~six~~ eight cottage housing units.

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

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

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

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

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

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

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

13. Design Standards.

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

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

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

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

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

f. Cottage developments shall be stick-built.

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

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

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

17. Accessory Dwelling Units. Not permitted.

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

13.06.640 Conditional use permit.

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

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

1. The proposed lot ~~is a corner lot with~~ has a minimum lot size of 6,000 square feet ~~in size. Corner lots provide an opportunity for two family or townhouse development to be integrated in the neighborhood in a context responsive manner that is consistent with the single family detached character of the district.~~

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

3. The proposed two-family or townhouse development is ~~designed to present the general appearance of a detached single family dwelling through one of the following two design approaches~~ consistent with the following:

Development must respond to the context and neighborhood and single-family structures through massing, bulk, materials, landscaping, and building placement.

~~Each unit must have a primary entrance directly accessed from adjacent street. Each unit is oriented onto a different street frontage designed in a similar manner to the street fronting façade of a detached single family house. Or, each unit is accessed through a shared entrance.~~

~~4. The proposed structure is designed to resemble a detached single family house in terms of architecture, bulk, front and rear setbacks, and location of parking in a designated rear yard. The site shall provide the required rear yard of the R-2 District on one side of the structure. Each unit shall provide no more than one off street parking space. In the case of conversion of an existing single-family dwelling to a two-family dwelling, the existing architectural features shall be maintained to the maximum extent practicable.~~

5. Applications for two-family and townhouse dwelling units in R-2 Districts shall be processed in accordance with the provisions of TMC 13.05.115 and TMC 13.06.640. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.

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

1. The proposed lot is a minimum of 9,000 square feet in size.

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

3. The proposed structure is designed to minimize the overall impression of density and bulk and to fit with established neighborhood patterns. Access to dwellings shall be through a shared primary entrance. Parking ~~shall be limited to one space per unit, and~~ shall be located to the rear of the site in a manner that obscures it from view from the street frontage.

4. Applications for multi-family dwellings in R-2 or R-3 Districts shall be processed in accordance with the provisions of the Residential Infill Pilot Program provisions of TMC 13.05.115 and TMC 13.06.640. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings

of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.

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

1. The proposed lot is a minimum of 7,000 square feet in size.
2. The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.115.
3. The proposed development is designed to provide variety in unit sizes, building and site features, and site design elements. Landscaping shall be designed in an attractive way and according to a coherent design. Residential units are laid out to be oriented to the public right-of-way and shared open space. Building massing is designed to have limited impact on neighboring properties and parking is to be off the alley where possible and minimized through screening and landscaping.
4. Applications for Cottage Housing units in all residential district except HMR-SRD shall be processed in accordance with the provisions of the Residential Infill Pilot Program provisions of TMC 13.05.115, TMC 13.06.160, and TMC 13.06.640. Pursuant to those requirements, the applicant shall submit, in conjunction with the application, site plan drawings and drawings of building elevations, information on building materials, and complete information indicating how the property will meet the above criteria.

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

1. The proposed lot is a minimum of 3,500 square feet in size in the R-3 Zone and 7,000 square feet in size in all other zones.
2. The proposal is consistent with the Residential Infill Pilot Program criteria contained in TMC 13.05.115.
3. Development must respond to context and neighboring structures through massing, bulk, materials, landscaping, and building placement.

Buildings must orient entrances toward the public right-of-way and parking shall be located to the rear of the site in a manner that obscures it from view from the street frontage.

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



CITY OF TACOMA

RESIDENTIAL INFILL PILOT PROGRAM 2.0

A handbook for building new housing on existing
residential properties

DRAFT



TMC 13.05.115 Residential Infill Pilot Program
November 2016
Updated D

DRAFT

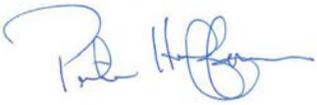
Cover Photo: Third Street Cottages, Langley, WA.
Photo credit: Ross Chapin Architects.

FORWARD

Infill Housing is one of the most powerful ingredients toward providing vitality, quality, affordability, and compactness to a revitalized Tacoma's housing mix. The City of Tacoma's innovative program, the Infill Housing Pilot, will allow us to test best practices and learn how to better serve homeowners and developers as we try out new ideas and strategies.

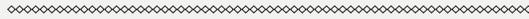
Our diverse citizens, from students to young professionals to families, are looking for quality places to live in established communities near to where they work, learn and enjoy Tacoma's considerable amenities. Forward-thinking in how we develop our housing stock provides more and better options for residents that integrate into our existing neighborhood fabric. Detached accessory dwelling units, townhouses, cottage housing and multifamily developments offer existing neighborhoods, developers and the City an opportunity to work together to create the type of new housing that complements Tacoma's growth, as well as the beauty of its existing neighborhoods.

We look forward to hearing from the community and to seeing high quality, exciting infill housing projects.



Peter Huffman
Planning and Development Services Director

ABOUT THIS MANUAL



The City of Tacoma has created this manual in support of an innovative program we are launching in 2017, the Infill Pilot Program. The first part of this manual describes the purpose, principles, and types of infill housing. The second half is focused on the details of the program and the process for participating, from associated code language to permitting.

We hope this document contains the answers to your questions about the program and provides guidance toward the development of many exciting projects.

CITY OF TACOMA

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November 2016

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TYPES OF INFILL:

DENSITY-BASED HOUSING



TWO-FAMILY HOUSING



MULTI-FAMILY HOUSING



COTTAGE HOUSING



Ø1 INTRODUCTION

PURPOSE

The purpose of the Residential Infill Pilot Program (referred to as the Pilot Program throughout the remainder of this document) 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.

BACKGROUND

In December 2015, the City Council adopted code language enacting the Pilot Program as part of a package of Affordable/Infill Housing code updates. The following infill housing types will be reviewed under the Pilot Program:

-  Density-based housing in single-family zoning districts (R-1, R-2, R2-SRD, HMR-SRD, R-3)
-  Two-family or townhouse (TF) development within the R-2 Single-Family District
-  Small-scale multifamily (MF) development within R-3 District. Exception: Applications to the Infill Pilot Program for renovations of existing structures, that do not increase building footprint, will be reviewed in the R2 district.
-  Cottage Housing (COT) development within any residential district except HMR-SRD District

Infill Defined:

New development that is sited on vacant or undeveloped land within an existing community, and that is enclosed by other types of development.

Infill Housing Types:	DBH	TF	MF	COT
Council District 1	3	3	3	3
Council District 2	3	3	3	3
Council District 3	3	3	3	3
Council District 4	3	3	3	3
Council District 5	3	3	3	3

The anticipated Pilot Program re-launch is June 2020. At that time, the City will begin more detailed discussions with applicants wishing to develop one of the infill housing options. The review committee of staff and Tacoman citizens formed by Planning and Development Services (PDS) will select up to three of each housing type in each Council District based on how well they demonstrate the Pilot Program’s design principles and objectives, as well as meet related City requirements. Proponents of the projects selected will be invited to submit full permit applications.

PILOT PROGRAM PROCESS DIAGRAM



PROCESS TO APPLY

Scoping and Preparation

Staff will be available to discuss project ideas with potential applicants. In addition, planning staff can put potential applicants in contact with staff in other departments and divisions to add with information gathering and necessary clarifications. This period is intended to help applicants determine if a project is well-suited to go through the Residential Infill Pilot Program process.

Pre-Application Meeting

As on all development projects, staff will be available to help individuals in the preliminary planning stage on your infill proposal. Any level of detail can be a basis for conversation and analyzing areas that need additional attention or correction.

Pilot Program Application

After working with staff to develop project particulars, applications will be accepted on an ongoing basis until 3 projects of each type in each Council District Have been selected.

Public Early Involvement Meetings

In order for public feedback to be heard and to provide comprehensive information to the review committee, meetings will be scheduled to hear public comment about potential residential infill pilot projects.

Project Program Review Committee Meeting

The committee will meet to review the merits of all eligible projects that have been submitted via application to staff. A scoring rubric, which will be made available in advance of the project submission, will be used to rank projects.

Permitting Process

All projects are subject to typical regulations and fees associated with project type and size. If the applicant is ready, the project may be submitted after notification of project acceptance. Otherwise, more time should be taken to develop the project for permit submittal.

CONDITIONAL USE PERMITS

In many zones, there are uses that may be compatible, but because of their size, operating characteristics, potential off-site impacts, and/or other similar reasons, these uses warrant special review on a case-by-case basis. The purpose of the conditional use permit review process is to determine if such a use is appropriate at the proposed location and, if appropriate, to identify any additional conditions of approval necessary to mitigate potential adverse impacts and ensure compatibility between the conditional use and other existing and allowed uses in the same zoning district and in the vicinity of the subject property.

A conditional use permit will be required for all projects being considered by the Residential Infill Pilot Program. These uses may be authorized by the Director or Hearing Examiner in accordance with the procedures established in TMC 13.05 and the applicable criteria outlined under *Procedures and*

Fees in Chapter 4 of this document.

See *Locating Infill Projects* in Chapter 4 of this document which provides more detail on the zoning for allowable housing types and defines the residential zoning districts.

Also, see TMC 13.06.100, -.200, -.300, and -.400

DRAFT

Ø2 TYPES OF INFILL

The Benefits of Residential Infill

The intent of the Pilot Program is to integrate new housing opportunities harmoniously into predominantly single-family areas. All the allowable developments in the Pilot Program - including density-based housing, two-family housing, multi-family housing and cottage housing - are intended to provide the following benefits:

- Provide homeowners with a means of providing for companionship, security and income.
 - Add affordable units to the existing housing supply.
 - Make housing units within the City available to moderate income people.
 - Provide an increased choice of housing that responds to changing needs, lifestyles (e.g., young families, retired, multi-generation, and family members with special needs), and modern development technology.
 - Protect neighborhood stability, property values, and the single-family residential appearance.
 - Increase density in order to better utilize existing infrastructure and community resources and to support public transit and neighborhood retail and commercial services.
- Two-family housing in single-family zoning creates opportunities for infill on corner lots that maintain the scale and character of single-family buildings while utilizing two public edges of the property as front yards and entries.
 - Small Multi-family housing in lower-density zoning increases density while preserving the neighborhood character through appropriate building massing and setbacks.
 - Cottage housing provides a transition between single family housing neighborhoods and higher density areas, creating a development pattern that maximizes land values, reduces infrastructure costs and typically provides housing next to services.

Benefits Specific to Each Infill Housing Type

Each type of development has specific benefits that explain why they are part of this Pilot Program.

- Density-Based Housing will allow applicants to develop a project that meets the density requirement of the One Tacoma Comprehensive Plan and responds to the specific site conditions and the needs of the occupants.

An example of a multi-unit building with an appearance compatible with single-family buildings



DENSITY-BASED HOUSING

Definitions

Target Density identified in the One Tacoma Comprehensive Plan:

Zone

R-1, R-2, R-2SRD, HMR-SRD = 6-12 units per acre

R-3 = 14-36 units per acre

Zoning

Under the Pilot Program, Density Based Housing will be reviewed in single-family zoning districts: R-1, R-2, R2-SRD, R-3, and HMR-SRD. See *Locating Infill Projects* in Chapter 4 of this document for allowable locations for this type of development.

Permitting

All Density-Based housing projects will need to go through a conditional use permit process in addition to they meeting the criteria presented in this section.

Submittal Requirements

See checklists in Chapter 4 for complete submittal requirements under the provisions of the Pilot Program.

References

- TMC 13.06.640.G Conditional Use - Two-Family Development on Corner Lots in the R-2 District
- TMC 13.05.115 - Residential Infill Pilot Program
- TacomaPermits.org - Conditional Use Permit Application

REQUIREMENTS:



Maximum Units:

- 12 Units per acre except in R-3, which allows 36 units per acre

Unit Density:

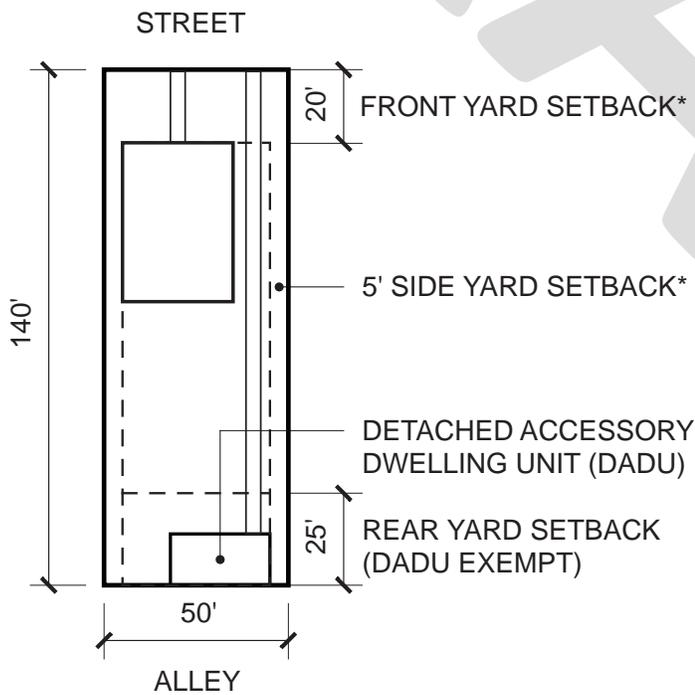
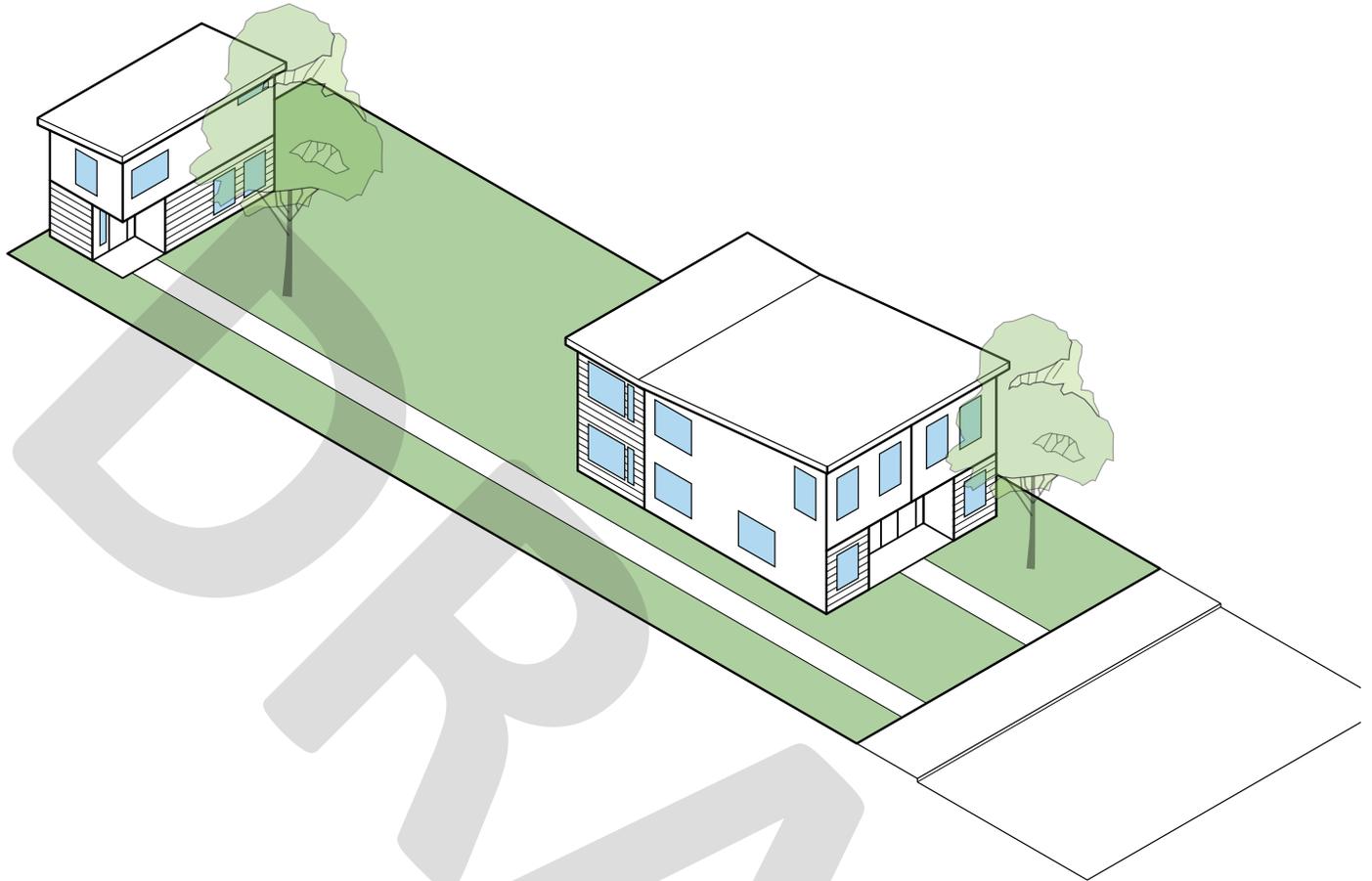
- Primary unit = 1
- Attached unit = 0.75
- Accessory unit (max 2) = 0.5

Minimum Lot Size:

- 3,500 SF in R-3
- 7,000 SF in other R zones

Design Criteria:

- A pedestrian walkway composed of distinct materials from adjacent vehicle driving or parking surfaces shall be provided between the all units with separate entrances and the nearest public sidewalk or street right-of-way when no sidewalk exists.
- Minimum usable yard space shall be 10% of lot area
- Buildings must orient entrances toward the public right-of-way where adjacent, provide a minimum of 15% façade transparency.
- Vehicular access shall be from the rear of the site whenever suitable access is available or feasible. If not feasible, then driveway or private roads shall be minimized to the maximum extent feasible. Driveways to individual units shall consist of paved runner strips or pervious surfacing.



*SETBACK SUBJECT TO UNDERLYING ZONE

Example: 3 units on a 7,000SF lot



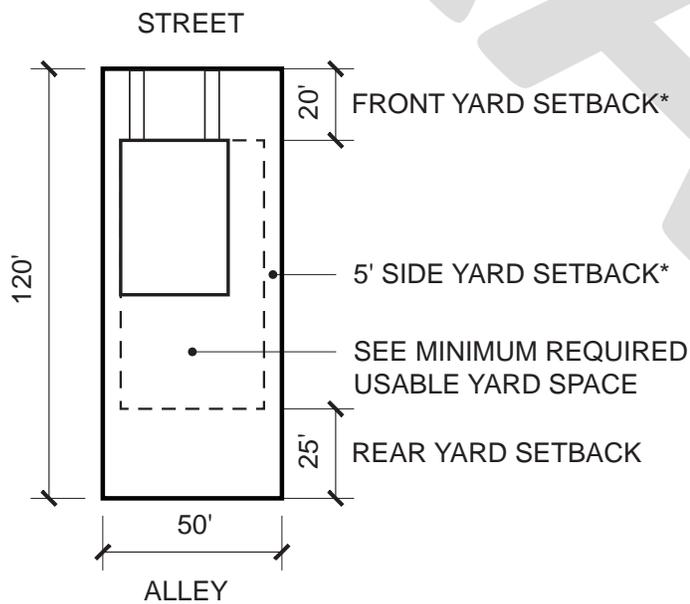
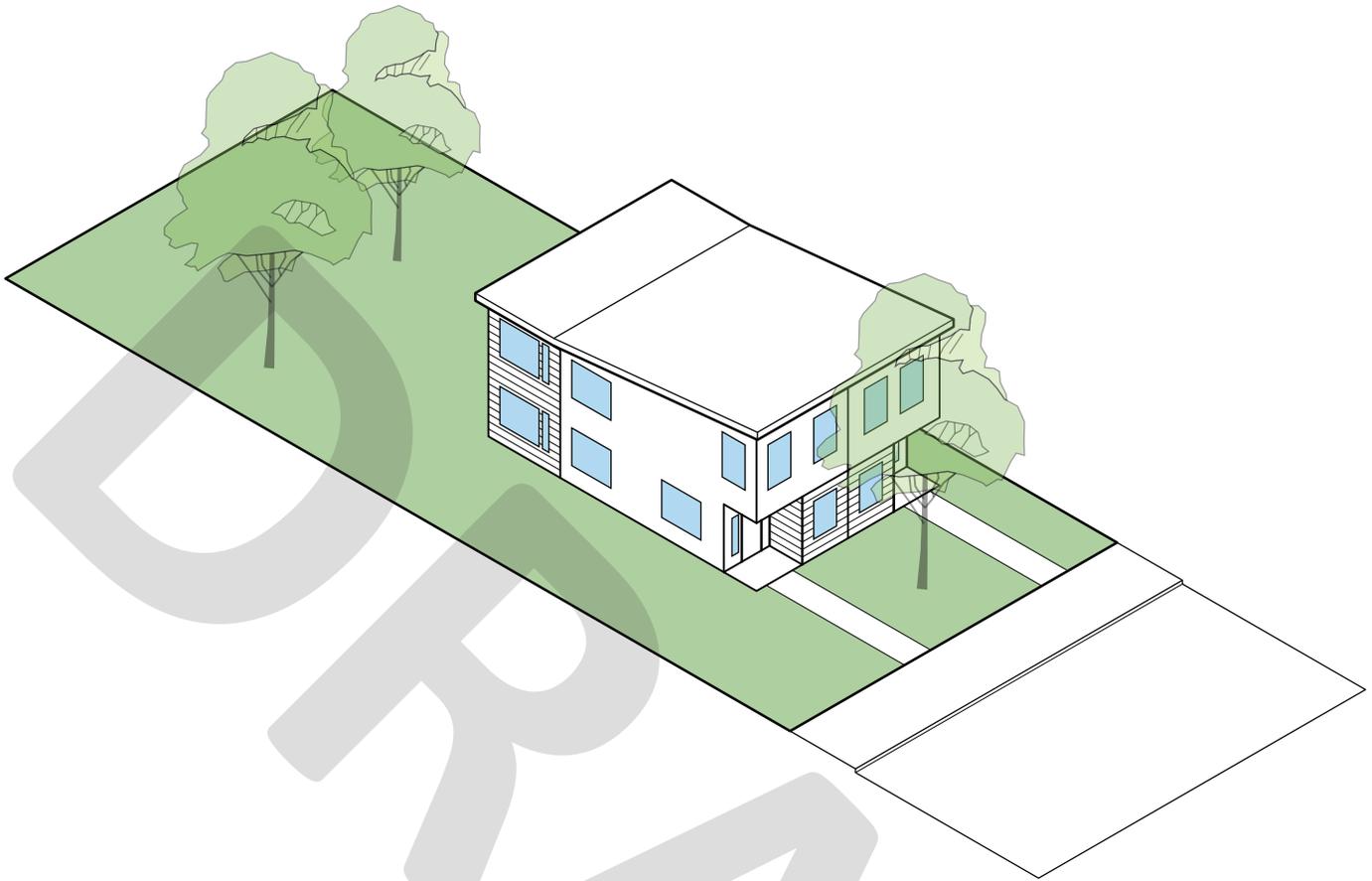
Multi-unit building in Tacoma



ADU in Portland, OR. Photo Credit: Rainbow Valley Construction.



Multi-unit building in Tacoma



*SETBACK SUBJECT TO UNDERLYING ZONE

Example: Two-family home on a 6,000SF lot

TWO-FAMILY HOUSING

Definitions

Two-Family Housing: One residential building or attached buildings with two separate dwelling units (also called apartments or townhouses).

Zoning

Under the Pilot Program, two-family or townhouse development will be reviewed in single-family zoning district R-2. See *Locating Infill Projects* in Chapter 4 of this document for allowable locations for this type of development.

Permitting

Two-family developments require a Conditional-Use Permit in R-2 Districts and must meet the criteria presented in this section.

Submittal Requirements

In addition to the submittal requirements under the provisions of the Pilot Program, the applicant shall submit information on building materials. See checklists in Chapter 4 for complete submittal information.

References

- TMC 13.06.640.G Conditional Use - Two-Family Development in the R-2 District
- TMC 13.05.115 - Residential Infill Pilot Program
- TacomaPermits.org - Conditional Use Permit Application

TWO-FAMILY REQUIREMENTS:



Maximum Units:

- Two dwelling units

Minimum Lot Size:

- 6,000 SF

Parking:

- Locate parking in a designated rear yard.

Design Criteria:

- Development must respond to context and neighboring structures through massing, bulk, materials, landscaping, and building placement.
- Careful consideration will be given to the appearance of visible facades to the street and to neighboring properties.
- Each unit must have a primary entrance directly accessed from adjacent street
- Careful consideration will be given to the entrances to the primary entrances with an emphasis on appearance from the street(s), location, and how equitable access to all residents is provided.
- Minimum usable yard space shall be 10% of lot area with no dimension less than 15 feet.

DRAFT



Two-entry duplex in Bend, OR. Photo credit: West Bend Property Co.



Corner lot duplex in Tacoma, WA. Photo credit: Lauren Flemister



Multi-family housing in Tacoma, WA. Photo credit: Elliott Barnett.



Multi-family residences in Tacoma, WA. Photo credit: Lauren Flemister.

MULTI-FAMILY HOUSING

Definitions

Multi-Family Housing: a residential building or several buildings within one complex with multiple dwelling units (also called apartments or townhouses).

Only multi-family housing up to maximum six dwelling units will be considered under this Pilot Program.

Zoning

Under the Pilot Program, multi-family development will be reviewed in two-family the R-3 zoning district. In addition, applications to the Infill Pilot Program for renovations of existing structures, that do not increase building footprint, will be reviewed in the R2 district. See *Locating Infill Projects* in Chapter 4 of this document for allowable locations for this type of development.

Permitting

Multi-family developments require a conditional use permit and must meet the criteria presented in this section.

Submittal Requirements

In addition to the submittal requirements under the provisions of the Pilot Program and the Conditional Use Permit application, the applicant shall submit information on building materials. See checklists in Chapter 4 for complete submittal information.

References

- TMC 13.06.640.H Conditional Use - Multi-Family Development in the R-3 District
- TMC 13.05.115 - Residential Infill Pilot Program
- TacomaPermits.org - Conditional Use Permit Application

MULTI-FAMILY REQUIREMENTS:



Maximum Units:

- Six dwelling units

Minium Lot Size:

- 9,000 SF

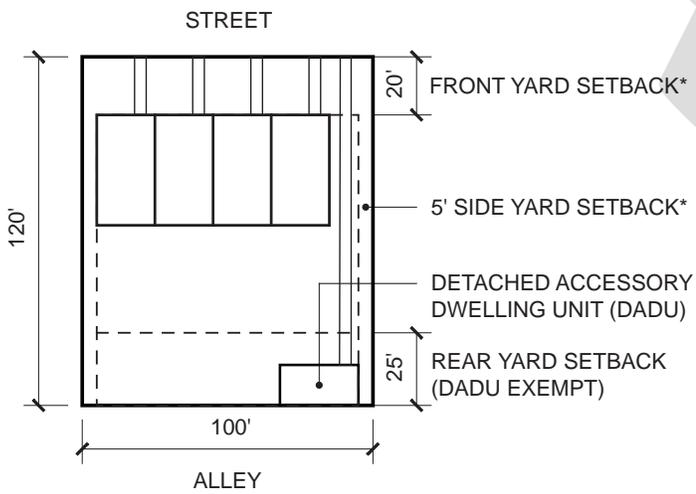
Parking:

- Located in rear of the site, obscured from street frontage view

Design Criteria:

- Minimize overall impression of density and bulk.
- Fit with established neighborhood patterns.
- Access to dwellings shall be through a shared primary entrance, exceptions will be considered for modifications to existing buildings.
- Minimum usable yard space shall be 10% of lot area with no dimension less than 15 feet (no less than 12 feet for parcels smaller than 3,500 sf). This area cannot include structures, driveways or parking and must be located in the rear or side yard.
- 35% of usable open space must be 'common' space.

RESIDENTIAL INFILL PILOT PROGRAM



*SETBACK SUBJECT TO UNDERLYING ZONE



Multi-family development in Seattle, WA. Photo credit: Seattle Department of Construction and Inspections.



High Point multi-family and low-income development in Seattle, WA. Photo credit: Juan Hernandez.

RESIDENTIAL INFILL PILOT PROGRAM



Chico Beach Cottages, Silverdale, WA. Photo credit: Charlie Wenzlau.



Height Limit Requirements for new cottage housing.

COTTAGE HOUSING

Definitions

Cottage Housing: A grouping of single family housing clustered around common open space with a coherent plan for the entire site.

Cottage Housing Types:

- **Cottage** – A detached, single-family dwelling unit containing no more than 1,200 sf of gross floor area with no more than 800 sf of ground floor.
- **Carriage** – A single-family dwelling unit, not to exceed 800 sf in gross floor area, located above a garage structure in a cottage housing development.
- **Two/Three-dwelling Buildings** – A structure containing two or three dwelling units, not to exceed 1,000 sf per unit on average, designed to look like a detached single-family house. Two/three-dwelling cottage buildings are not permitted in the R-1 or R-2 Districts.

Zoning

Under the Pilot Program, all cottage housing types between 4 - 24 dwelling units will be reviewed in any residential zoning districts except HMR-SRD. See *Locating Infill Projects* in Chapter 4 of this document for allowable locations for this type of development.

Permitting

All cottage housing requires a conditional use permit and must meet the criteria presented in this section.

Submittal Requirements

In addition to the submittal requirements under the provisions of the Pilot Program and the Conditional Use Permit application, the applicant shall submit the following:

- A completed Preliminary Plat application, if applicable.
- A completed environmental checklist, if applicable.
- A completed application for a site plan approval.
- Documentation of the proposed ownership.
- Property management approach, such as condominium or homeowners association.

See checklists in Chapter 4 for complete submittal information.

References

- TMC 13.06.160 - Cottage Housing
- TMC 13.05.115 - Residential Infill Pilot Program
- TacomaPermits.org - Conditional Use Permit Application

COTTAGE HOUSING REQUIREMENTS:



Maximum Units:

- **Four to twenty-four dwellings;
Maximum 12 cottages per cluster**

Floor Area Limits:

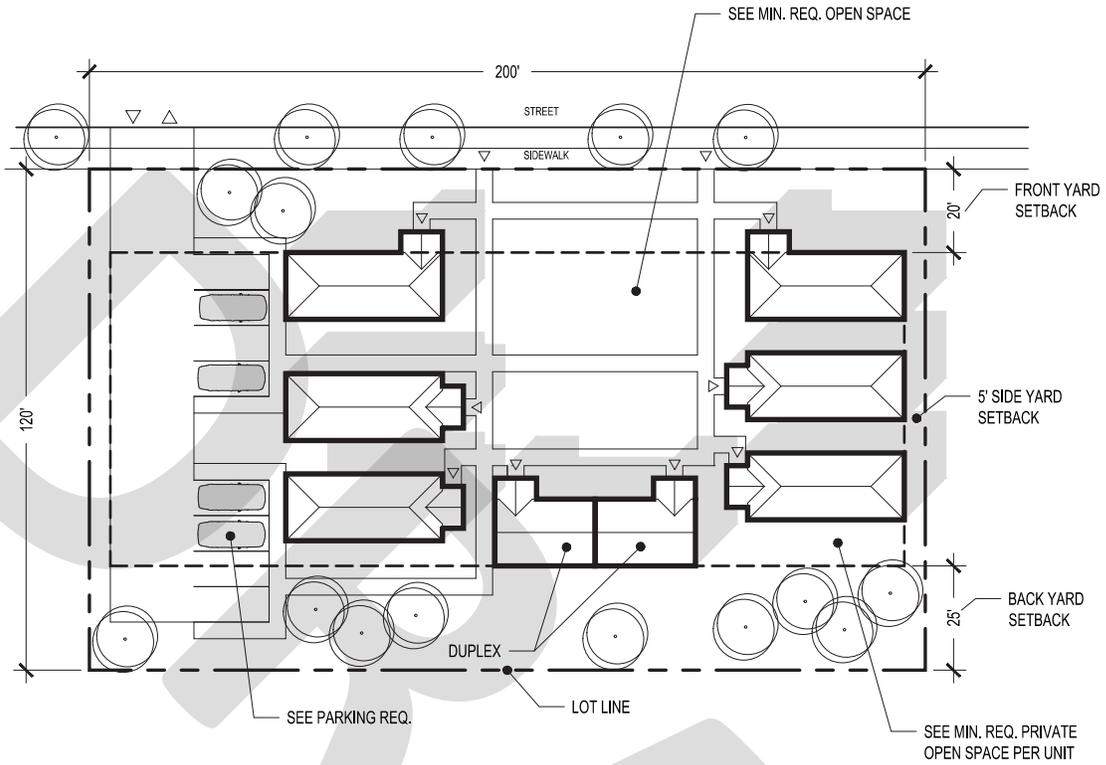
- **Maximum 0.5 FAR required for overall site.**

Minimum Lot Size:

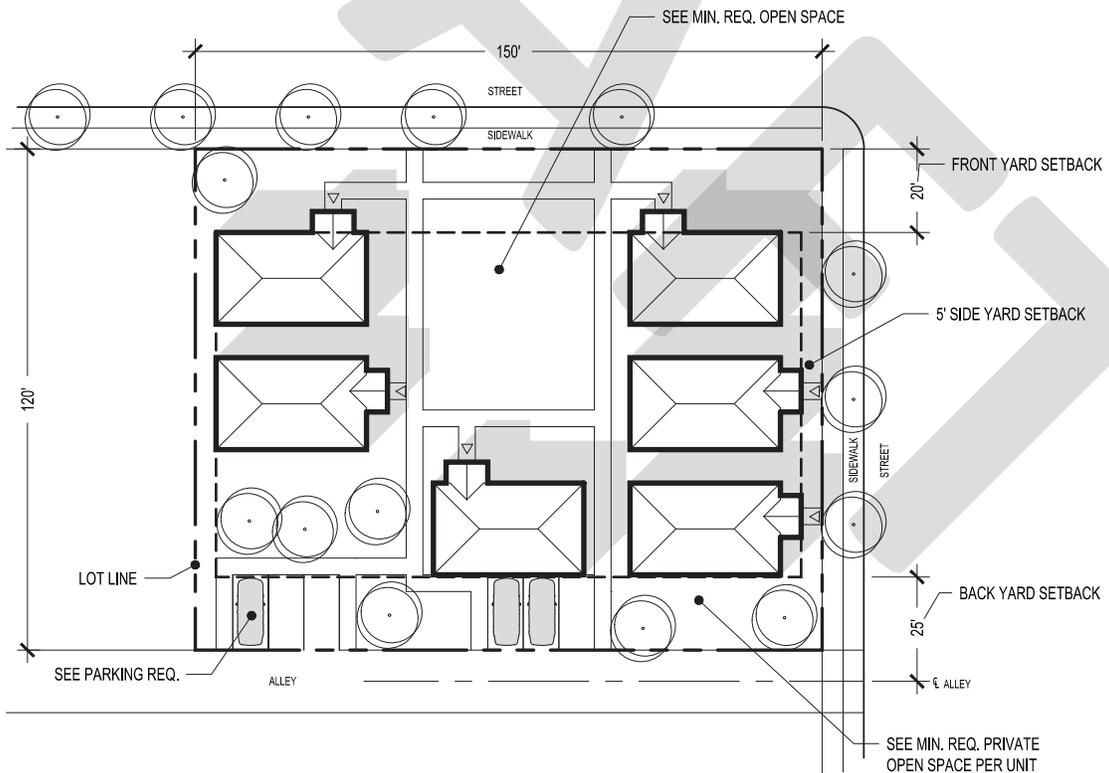
- **7,000 SF**

Parking:

- **Detached garage floor area limit of 250 SF. Shared garages floor area limit of 1,200 SF. Clustered parking areas limit of four spaces.**



Example 1: Cottage Housing Mid-Block Lot with No Alley



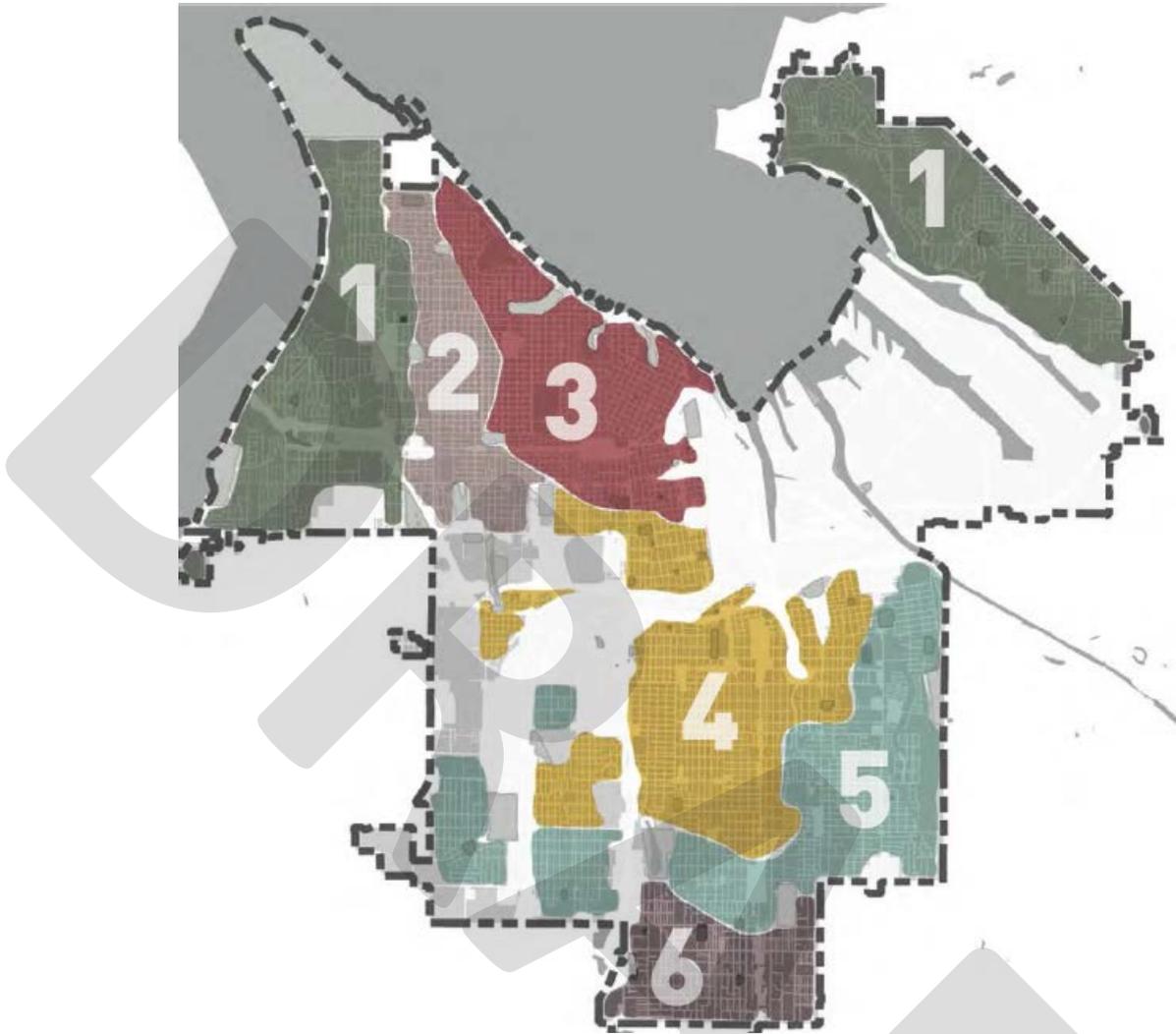
Example 2: Cottage Housing on Corner Lot with Alley

COTTAGE HOUSING REQUIREMENTS CONTINUED:



Design Criteria:

- Number of developments permitted = 1.5 times the maximum number of dwelling units in the applicable zoning district.
- The external setbacks of the underlying zoning district shall apply. Exception: when an alley is present, cottage housing may be constructed in the rear yard setback
- Covered porch required per building; minimum 50 SF with no dimension less than 5 feet.
- Each carriage unit shall have a deck or balcony oriented toward the common open space.
- Buildings must orient entrances toward the public right-of-way where adjacent, provide a minimum of 15% façade transparency, and modulate the façade, vary the roofline or other design features.
- Vehicular access shall be from the rear of the site whenever suitable access is available or feasible. If not feasible, then driveway or private roads shall be minimized to the maximum extent feasible. Driveways to individual units shall consist of paved runner strips or pervious surfacing.
- All cottage housing and landscaping shall be designed in an attractive way and according to a coherent design concept that allows for variation in style, features, materials and colors.
- A variety of unit sizes, design, building styles, features, colors and site design elements are required.
- Minimum 400 SF common open space with no dimension less than 20 feet.
- Common open space shall be located in a central area that is easily accessible and visible to all dwellings within the cottage cluster. No sight-obscuring fences are permitted within common open spaces. The common open space shall be surrounded by cottage or common buildings on at least three sides, unless topography precludes this. Common open space shall be improved with gathering space, gardening, walkways or recreational features.
- Minimum 300 SF private open space per unit. Not allowed in front setback.
- Community buildings in common ownership are permitted within cottage housing developments, and shall be incidental in use and size to the cottage dwellings.
- All dwelling units shall be directly connected to the public sidewalk.
- Provide required street trees per TMC 13.06.502.
- Parking areas shall be softened or screened with landscaping.
- Internal landscaping shall be determined through the Residential Infill Pilot Program review process.
- ADUs are not permitted.



1 POST-WAR SLOPES

- Topography: Sloped
- Block Structure: Curvilinear
- Intersection Density: Disconnected
- Land Use: Low Intensity

2 MIXED-ERA TRANSITION

- Topography: Flat
- Block Structure: Mixed
- Intersection Density: Connected
- Land Use: Medium Intensity

3 PRE-WAR COMPACT

- Topography: Sloped
- Block Structure: Straight
- Intersection Density: Connected
- Land Use: High Intensity

4 PRE-WAR EXPANSION

- Topography: Flat
- Block Structure: Straight
- Intersection Density: Mixed
- Land Use: Medium Intensity

5 MID-CENTURY EXPANSION

- Topography: Mixed
- Block Structure: Straight
- Intersection Density: Mixed
- Land Use: Low Intensity

6 SUBURBAN FRINGE

- Topography: Flat
- Block Structure: Straight
- Intersection Density: Disconnected
- Land Use: Low Intensity

Ø3 DESIGN ELEMENTS

Criteria

The success of the pilot program will be based on the production of exemplary projects; once staff and Council know the best of what is possible, we will be able to create code and design guidelines that will encourage consistent, good-quality projects of these types. Some of the principles in the Comprehensive Plan and the Strategic Plan and requirements found in portions of municipal code provide guidance to shape the design elements of the projects we hope will arise from the pilot program. The following elements provide a design framework to help applicants design site plans and buildings that will match the vision of pilot program.

Element One

In the City of Tacoma, there are distinct residential patterns in various areas of the city. Many of the neighborhoods are well-designed and possess a character beloved by residents, so many cues can be taken from the existing style of the neighborhood. Successful projects will be compatible with the following patterns established by existing neighborhood development:

(1.) Street frontage characteristics

-consider the entries (pedestrian and vehicular), location of exterior temporary and permanent fixtures, walkways, etc.

(2.) Rhythm of development along the street

-consider scale of building(s), size of openings (doors and windows), amount of and location of lot coverage

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

-consider location and direction of building, entries, walkways, and driveways

(4.) Front setback patterns

-consider and follow setback requirements set out in code and present in your neighborhood

(5.) Landscaping and trees

-site development associated with any proposed projects should either follow or improve upon existing vegetation patterns

(6.) Backyard patterns and topography

-site development associated with any proposed projects should be consistent with neighborhood characteristics and properly and safely accommodate the new or modified structure(s)

(7.) Architectural features

-building details may be consistent with those of any other buildings on the site and/or other buildings in the neighborhood. An updated or modernized style will be considered provided the quality and design are considered to be appropriate for the project and neighborhood

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

-if the proposed project is in a historic district or the house has special architectural features or is landmarked, the proposed design must be responsive to the main house and/or neighboring structures

Element Two

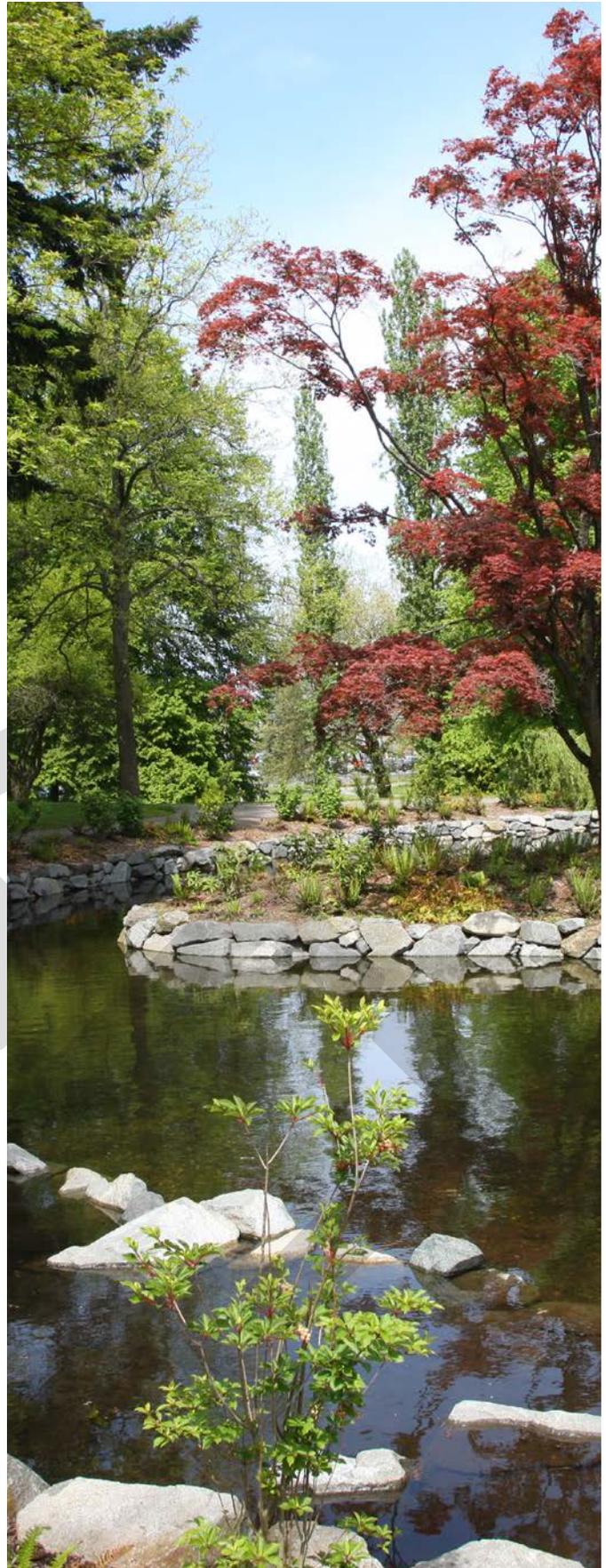
Walkability and connectivity are core principles in the City's Comprehensive Plan. Walkable neighborhoods promote health and wellness and create an accessible environment with more ways to engage citizens. Pedestrian-friendly design will be a key component of any proposed project or development. Each structure must provide direct and convenient pedestrian access from each dwelling to abutting sidewalks and public pathways. Additionally, the proposed development must emphasize pedestrian connectivity. The quality of the pedestrian experience within the site and in the abutting public right-of-way will also be taken into consideration. Consider nice outdoor space and landscaping as an important component of your overall design.

Element Three

Parking, while very important, often detracts from good neighborhood design if it is too prominently located. Each proposal should consider ways to de-emphasize parking – every proposal must meet the parking requirements of TMC 13.06.510 in a manner that makes parking less visible and dominant, particularly from the public right-of-way.

Element Four

Proper scale and the protection of privacy help to maintain neighborhood character and harmony. Each proposal should minimize scale contrasts and privacy impacts – The proposal must demonstrate that it will limit abrupt changes in scale between the proposed development and existing buildings on adjacent parcels. Specific height and area requirements are provided in this handbook and in code. Privacy impacts, such as the orientation of doors, windows, and parking areas, should be considered as part of this analysis.



Element Five

Each of the housing types in the pilot program must have outdoor space for residents to enjoy. Create usable outdoor (or yard) spaces. The proposal must provide usable and functional outdoor or yard space that will be an amenity to its residents.

Element Six

Sustainable and environmentally-responsible design are strongly encouraged in each proposal. The use of environmentally-friendly materials, low-usage light and plumbing fixtures, as well as water and energy conservation should be addressed. The proposal must provide documentation of the incorporation of one of the following green building and site features as follows (Detached ADUs exempt from this requirement):

1. Built Green or LEED Certified; or,
2. Greenroads Bronze rating;

Element Seven

As with all development projects in the City of Tacoma, there must be a consistency with all applicable code requirements. The proposal must be consistent with the provisions of TMC 13.06 and to other applicable requirements.

Development Areas of FocusFire

Please consider how City of Tacoma emergency personnel will access each housing unit, in the event of medical and fire emergencies. Determine how close your entrance is to the nearest fire hydrant; if the required distance is exceeded, you will need to install a sprinkler in your building.

Building

New energy code may impact the conversion of existing buildings. If converting an existing structure, pay close attention to slab edge insulation, egress windows, and the sizes of rooms.

Fire separation must be 5 feet for each building, for a total of 10 feet.

Site Development

Be mindful of critical areas, such as wetlands, steep slopes, and any other geological hazards. Be prepared to discuss the number and location of water meters based on who you anticipate will be occupying the development (family, tenants, caretakers, etc.).

Consider how circulation, both vehicular and pedestrian, will occur on the project site and how any vehicles will be parked and stored. If applicable, have a plan for stormwater diversion, storage, and/or filtration.

Utilities

Since some projects are an increase in density in populated neighborhoods, please check the capacity of utilities at the outset of your project. Setbacks for access and maintenance of sewer lines in alleys must be addressed. If a multi-unit project is being pursued, consider optimization of side sewer design.

Consider how solid waste will be processed (try to avoid overuse of single containers) and design appropriate screening for containers.

Electrical will likely need to be separately metered. There are safety concerns for power lines in the alley ROW that may cause restrictions during construction and may result in a need to underground electrical wires.

If you have any questions, please reach out to staff; coordination with staff in Public Works and TPU will be coordinated.

RESIDENTIAL INFILL PILOT PROGRAM



Danielson Grove, Kirkland, WA. Photo credit: Triad.



Multi-family housing in Tacoma, WA. Photo Credits: Lauren Flemister.

Ø4 PILOT PROGRAM PROCESS

CODE LANGUAGE

On December 1, 2015 the City Council adopted Amended Ordinance Number 28336, approving proposed amendments to the Tacoma Municipal Code concerning affordable and infill housing. This action adopts a range of affordable and infill housing code changes based on concepts initially recommended by the Affordable Housing Policy Advisory Group. Key changes include:

- Lot size flexibility and small lot design standards
- Creation of a Residential Infill Pilot Program for certain housing types
- Creation of affordable housing incentives and bonuses, and requirements for residential upzones

TIMELINE

The Pilot Program launched in November 2016.

The permitting process for this program will move in tandem with the conditional use permit process as needed, sharing submittals, review meetings and State Environmental Permitting Act documentation and public notice.

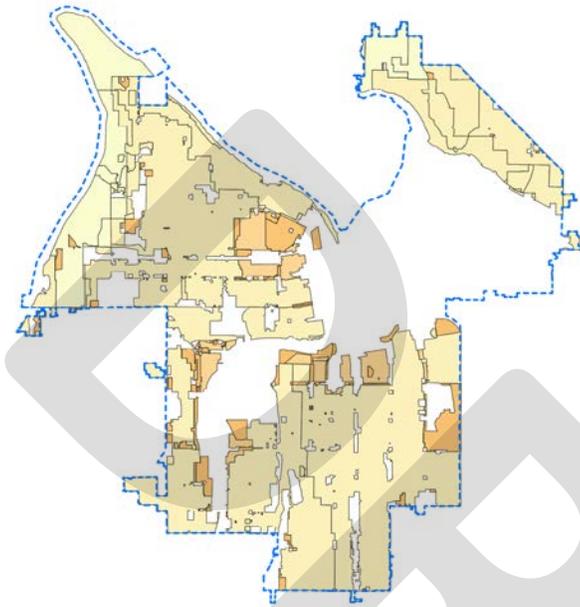
At any point in the process, City of Tacoma staff are available to answer any questions about the timeline and schedule.



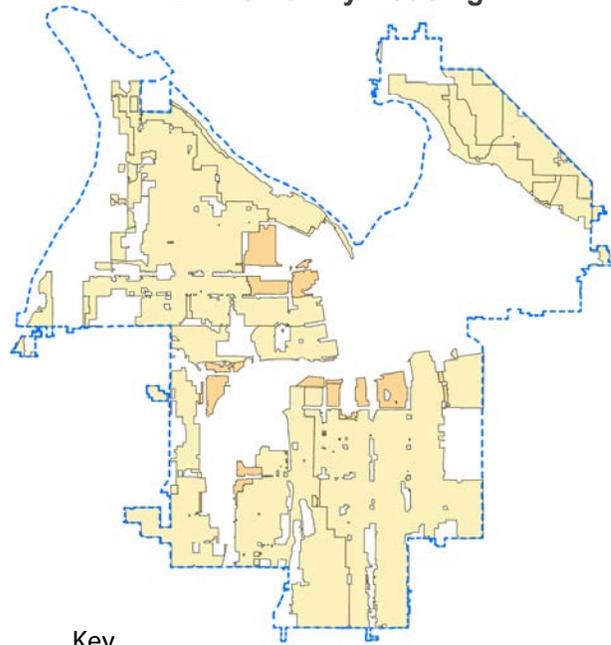
See pages 2-3 for more details on the Pilot Program and permit process.

ZONING FOR ALLOWABLE HOUSING TYPES:

1. Density-Based Housing



2. Two-Family Housing



LOCATING INFILL PROJECTS

The Tacoma Residential Infill Program is limited to the following areas in City of Tacoma. The zoning maps above identify locations where the following infill is allowed.

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

For a more detailed map and to find what district your property is located in, visit: <http://www.govme.org/Common/gMap/MGMain.aspx>.

You may also call Planning and Development Services at (253) 591-5577 for more information.

Key

	R2-Srd: One Family Dwelling - Special Review District
	HMR-SRD: Historic Mixed Use Special Review District
	R-1: One Family Dwelling
	R-2: One Family Dwelling
	R-3: Two-Family Dwelling
	R-4L: Low-Density Multi-Family Dwelling
	R-4: Multi-Family Dwelling
	R-5: Multi-Family Dwelling

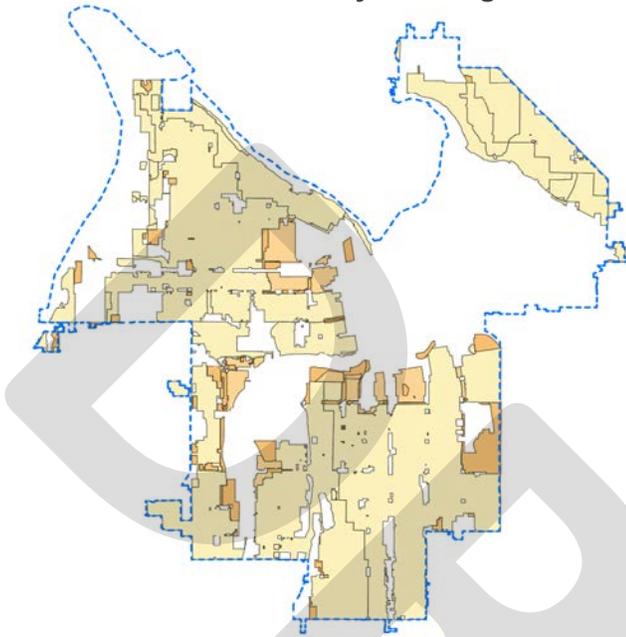
Residential Zoning Districts Defined

The residential zoning district's primary use is for single-family and multi-family housing. Community facilities such as parks, schools, daycares, golf courses, and religious facilities may also be appropriate in the residential districts. The specific purpose of the residential districts, as well as development standards, can be found in the Tacoma Municipal Code Section 13.06.100.

R-1: Single-Family Dwelling District. The R-1 District is intended for a typical single-family residential neighborhood.

R-2: Single-Family Dwelling District. The R-2 District is the most common residential zoning district

3. Multi-Family Housing



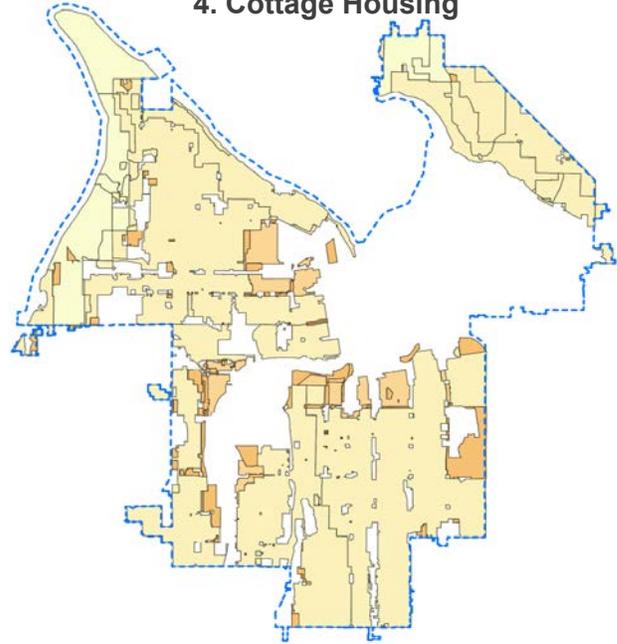
in the City. This district is similar to the R-1 District; however its density is slightly higher than the R-1 District. It generally abuts more intense residential and commercial districts.

R2-SRD: Residential Special Review District. The R2-SRD District is very similar to the R-2 District. However, it allows for a limited number of two and three-family dwellings, subject to an approved conditional use permit. Some pre-existing multifamily dwellings may also exist in this district.

HMR-SRD: Historic Mixed Residential Special Review District. The HMR-SRD District is designed to apply to existing, predominately single family neighborhood areas or portions of existing neighborhood areas which have been designated as a Historic Special Review District because the buildings within reflect significant aspects of Tacoma's early history, architecture and culture.

R-3: Two-Family Dwelling District. The R-3 District is intended for one-, two-, and three-family dwellings. Some lodging and boarding homes are also appropriate. The R-3 District is characterized by low residential traffic volumes and generally abuts

4. Cottage Housing



more intense residential and commercial districts.

R-4L: Low Density Multiple-Family Dwelling District. The R-4L District is intended for low-density multiple-family housing, retirement homes, and group living facilities. The R-4L district is very similar to the R-4 District, but has more restrictive site development standards.

R-4: Multiple-Family Dwelling District. The R-4 District is intended for medium-density multiple-family housing. Other appropriate uses may include day care centers, and certain types of special needs housing. The R-4 District is located generally along major transportation corridors and between higher and lower intensity uses.

R-5: Multiple-Family Dwelling District. The R-5 District is intended for high-density multiple-family housing and also permits residential hotels, retirement homes, and limited mixed-use buildings. The district is generally located in close proximity to employment centers, services, major transportation corridors, and public transportation facilities.

STATEMENTS OF INTEREST

City will immediately begin accepting statements of interest from applicants wishing to develop one of the infill housing options. Please visit www.cityoftacoma.org/infill for instructions on how to notify Planning and Development Services of your interest in the program.

A review committee will select up to three of each housing type based on how well they demonstrate the Pilot Program's design principles and objectives, meet community needs, and meet related City requirements. Proponents of the projects selected will be invited to submit full permit applications with a desired 2017 construction start time.

APPLICATION SUBMITTAL

The applications may be submitted through the City of Tacoma Accela system at <https://aca.accela.com/tacoma> (see image below). After you register for an account, log in and select Permits. Read/accept the disclaimer, then select Pre-Application Request. Fill out the request form as completely as possible and attach all items listed on the Pilot Program Application Checklist as PDF attachments.

REVIEW PROCESS

The Director of Planning and Development Services (Director) will convene a special advisory review body. This group will review complete applications in an advisory capacity and make recommendations to the Director or the Hearing Examiner. The Director or Hearing Examiner will review the recommendations and make final decision and identify conditions of approval.

SELECTION

Following the completion of the application submittal, the Infill Pilot Program Special Advisory Review Committee will make a recommendation to move forward with selected projects. As part of the associated land use decision, the Director shall determine whether the proposal meets the intent of this section and incorporate conditions as appropriate into the administrative land use and building permit approvals. In the case of projects in historic or conservation districts, or individually designated landmarks, Landmarks Preservation Commission approval will be required pursuant to TMC 13.05.045.

PILOT PROGRAM APPLICATION CHECKLIST

- ✓ Site plan to scale
- ✓ Building elevations (exterior view of all sides)
- ✓ Massing study
- ✓ Existing condition photos
- ✓ Narrative and supporting exhibits
- ✓ Demonstrate meeting TMC 13.06.100 and other pertinent requirements
- ✓ Any additional information or documentation requested by the Director prior to beginning the City's review
- ✓ Application

Checkmarks (✓) throughout the remainder of this document identify completed Pilot Program application requirements above. These items overlap the Building Permit and CUP Submittal checklists, though they may need to be modified throughout the selection process to reflect City and public feedback.

For more information, see TMC 13.05.115.

PROCEDURES & FEES

No fees will be assessed for the statements of interest to participate in the Infill Pilot Program. If selected to submit a full permit application, applicants will be assessed based on the type of infill project and if an administrative land use or conditional use permit is required.

For two-family, multi-family and cottage housing, a conditional use permit will be required. Typical Two-family applications require an administrative land use permit and shall adhere to the following procedures.

The screenshot shows the TacomaPermits.org website. At the top left is the City of Tacoma logo and name. Navigation links include Home, Permits, and an Advanced Search dropdown. A search bar is located on the right with a search icon. A notification box for 'Announcements(1)' is open, displaying a message about supported web browsers (IE10, IE11, Firefox 37, Safari 8, Chrome 42, and Opera 29) and a 'Mark as Read' link. The main content area features a 'Welcome to the Tacoma Permits!' message, a partnership announcement with Accela, Inc., and a 'What would you like to do today?' section with a list of links: Electronic File Standards, Submittal Checklists, Tip Sheets, and Staff Directory. On the right side, there is a 'Login' section with input fields for 'User Name or E-mail' and 'Password', a 'Login »' button, and a 'Remember me on this computer' checkbox. Below the login section are links for 'I've forgotten my password' and 'New Users: Register for an Account'.

Snapshot of Tacoma's Accela system for submitting infill applications.

INFILL PILOT PROGRAM SPECIAL ADVISORY REVIEW COMMITTEE

Advisory Review Committee consists of:

- The Director or designee
- Long-Range Planning Manager or designee
- Current Planning Manager or designee
- City staff member with residential building and site development expertise
- Designee representing area Neighborhood Council (from Community Council)
- Architect or urban designer (Tacoma resident)
- Representative of Landmarks Preservation Commission
- Planning Commissioner

Final approval is given by the Director or Hearing Examiner and the Landmarks Preservation Commission.

For more information, see TMC 13.05.115.

PILOT PROGRAM DESIGN CRITERIA

- Responsiveness to existing neighborhood development patterns in the area
- Pedestrian-friendly design including access and connectivity
- De-emphasize parking (must meet parking requirements of TMC 13.06.510)
- Minimize scale contrasts, shading and privacy impacts
- Create usable and functional outdoor/yard spaces
- Incorporation of sustainable features. (Multi-Family and Cottage Housing must document sustainability features through a certification program such as Built Green 3 stars, LEED Bronze or comparable alternative)
- Consistency with code requirements (see TMC 13.06)

For more information, see TMC 13.05.115.

- **Inspection.** The City shall inspect the property to confirm that minimum and maximum size limits, required parking and design standards, and all applicable building, health, safety, energy, and electrical code standards are met.
- **Violations.** A violation of this section regarding provision of ownership shall be governed by subsection C.4, and a violation of provision of legalization of nonconforming ADUs shall be governed by subsection C.7. Violations of any other provisions shall be governed by Section 13.05.100.
- Detached ADUs in the R-1, R-2, R2-SRD and

HMR-SRD Districts are reviewed under the provisions of the Residential Infill Pilot Program per TMC 13.05.115. Such applications shall provide for notification of property owners within 100 feet.

BUILDING PERMIT SUBMITTAL CHECKLIST

- ✓ Site plan to scale
- ✓ Building elevations to scale
- △ Floor plans to scale
- △ Framing plans to scale
- △ Roof plans to scale
- △ Section plans and connection details
- △ Foundation details
- △ Energy code forms
- △ Stormwater site plan
- △ Stormwater pollution prevention plan
- △ Other items identified by City staff

Check marks (✓) identify completed Pilot Program application requirements. They may need to be modified throughout the application process.

For more information, see <http://tacomapermits.org/permitting-library> and select Residential New Building Submittal Checklist

Conditional Use Permit (CUP) General Criteria

A CUP shall be subject to the following criteria:

- There shall be a demonstrated need for the use within the community at large which shall not be contrary to the public interest.
- The use shall be consistent with the goals and policies of the Comprehensive Plan, any adopted neighborhood or community plan, and applicable ordinances of the City of Tacoma.
- For proposals that affect properties that are listed individually on the Tacoma Register of Historic Places, or are within historic special

review or conservation districts, the use shall be compatible and consistent with applicable historic preservation standards, and goals, objectives and guidelines of the historic or conservation districts. Proposed actions or alterations inconsistent with historic standards or guidelines as determined by the Landmarks Commission are a basis for denial.

- The use shall be located, planned, and developed in such a manner that it is not inconsistent with the health, safety, convenience, or general welfare of persons residing or working in the community. The following should be considered:
 - The generation of noise, noxious or offensive emissions, light, glare, traffic, or other nuisances which may be injurious or to the detriment of a significant portion of the community.
 - Availability of public services which may be necessary or desirable for the support of the use. These may include, but shall not be limited to, availability of utilities, transportation systems (including vehicular, pedestrian, and public transportation systems), education, police and fire facilities, and social and health services.
 - The adequacy of landscaping, screening, yard setbacks, open spaces, or other development characteristics necessary to mitigate the impact of the use upon neighboring properties.
- An application for a CUP shall be processed in accordance with the provisions of Chapter 13.05.

CUP SUBMITTAL CHECKLIST

- Administrative land use application and permit fee
- Site plan to scale
- Building elevations (exterior view of all sides)
- Floor plans to scale
- SEPA environmental checklist
- Written response to criteria
- Building materials information
- Landscape plan
- Demonstrate property's inadequacy for single-family development

Checkmarks (✓) identify completed Pilot Program application requirements. They may need to be modified throughout the application process.

For more information, see <http://tacomapermits.org/wp-content/uploads/2014/08/L-640-Conditional-Use-Permit-CUP.pdf>

Ø5 RESOURCES

TACOMA PROJECTS

- Affordable Housing Work Program Phase 3 - October 1, 2014 (PDF)
- Affordable Housing Policy Advisory Group Recommendations Report - December, 2010
- APHAG Memo - October 13, 2011
- 2014 Affordable Housing Policy Phase 2 Packet as adopted by council

OTHER CITIES' EXAMPLES

- The Ins and the Outs: A Policy Guide to Inclusionary and Bonus Housing Programs in Washington - The Housing Partnership, 2007 (PDF)
- City of Portland, OR - Infill Design
- PSRC Housing Innovations Website

PLANNING COMMISSION

Amended Ordinance Number 28336 can be found at www.cityoftacoma.org/infill.

Posted below are materials reviewed by the Planning Commission (PC). They are also posted on the 2015 Annual Amendment web page, under "2015-08 Affordable Housing Planning Work Program."

2015-08 PC Draft Code (July 1, 2015)

2015-08 PC Review Packet (July 1, 2015)

2015-08 PC Review Packet (June 17, 2015)

2015-08 PC Presentation (May 6, 2015)

2015-08 PC Review Packet (May 6, 2015)

2015-08 PC Review Packet (March 4, 2015)

2015-08 PC Review Packet (October 1, 2014)

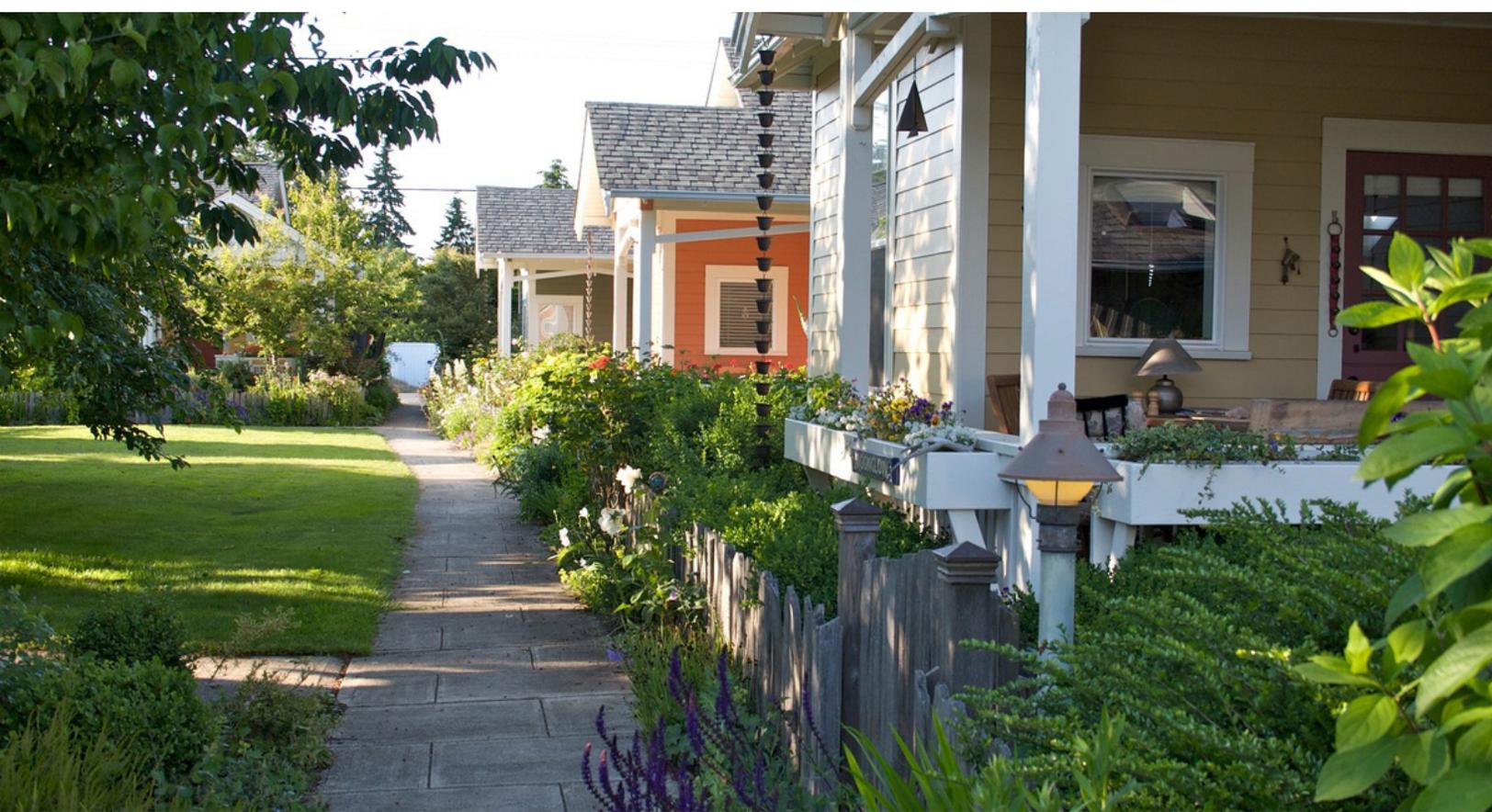
2015-08 PC Presentation (October 1, 2014)

The Infill Design Toolkit: Medium-Density Residential Development



A Guide to Integrating Infill Development into Portland's Neighborhoods

December 2008



October 2016

City of Tacoma
747 Market Street, Tacoma, WA 98402
<http://www.cityoftacoma.org>



To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: **Home In Tacoma Project: Finalize Scope of Work**
Date: April 28, 2020
For the Meeting of: May 6, 2020

Action Requested: Finalize the project scope of work.

Discussion:

At this meeting, the Planning Commission will consider changes to the proposed scope of work based on public comments, Planning Commission direction, and consideration of the impacts of COVID-19.

The Planning Commission invited public comments on the proposed **Home In Tacoma Project** scope of work through February 2020, including a Public Hearing on February 19, 2020. The Commission received about 80 written and oral comments on the project scope, as described in the draft *Scope and Assessment Report*. Since then, it became apparent that COVID-19 will have significant impacts both to the planning process, as well as economic impacts that will affect housing needs and strategies, at least in the near-term. While the situation is evolving, staff have made scoping recommendations to account for these impacts.

Project Summary:

As part of the City's Affordable Housing Action Strategy, we are launching the **Home In Tacoma** project to evaluate diverse housing types and inclusionary zoning options throughout Tacoma. The intent is to increase housing supply, create affordable housing options, and increase the choice of housing types throughout our neighborhoods.

Tacoma residents face increasing challenges in accessing housing they can afford that meets their needs. One part of the solution is to create more homes for more people. Tacoma's Planning Commission is asking the community to join in a discussion about housing needs, development trends, zoning, and neighborhood change. Using community ideas and feedback, the Commission will make recommendations to the City Council on both short-term and longer-term planning, regulatory and administrative actions.

For more information, visit www.cityoftacoma.org/planningforhousing.

Prior Actions:

- Planning Commission Public Hearing (02/19/20)
- Planning Commission authorizes release of draft Scope and Assessment Report (01/15/20)
- Planning Commission sets Housing Equity Taskforce scope and participants (12/18/19)
- Planning Commission/Human Rights Commission–Housing Taskforce meeting (12/04/19)
- Human Rights Commission initial discussion of AHAS Planning actions (11/21/19)
- Planning Commission initial discussion of AHAS Planning actions (10/2/19)



- Council adoption of AHAS Housing Element updates (09/24/19)
- City Council acceptance of the AHAS (September 2018)

Next steps

- AHAS Technical Advisory Group discussion (April 28, 2020)
- Convene the Housing Equity Taskforce (May 2020)
- Consultant selection (May 2020)

Staff Contact:

Elliott Barnett, Senior Planner, (253) 312-4909, ebarnett@cityoftacoma.org

Attachments:

1. Scoping recommendations
2. Public Comments Summary
3. Summary of oral comments
4. Public comments received (written)
5. Public comments attachments

c. Peter Huffman, Director



Home In Tacoma Project Scoping Recommendations

May 6, 2020

Over the month of February 2020, the Planning Commission conducted a public comments process for the **Home In Tacoma Project**. Based on issues raised through public comments, Planning Commission direction, and the potential impacts of COVID-19, staff recommend revisions to the proposed project scope, as described below. At the May 6, 2020 meeting, staff will seek Planning Commission direction on these recommendations.

Public scoping comments

About 80 written and oral comments were received, including input from current residents, housing advocates, people facing housing challenges, and the development community.

General themes:

1. Housing growth needs and priorities: Broad support was expressed for actions to create more housing supply and choice of housing types.
2. What types of housing are needed: Support was expressed in a range of housing options, particularly Missing Middle Housing.
3. Inclusionary Zoning and affordable housing incentives: Differing views were shared on the effectiveness and merit of these policy tools.
4. Important features of new housing development: Comments call for study of such features as parking, open space, design, green building and access to transportation choices.
5. What is needed to accommodate growth: Comments emphasized issues including transit, streetscape improvements, schools, and economic opportunities.
6. Considerations for this study: Comments call for evaluating how density could impact neighborhoods, removing barriers to housing development, and equitable engagement efforts.
7. Input on housing programs, funding, management and operational strategies: Topics include rent control, funding public housing, and code enforcement.

SCOPE EVALUATION:

Topics 1 through 6 fit within and support the proposed Scope of Work. Staff recommend addressing these topics through public engagement and technical analysis, with the following change:

Seek additional short-term actions, reflecting input on the urgency of housing needs.

Topic 7 comments relate to other AHAS implementation efforts, rather than to growth planning, zoning and regulation of development.

No changes recommended to the project scope. Coordinate with related efforts.



Commission direction

At their February 19, 2020 meeting, after the Public Hearing, the Planning Commission provided the following direction regarding finalizing the scope of work:

- Do benchmarking on Inclusionary Zoning to understand how much affordable housing could be produced and cost-effectiveness per unit. For comparison, seek to compare these outcomes with communities without Inclusionary Zoning tools.
- Study best practices for Missing Middle Housing for parking and proximity to transit.
- Study costs per unit to build different housing types, including non-planning costs such as building code, parking, transportation, insurance and others.
- Evaluate ways to provide incentives and to reduce construction, utilities, infrastructure and permitting costs of affordable housing.
- Identify ways to involve grassroots communities in the process.
- Forward issues not directly linked to planning and zoning to appropriate work groups.
- Evaluate community stewardship models.

SCOPE EVALUATION:

The Commission's direction provides useful guidance on specific issues and tasks that are consistent with the overall study approach as proposed, with one exception. Community stewardship models, such as Community Land Trusts, are being pursued under AHAS Action 2.6, lead by another implementation work group.

No change to the project scope recommended. Staff will integrate this specific direction into the project, with the exception of evaluating community stewardship models. Coordinate with the AHAS effort on that topic.

COVID-19 impacts

The public health and economic impacts of the pandemic will be a major factor, and one that was not yet apparent during the scoping process. While the situation is evolving, some things are clear.

- Public engagement efforts will need to be adjusted in light of social distancing, while still engaging broadly and equitably.
- Much of this work focuses on market conditions. The approach will need to accommodate economic uncertainty and focus on building resiliency in Tacoma's housing market.
- Housing needs are changing, generally becoming more urgent as many people face increased risk of losing their jobs or of underemployment.
- Due to budget and scope challenges, some related planning projects have been delayed (including the Pacific Avenue Corridor Plan). Some components of those projects could potentially be integrated into the **Home In Tacoma Project**.



SCOPE EVALUATION:

Staff recommend the following changes to the preliminary scope of work:

- **Modify the engagement approach, seeking alternative engagement methods to in-person meetings and events.**
- **Ensure that the housing needs assessment and market feasibility analysis reflect changing market conditions and uncertainty.**
- **Modify the options analysis to increase emphasis on near-term implementation actions.**

The proposed scope already included some near-term implementation actions. Staff have identified additional potential actions, where changes to current code could be made that would be consistent with Tacoma's existing policy direction.

Home In Tacoma Project – Revised Scope (proposed)

The following is a proposed revised list of policy options to analyze through this effort, with the proposed additions highlighted. Because some parallel projects (Infill Pilot and ADUs) also pertain to housing, we have included them in a combined project scope.

Develop and evaluate the following:

Short-term: Ongoing and new actions consistent with existing policies

- Residential Infill Pilot Program 2.0 (integrate lessons learned into policy options)
- Accessory Dwelling Unit code updates
- Development barriers review (permit streamlining, cost reduction)
- Affordable Housing Administrative Code updates
- Existing Inclusionary Zoning and housing incentive tools updates (broaden this action)
- Updates for consistency with state law
- Review Land Use Code for barriers
- Review height, setbacks and lot standards (including small lots)
- Review zoning and standards along designated corridors

Medium-term: Study of changes to housing growth strategy

- Growth Strategies: Identify housing growth strategy changes to meet housing needs
- Impacts analysis: Evaluate housing, urban design, infrastructure, transportation, equity
- Displacement risk: How will the proposals stimulate or mitigate housing displacement?
- Market feasibility: Does the market support the growth options? How likely is the option to result in increased supply, affordability and choice?
- Options: Potential Comprehensive Plan, Zoning and Regulatory changes

Staff are prepared to finalize the scope changes, upon direction from the Commission.



Key	Comment	Commenters
<h2>Home In Tacoma Project</h2> <p><i>This is a summary of the themes and topics raised through the public scoping comments.</i></p>		
<h3>1. Housing growth needs and priorities</h3>		
a.	Tacoma needs more housing supply and housing type choices	Andreeva, Allen, Arent, Barker, Boyd, Capes, Chintis, Christophersen, Day, Devlin, Dickerson, DOTG, Evancho, Fast, Ferguson, Foster, Fuentes, Fuller, Gamble, Goro, Haley, Hammond, Harrington, Herring, Keene, Kelly, LPC, Martynovich, McBride, McGahan, McGill, Mikhael, Morganroth, Newton, Otis, Power-Drutis, Ratcliffe, Rose, Schoenfeld, Slater, Starr, Sundsmo, Talen, Thompson, TPCAR, TPCAHC, TPCHD, Wolters, Zepeda
b.	Housing growth supports other goals (including sustainability, transportation, economic development and public health)	Arent, Bearden, Chintis, Horner, McGahan, McGill, TPCHD
c.	Tacoma must move more quickly to address urgency of housing needs	Capes, Gamble, Kelly, Martynovich, McGill, Sundsmo
d.	Find ways to keep costs of new housing affordable, so it serves this community's needs. If new housing is marketed to higher incomes, it could lead to displacement.	Devlin, Fuentes, Haley, McBride, Schoenfeld, Ursich
e.	Low income people are the most impacted by lack of supply of housing and at risk of displacement	Dickerson, Ferguson, Kniffin, McBride, Thompson
f.	Prioritize housing for lower incomes, people facing challenges	Barker, Kelly, Newton, Power-Drutis, Rose
g.	Tacoma needs new housing at all price points, to serve all income levels	Bjornson, Day, Ferguson, Starr
h.	Consider transportation costs as part of affordability for all proposed housing strategies. Locate new homes near transportation choices.	DOTG, Evancho, Haley

Key	Comment	Commenters
i.	Consider lessons from development in Seattle (e.g., preserve livability, don't be as dense as Seattle)	Barker, Cook, Day
j.	Pace and amount of change in some neighborhoods is too fast; how to distribute growth throughout the city?	Devlin, Keene
k.	Implement changes to zoning in all neighborhoods, not only in lower income ones	Otis, Perkins
l.	Study access to healthy food as a factor in housing growth	TPCHD
m.	Changes could create pressure to demolish modest homes in relatively affluent neighborhoods and replace with higher cost infill.	Devlin
n.	Avoid new costs to development (e.g., Inclusionary Zoning, parking)	Bjornson
o.	Concern new development will not be affordable and will not benefit current residents	White
2. What types of housing are needed?		
a.	Infill/Missing Middle Housing (potentially ranging from second dwellings on single-family lots to low-scale multifamily)	Allen, Andreeva, Arent, Bjornson, Boyd, Capes, Chintis, Day, Devlin, Fast, Ferguson, Foster, Fuentes, Gamble, Goro, Haley, Hammond, Harrington, Herring, Mikhael, Otis, Ratcliffe, Starr, Sundsmo, TPCAHC, TPCAR, TPCHD, Wolters, Zepeda
b.	Denser housing along corridors with transit (and manage transitions to lower density areas)	Arent, Christophersen, Day, Devlin, DeRome, Fuller, Harrington, Keene
c.	Apartments/condos, vertical development, density (generally)	Arent, Chambers, Zepeda, Newton, Power-Drutis, Sundsmo
d.	Accessory Dwelling Units (recent changes were a good start)	Andreeva, Bjornson, Fuller, Sundsmo, Ursich
e.	Safe places for people experiencing homelessness	Allen, Kelly, Newton, Power-Drutis, Zepeda
f.	Protect single-family neighborhoods/character	Keene, Pascualy, Turner, White
g.	Promote home ownership	Arent, Otis, Ryan

Key	Comment	Commenters
h.	Dormitory-style, studios, or Single Room Occupancy (SROs), with shared facilities and supportive services	Andreeva, Gray, Power-Drutis
i.	Build on vacant and underutilized properties first	Fuentes, Keene
j.	Allow tiny house communities	McGahan, Perkins
k.	Cottage housing	Otis
l.	Allow shipping containers to be built out as housing	Slater
3. Inclusionary Zoning and affordable housing incentives		
a.	Require or incentivize affordable units in new construction (in exchange for bonuses)	Devlin, Dolbee, Fuentes, Kelly, Otis, TPCAHC, TPCHD, Zepeda
b.	Do not deploy Inclusionary Zoning (skepticism or concerns about efficacy or unintended consequences)	Bjornson, Fast, Gamble, Horner, McBride
c.	Improve existing and create new incentives for housing construction (such as MFTE)	Bjornson, DeLoma
d.	Do not subsidize developers with tax exemptions	Perkins
4. Important features of new housing development		
a.	Require parking and automobile capacity with infill (consider parking for people with disabilities, neighborhood parking impacts, business parking needs)	Bearden, Boone, Boyd, Day, Devlin, Haley, Keene, Otis, Perkins, Schoenfeld, Turner
b.	Include green building, energy efficiency, climate/carbon neutral, renewable resources, and access to transportation in new housing growth	Bearden, Herring, Lynett, McGahan, Pascualy, Schoenfeld
c.	Include green space and shared space as part of developments	Day, Fuentes, McGahan, Newton, Pascualy, Schoenfeld
d.	Provide street trees, retain trees with development, expand urban forestry efforts	Cook, Morganroth, Pascualy, Schoenfeld

Key	Comment	Commenters
e.	Protect historic buildings; promote infill through adaptive reuse of buildings rather than demolition	Fuentes, LPC, Pascualy
f.	Public art is valuable as a place-making feature in housing; consider public art in planning efforts and incentive programs	Solverson
g.	Consider mobility/accessibility for people with disabilities, seniors	Otis
h.	Provide defensible space; clarity on who is responsible for spaces	Day
5. What is needed to accommodate growth?		
a.	Improve public transit service	Day, Herring, Newton, Turner, Zepeda
b.	Improve the streetscape (e.g., wide sidewalks, bike lanes, street design important); create an impact fee program	McGahan, Morganroth
c.	More jobs and economic development	Day, TPCHD
d.	Ensure adequate utilities capacity to handle new density	Otis
e.	Invest in schools along with growth	Barker
6. Considerations for this study and implementation steps		
a.	Evaluate and address impacts of increased density on existing residents and neighborhoods (e.g., loss of trees, parking, quality of life, short-term rentals, traffic, access to light and air, character)	Boone, Christopherson, Day, Devlin, Dolbee, Fuller, Keene, Otis
b.	Streamline permit process, simplify the zoning code, reduce fees, improve consistency between departments	Bjornson, Boyd, Foster, Meacham, Sundsmo, TPCAR
c.	Engage with underrepresented groups (e.g., homeless, people of color, people at risk of displacement), including more direct outreach to them	Capes, Kelly, Martynovich, McBride, TPCHD
d.	Reduce infrastructure costs for development (or specifically for affordable housing development)	Boyd, Sundsmo, TPCAR

Key	Comment	Commenters
e.	Study wage levels in Tacoma and cost-per-unit of housing types to target housing strategies to incomes	TPCHD, Ratcliffe
f.	Monitor and report on implementation progress; schedule reevaluation of zoning changes to assess unintended impacts	Devlin, Perkins
g.	Consider household needs and target appropriate housing types and locations (e.g., small for singles, large for families)	Bearden
h.	Study models from other communities dealing with growth	Day
i.	Consider property tax implications of any changes	Day
j.	Look into insurance for townhouses with concrete wall between units	Day
l.	Consider the code definition of family in light of people with alternate lifestyles	Givens
m.	Conduct outreach and incorporate feedback	TPCAHC

7. Housing programs, funding, management and operation

See references to AHAS actions related to these topics

a.	Consider limits on rental costs/rent control	Aylor, Capes, Fuentes, Hammond, Kelly, Thompson	N/A
b.	Create community land trusts, cooperative housing, community control of housing	Arent, Capes, Kelly, McBride, Martynovich	2.6 Facilitate efforts to create a community land trust
c.	Build subsidized public affordable housing	Hammond, Kelly, Talen, Zepada	1.1 Seed the Housing Trust Fund 1.4 Leverage public land for housing 1.5 Fee waivers for affordable housing 1.6 Coordinate public investments

			1.9 Establish source of funding for Housing Trust Fund
d.	Take action to confront homelessness (e.g., set up legal homeless camps and services)	Allen, Kelly, Newton, Power-Drutis, Zepeda	1.9 Establish a source of funding for Housing Trust Fund 1.11 Innovative funding to address homelessness 3.2 Resources for people experiencing a housing crisis 4.2 Stronger alignment for services 4.4 Earmark funds for support services
e.	Support actions to keep people in their homes	Capes, Day, Rebuilding Together South Sound, Thompson, TPCAHC	3.2 Resources for people experiencing a housing crisis
f.	Strengthen code enforcement and requirements on property management to prevent poor management or neglect of properties	Day, Keene, Otis	2.1 Develop a system to address derelict properties 2.5 Explore creation of a proactive rental inspection program
g.	Strengthen renter protections, cap move-in fees	Kelly, Rose	3.1 Expand tenant protections
h.	Consider unintended impacts of renter protections, which could discourage small property managers from continuing/entering the market and reduce supply	Bui, Perkins	3.1 Expand tenant protections
i.	Need tax structure changes (e.g., a vacancy tax to reduce land speculation)	Kelly, Zepeda	3.4 Create a source of local tax relief to stabilize low-income homeowners
j.	Education, marketing and outreach to people seeking housing and to homeowners	Boyd, Thompson	1.7 Increase participation in first time homebuyer programs 3.1 Expand tenant protections
k.	Address the jobs-housing imbalance	TPCHD	N/A
l.	Prevent loss of existing private, unsubsidized affordable housing	Perkins	2.2 Develop a Preservation Policy 2.4 Improved tracking and monitoring 2.7 Create a Housing Preservation Fund



Public Scoping Comments and Staff Responses

Planning Commission – Home In Tacoma Project Scoping Comments Summary

Commenters list

		Oral	Written
1	Dawson Allen		X
2	Rita Andreeva		X
3	Sean Arent		X
4	Bruce Arneklev		X
5	Aylor		X
6	Lacey Barker		X
7	Robert Bearden		X
8	Erik Bjornson		X
9	Mary Boone		X
10	Boyd		X
11	Albert Bui		X
12	Cynthia Cannon		X
13	Megan Capes	X	
14	Chambers		X
15	Cady Chintis	X	
16	Jodi Cook		X
17	Bea Christophersen	X	
18	Esther Day	X	X
19	John DeLoma		
20	Susan De Rome		X
21	Felicity Devlin		X
22	K.C. Dickerson	X	
23	Vanessa Dolbee		X
24	Downtown On The Go		X
25	Jane Evancho		X
26	Michael Fast	X	
27	Ben Ferguson	X	
28	David Foster	X	
29	Gabby Fuentes		X
30	David Fuller	X	
31	Jessie Gamble	X	
32	Ryan Givens		X
33	Justin Goro	X	
34	Colleen Gray		X
35	Avalon Haley		X
36	Deborah Hammond		X
37	John Harrington		X
38	Mr. Herring		X
39	Sean Horner	X	
40	Jeff Ryan		X

41	Erin Keene		X
42	Devin Rydel Kelly		X
43	Christi Kniffin	X	
44	Landmarks Preservation Commission		X
45	Kristi Lynett		X
46	Evan Martynovych		X
47	Miriam McBride	X	
48	Elly Claus-McGahan		X
49	Mandy McGill	X	
50	Ryan Meacham		X
51	Andrew Mikhael		X
52	Alex Morganroth		X
53	Sophie Nevin		X
54	Eileen Newton		X
55	Jen Otis		X
56	Maria Pascualy		X
57	Sally Perkins		X
58	Theresa Power-Drutis	X	X
59	Allen Ratcliffe		X
60	Rose		X
61	Rebuilding Together South Sound		X
62	Rev. King Schoenfeld		X
63	Mark Slater		X
64	Rebecca Solverson		X
65	Kimber Starr	X	
66	Chuck Sundsmo	X	X
67	Ryan Talen		X
68	Tacoma Pierce County Affordable Housing Consortium		X
69	Tacoma-Pierce County Association of Realtors		X
70	Tacoma Pierce County Health Department		X
71	April Thompson	X	
72	Julie Turner		X
73	Kathy Ursich		X
74	Heidi White		X
75	John Wolters	X	X
76	Lydia Zepeda		X



Attachment 3

MINUTES

(Approved on 03-04-2020)

- TIME:** Wednesday, February 19, 2020, 5:00 p.m.
- PLACE:** Council Chambers, 1st Floor, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
- PRESENT:** Anna Petersen (Chair), Jeff McInnis (Vice-Chair), Carolyn Edmonds, Ryan Givens, David Horne, Christopher Karnes, Brett Santhuff, Andrew Strobel, Alyssa Torrez
- ABSENT:** N/A

Public Scoping Hearing: @Home In Tacoma – AHAS Planning Actions 2020-2021

Chair Petersen called the public scoping hearing to order at 5:30 p.m. The subject of the hearing was the proposed scope of work for the project “@Home in Tacoma – AHAS Planning Actions 2020-2021.”

Chair Petersen went over the procedures of the hearing and asked Commissioners to introduce themselves.

Elliott Barnett, Planning Services Division, opened by welcoming members of the public that had come to attend the hearing. Then, he provided the meeting objectives and went over the timeline of next steps. He also referred the public to the [project webpage](#) for more details. Mr. Barnett proceeded to explain Action 1.2 Inclusionary Zoning and Action 1.8 Diverse Housing Types from the Affordable Housing Action Strategy packet, elaborating on what they meant and how they would work. He also provided a broad recap of the comments he had received so far.

Before calling for testimony, Chair Petersen emphasized that there was no code change proposal at this point, and this scoping hearing was for the scope of work of the project.

The following citizens testified:

1. Jessie Gamble – Ms. Gamble represented the Master Builders Association of Pierce County. Through her work, she had learned that the City of Tacoma was 20,000 housing units short of where they thought they would be. She supported the zoning changes and believed that affordable housing had a connection with zoning. She urged the City to pursue housing options with full force rather than through isolated pilot programs. In term of inclusionary zoning, she understood it was a common tool to address housing issues but stated it did not yield desirable results, urging the City to stay away from inclusionary zoning.
2. Cady Chintis – Ms. Chintis stated she is an architect and a missing middle developer. She supported the @Home in Tacoma project and increasing housing choices in the City. She stated that allowing more small and medium multi-family projects would help meet the City’s affordability

and environmental goals. By allowing more Missing Middle and infill development, growth would be incremental, and change would be more gradual. In addition, fewer existing homes would be demolished while more services and amenities would become walkable for more people. The walkability of a neighborhood impacted affordability because families dependent on cars spent 25% of their income on transportation, compared to 9% for those living in walkable urban places. Increased walkability would also reduce the City's carbon footprint and increase citizens' health and affordability. Ms. Chintis also discussed affordability related to lower utility costs in Missing Middle housing types.

3. John Wolters – Mr. Wolters stated he is an architect and a builder of Missing Middle housing. He stated that the City of Tacoma was projected to see 100,000 new residents over the next 20 years. Gentle density and mixed-use communities would bring many benefits such as boosts in both current and new business, local jobs, weekend activities and entertainments, etc. He called for providing choice to accommodate growth through thoughtful density. And contrary to popular belief, home values would often increase.
4. Sean Horner – Mr. Horner stated he is a resident of the City of Lakewood but a member of the Democratic Socialists of America's (DSA) Housing Justice Working Group in Tacoma. While fully in support of the resolve to achieve affordable housing, he stated that the strategy and the means to get there was crucial, leading to his objection to inclusionary zoning. Mr. Horner referred to an interview given by Keeanga-Yamahtta Taylor, Assistant Professor at Pacific University and author of Race For Profit, to explain that Inclusionary Zoning is a flawed tool because the private sector is not good for meeting affordable housing needs. He also stated housing needs to be carbon neutral.
5. Ben Ferguson – Mr. Ferguson stated he is the owner of Ferguson Architecture in Tacoma. He commented that the housing crisis was caused by the Great Recession, when housing stopped being built but the population kept growing. The City of Tacoma had only seen significant housing built in the past 4-5 years. Also, people with good incomes were secure but other people were being displaced. He applauded the effort that the City was making. He compared prices for specific housing types (\$400,000 for a new house, \$250,000 for a large building, and \$180,000 for a Missing Middle unit) to show that money was being invested in the most expensive housing types. He stated we should be building Missing Middle housing as the most cost-effective housing type.
6. Bea Christophersen – Ms. Christophersen stated she is a member of the North End Neighborhood Council, but testifying on her own behalf. She stated we need all these housing types to meet different needs (e.g., children, single people, people with disabilities). Her concern was with the quality of life, adding that high-density mixed-use centers and high-rise apartments should not be located next to R1 and R2 single-family homes. Higher density structures should be in areas with transit and infrastructures to support it, such as downtown. She argued there is a need for parking, transit and four-lane roads to support dense housing, and argued the Proctor lacks some of these and so is an example of an area that is not right for high density housing. Lastly, Ms. Christophersen commented that a new apartment building on Adams Street, where the zoning line separating commercial and residential was in the middle of the block instead of in between blocks, is not good for the neighborhood.
7. Chuck Sundsmo – Mr. Sundsmo spoke of when his son and daughter-in-law moved to Tacoma in 2016 and looked for a house, and had a difficult time finding one. They ended up renting a house on Hilltop that had been turned into a duplex. Mr. Sundsmo went on to say that the Missing Middle houses worked great if the design was done right. He argued that the City has a supply problem, as demonstrated by his son who had an annual income of \$75,000 unable to afford a house in Tacoma, that could be solved through smart designs and infill. Mr. Sundsmo asked the City to hurry, adding the longer they waited, the more people would be priced out.
8. Megan Capes – Ms. Capes stated she is the co-chair of the DSA's Housing Justice Working Group in Tacoma, and an educator with Tacoma Public Schools. She bought a house in Parkland in 2015 because she could not afford one in Tacoma. Previously, she was a volunteer coordinator at Food

Connection and heard from many people about housing displacement. She raised the issue of equity, saying that they City could do more to reach out to communities across the city. She stated one way to stop homelessness is to keep people in their homes and argued for building more affordable housing now, especially for people with eviction records, formerly incarcerated, etc. Ms. Capes also suggested capping rental costs. She supports upzoning like was done in Minneapolis, as well as community land trusts. She urged action quickly on these issues.

9. Esther Day – Ms. Day stated that she is a former Planning Commissioner and had worked with the Infill Pilot Program. She stated we need to grow, but while there was a lot to do in Tacoma, it is important to remember Tacoma is not Seattle. The discussion of affordable housing needed to consider the distinction of to whom it was affordable and target low income households. Also mentioned was the importance of creating green space for families and children. Ms. Day went on to suggest looking into insurance for townhouses with a concrete wall between units; owners of such townhouses might be eligible for homeowner insurance instead of townhouse insurance, which had a higher rate (referencing a Houston example). She urged the City to be cautious about where to build more density and consider parking while doing so.
10. David Fuller – Mr. Fuller stated he is a 5th generation Tacoman, a builder, and a real estate agent. After living elsewhere he returned and couldn't believe the changes. He stated he is the builder of a new building being built on 37th Street and McKinley Avenue, where parking and setbacks are going to be an issue. Mr. Fuller also discussed the Accessory Dwelling Unit (ADU) code and mentioned illegal ADUs.
11. Mandy McGill – Ms. McGill commented in support of developers and of development, explaining that development would mean more jobs. She believed that the City needs to move quickly on housing issues as people all around the country were moving to Seattle for Amazon.
12. Christi Kniffin – Ms. Kniffin stated she is a Section 8 tenant and had been in the rental unit for 10 years. She has a good relationship with her landlord and neighbors as she takes good care of her house and yard. She stated that, however, one of her neighbors' boyfriend is harassing her purportedly because she is disabled and low income. She stated she has called the police but no action could be taken without hard evidence. She stated she is scared, but unable to get out of the situation because she cannot afford to move.
13. April Thompson – Ms. Thompson stated she is a Section 8 tenant, who moved to Tacoma in 2003 and raised her five children here. She commented that information on access to housing is scarce. One of her friends was approved to rent a home but unable to afford the deposit. Ms. Thompson liked Ms. Capes' suggestion of putting a cap on rental cost. She also discussed lights from new buildings beaming into her windows and disturbing her children's sleeping. She would like new buildings to look more aesthetically pleasing. She also mentioned that there are people camping out in front of Tacoma Housing Authority at People's Park.
14. Michael Fast – Mr. Fast stated he is a member of the Master Builders Association. He stated that Inclusionary Zoning does not work, referenced Portland Oregon's IZ program, and called instead for changes to allow more housing types citywide. He stated there is a huge demand for Missing Middle housing, but not much space to build it in. He stated that people like duplexes and triplexes; that Cottage housing sounded great but was not feasible under Tacoma's current standards; that there is a need for greater diversity in housing stock. Furthermore, affordable housing should mean attainable housing, and attainable at all income levels.
15. David Foster – Mr. Foster stated he is an architect and a developer, and offered two suggestions. First, consider whether single-family zoning is still appropriate, imagine the single change of allowing duplexes. Second, consider code changes that would assist infill development, especially single or double lots located mid-block or without an alley. Additionally, infrastructure, parking and utilities requirements often hinder development potential of smaller projects and drives down the

achievable density. Mr. Foster asked the Commission to study design challenges with those lots so more housing supplies could be generated.

16. Kimber Starr – Ms. Starr stated she is a realtor, is on the Tacoma Community Redevelopment Authority Board, and is a South End Tacoma resident. She asked the Commission to use all available tools to create more housing at all price points, especially townhouses, duplexes, and triplexes blended in single-family neighborhoods. She stated that buyers are being outbid by other buyers for 20-40% over asking price. On a different note, Ms. Starr had recently moved and found it very difficult to find a rental unit for her family due to low housing stock.
17. K.C. Dickerson – Ms. Dickerson stated that she works in construction and project management, and had some felonies from her early 20s but had not had legal problems since. Her felonies still made everything subsequent much harder. She stated that in 2017 she was able to buy a house, but probably would not be able to afford it at the current prices even with her increased income. She stated that prices are high even in areas she would consider to be “the ghetto” (e.g., 96th and Hosmer area). She had friends and family members struggling to afford high rental prices for “ghetto” neighborhoods and having to pay late fees as a result. Ms. Dickerson added that what was available was no longer affordable; it was important not only to build more housing but prevent high prices for substandard housing.
18. Miriam McBride – Ms. McBride stated she is a displaced resident from Hilltop but still worked in the area as a community organizer for a community-owned housing project. She introduced the concept of community stewardship, where communities controlled land with the goal of keeping it out of speculative market for uses such as housing, businesses, and services. This would lead to community-owned entities. Ms. McBride proceeded to describe ways in which the City could support community stewardship models (e.g., land trusts). She called for funding for grassroots housing organizers so that the community can lead change in their neighborhoods. She said she designed a flyer to publicize this meeting. She stated she does not think inclusionary zoning is a good idea, that zoning changes should serve the needs of the community, and called for more outreach to the community.
19. Theresa Power-Drutis – Ms. Power-Drutis stated she was not thrilled with new high-rise buildings and parking shortage, but she understood the need for density to house people. She would like to see housing affordable to low income people who are in the most need. She brought forward two suggestions – single resident occupancy dwellings (SROs) and urban campgrounds. Ms. Power-Drutis also provided a written letter with more information on those suggestions for staff.
20. Justin Goro – Mr. Goro stated he lives in Gig Harbor and works at an architecture-engineering firm in Tacoma. He presented a fact that the number of newly built single-family houses dropped in half in the last decade, compared to that of the past 4-5 decades. He believed the solution was upzoning and allowing Missing Middle housing types in single-family zones.
21. John DeLoma – Mr. DeLoma stated he is the owner of MD Designs in Tacoma. He stated he has 1,800 units on his desk today, none of which was affordable due to construction costs. This is the case for other recent projects in Proctor and Pt Ruston. He would like to see more incentives and requirements for affordable units, such as a 10% requirement. He referenced the Multifamily tax Exemption Program 12-year option and stated changes should be made/advocated at the state level to make it better. He stated Tacoma should lobby the legislature to require affordable units in every building (even one out of four units affordable would still be better than none).

Chair Petersen reiterated that written comments would be accepted until February 29, 2020. She closed the public scoping hearing at 6:52 p.m.

The meeting was recessed at 6:52 p.m. and resume at 6:55 p.m.

Chair Petersen encouraged Commissioners to provide suggestions to staff as to what needs to be reviewed when staff comes back for a debriefing at a future meeting.

Vice-Chair McInnis, in reference to the comments on Inclusionary Zoning, asked staff to look at neighboring communities to see how it has worked. He also wanted to explore the possibility of considering any development under the AHAS as single-family home for the purpose of requirements and fees to keep costs low.

Chair Petersen would like more attention and study on Inclusionary Zoning, and to review barriers to development. She also would like to incorporate the community stewardship concept in the scope of work. For those issues that were outside of the scope of work but might be appropriate for the Housing Equity Taskforce, particularly Section 8 housing and barriers to renting, Chair Petersen asked staff to forward those to the Taskforce.

Commissioner Givens wanted to look at incentives for utilities and possibly how to expand them, as well as how to reduce costs such as connection fee, second meter, etc.

Commissioner Santhuff provided guidance on what he would look for in staff's review and summary of comments. One suggestion is to see how issues align with the AHAS, and if it is not in the AHAS to find out why not. He requested staff create a list of the topics that we want to study (e.g., empirical results of IZ).

Commissioner Strobel was interested in best practices for Missing Middle housing, parking, and proximity to transit, especially for more intense development. For example, what are Missing Middle housing types, and how does parking factor into costs for each? He additionally wanted to look at empirical evidence of IZ in other cities, as well as compare to cities that do and do not have IZ in terms of how much affordable housing is produced. This gets to a question of whether allowing the market to act by itself or whether the City should intervene in the market. He requested benchmarking, including of cities on the west coast, which might serve as good examples.

Chair Petersen wanted to ensure the scope of work would study costs to build different housing types. She is also interested in non-planning issues that could affect costs, such the reference to designing townhouses with a cement wall between them to keep down insurance rates.

Commissioner Karnes commented on the need to have infrastructure and services to support growth before the growth occurs. He noted that one key topic that needs attention is transportation—there is a tradeoff between having public transit available, versus having ample parking available. He requested additional information on cost/unit for each housing type to inform what strategy is most cost-effective in producing housing.

Commissioner Torrez asked if it would be possible to eliminate IZ from the project if it was found undesirable after further analysis. In regards to community outreach, she would like to involve more grass roots communities in the process.

Vice-Chair McInnis added that sometimes contractors are not the biggest contributor to cost, but rather offsite improvements required by the City are more expensive. It is important to consider municipal requirements and fees in the development process. Moreover, he stated that it was a supply-and-demand market; once there was more supply, the cost would likely go down across the board.

Commissioner Strobel noted that there were external regional forces beyond the City's control, particularly the City's location, which mean that the City should evaluate steps to intervene in the market. While it was important to support development, it was also necessary to acknowledge that people might get priced out of Tacoma.

Mr. Barnett summarized the key issues and stated he would address them on March 18th and indicate how they would be integrated in the scope of work. He stated that we will evaluate IZ on its merits of cost for producing affordable housing. He described there is a range of options included from voluntary/bonuses to mandatory requirements, and Tacoma already has some IZ tools on the books. The City Council has referred this issue to the Planning Commission for evaluation. The scope will do that through a market analysis, including comparing the cost of an affordable unit built through IZ to that of creating a unit in a public housing project. Mr. Barnett also stated that equity and engagement will be discussed Housing Equity Taskforce. Finally, the project will also evaluate barriers to development including city requirements and fees.

****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/



Attachment 4

Home In Tacoma Project

Public Scoping Comments (Written)

Planning Commission - May 6, 2020

ALLEN

Please allow more multifamily homebuilding in more places in Tacoma. Cottage courts, smallplexes, apodments, mid-rises, towers, condominiums, manufactured homes, and other housing forms are valuable options for making housing abundant in the same way socks, corn, recorded music, diapers, and other crucial goods are always in plentiful supply, as they should be. Tacoma is a relatively safe, healthy, liberal, and prosperous place to live. More people should live here.

Please arrange legal homeless camps where people can sleep without risking arrest, fines, and confiscation, and where social service organizations and agencies can coordinate with them to help them attain homes, jobs, and other goods and means for meeting their needs. Car-camping and tent-camping facilities would be helpful.

Thanks,

Dawson Allen

ANDREEVA

There is not enough of affordable housing. Many people can not possibly qualify to rent anything, because most rents are more than 1/3 or even a half, or even their entire income. People on disability and on Social Security make anywhere from \$300 to \$1,100 a month, there is no way they can afford to rent even a studio.

My suggestion is to build large apartment buildings on bus lines near amenities with very small efficiency studios, possibly with beds that fold out of the wall to save space, maybe some with shared bathrooms like in hospitals, where two units can share one bathroom, for like single people. The thing is, those efficiency units could be affordable and even on a sliding scale without the builders and the city losing money on them. Another separate building should be build to house people suffering from substance addictions or those that had been arrested for drug/alcohol related crimes, assaults and domestic violence. This building should have heightened security, possibly a required random drug/alcohol tests as one of the conditions of residence, as well as security cameras in all the hallways and outside all around the building, to maintain clean and sober environment. There should be microphones to monitor for fights and yelling and screaming.

I would make the permitting process for ADUs and tiny houses on private properties very easy to get permits.

I suggest allowing a drug test as part of a screening process to apply for an apartment. If employers can do that, then landlords should be allowed to do that too, because living next to a drunk or having to suffer drug traffic in your house or a yard or a building, or next door, is awful, I know from experience.

Rita Andreeva
Tacoma, Hill Top resident

ARENTE

To whom it may concern,

My name is Sean Arent, I currently serve as the city liaison for the Associated Students of UW Tacoma. As a campus with almost no on-campus housing, the cause of affordable and low income housing in particular is very important to myself and a student body that is largely reliant on a private housing market.

I believe that there are many ways to address the affordable housing crisis in Tacoma, and I also believe that efforts need to be made to fight gentrification and keep people in their homes. I think the best ways to do this are to deploy strategies that create and preserve ownership as well as affordability.

The first strategy that should be deployed as urgently as possible would be to start a Tacoma community land trust. This would reduce people's expenses and keep them in their homes, while preserving home ownership by entering agreements where home owners can only sell to other families and not developers. While this is important I also recognize that we need density, which is why I advocate for an approach that is twofold.

The second component I'd love to see in this city is the development of cooperative housing. This would be co-owned by communities that live there. The city would need to develop a lending structure to finance cooperative developments, but this could be done through bonds. Since "rent" would really be multiple households making payments, and would not require a profit margin, the projects would fill quickly with co-owners and have a steady income stream to repay the bonds. Additionally a project like this would be sited on property owned by the land trust, which as a non-profit would be cheaper.

Finally the city needs to eliminate single-family zoning along major transit lines and start chipping away at it elsewhere. People need to live close to transit and where they work, otherwise we'll keep burning more carbon and clogging the streets.

ARNEKLEV

I would like to see the results of this "study".

I pay for housing of two grandkids and provide housing for their disabled father..

Bruce L. Arneklev, EdD

AYLOR

I wish more attention would be paid to rent control. Some of the rents for "affordable housing" are not affordable. I live in very nice apartment complex--the rent was going up gradually and affordably, and then suddenly \$150 a year for the last two years. The residents complained and were told they could move. There are landlords taking advantage. Fair rent control for both small and large complex landlords would help stop this. Some renters here are scared that they will eventually be homeless.

BARKER

Good Afternoon,

I wanted to give my own comment for the housing planning discussion. I would like to see more affordable housing options. If possible, the city needs to add more 30% and 40% housing options. I don't really care much of what that looks like as far as building type. I hope that the city does not build so much and create the density that say Seattle has, because I love Tacoma and do not want it to lose its community and culture as Seattle has. Also if the City wants to add more housing, it needs to be prepared to invest more in the schools as they are past capacity. Also, properly vetting management companies is super important while you look at growth. I work in the housing industry in Seattle, and poor management and the broken CEA system is the sole reason why there is a housing crisis in Seattle. Building the housing is only 10% of the problem.

Thank you,
Lacey Barker

BEARDEN1

Elliot, first, I would like to congratulate you for your promotion from associate to Senior Planner. Although I was unaware of when it happened, however, Well deserved!

Second, I'm assuming that you think my input and opinion would be good for this project you're in charge of. Thank you. Should the input consider issues, height requirements, parking, change of definition of "qualified residents authorized for low housing," square feet that household families should have / member, outdoor space requirements (as required in the "Residential Planning Guidelines - dtd Oct '2016) developed to: "development in a manner that protects environmental resources, enhances quality of life, promotes distinctive neighborhoods" to establish "permitting and inspections for residential, commercial, industrial, and site related development." Also with the Tacoma Mall Neighborhood SubArea Project, and other SubArea Projects (i.e., Lincoln District Plan - results unknown and unpublished (as far as I can research), already outlines the space and homes to be developed for the 2024 Action Plan.

So my questions to you: Is there something specific, being that this could be a multi-layered input requirement because, the objectives are so diverse? And, What part of Tacoma should I be considering, or Tacoma as a whole?

I would love to help, but guidance is needed. Thank you again,
Bob

BEARDEN2

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 inacted (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 usage (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 outlining 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. Outing can walk and bike ride on finished trails for exercising 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
rbearden@comcast.net

BJORNSON

City of Tacoma / Tacoma Planning Commissioner,

Please accept by comments on housing issues in Tacoma which are now being discussed in Tacoma during the next year.

The City of Tacoma should seek to reduce barriers to the creation of new housing in Tacoma.

Allowing ADUs and DADs was a good start.

The city should certainly refrain from putting any new barriers to the creation of new housing.

Thus, the city should refrain from adding any new burdens on the Multi Family Tax Exemption as this will result in higher housing prices, more displacement in the city and less units being built. The city should reject the effort to add inclusionary zoning, labor issues, increased parking requirements to the Multi Family Tax Incentive program or it will effectively eviscerate the program. Additional parking requirements add about \$35,000 per unit to the cost of new housing which works out to about \$250 per month.

Instead, the City of Tacoma should look for additional incentives to create more housing.

The fact is that each and every new housing unit that is built in Tacoma at each and every price level will help mitigate housing prices in Tacoma and reduce displacement. If Tacoma does not allow enough higher cost unit to be built, then higher income people will displace Tacoma residents who are in cheaper housing. See the attached article.

Finally, the city should refrain from adding new costs to housing by imposing a misguided "inclusionary zoning" in Tacoma. Inclusionary zoning is essentially a tax on new housing in order to pay for subsidized housing. This extra tax / cost on new housing results in higher housing costs and less units being built in the city.

Inclusionary zoning is good politics but it is poor public policy. It is disfavored by housing theorists who have studied the issue and has caused far more harm than good. Please see the attached article.

"The politics of inclusionary zoning are understandable. It sounds like policymakers are doing something about ensuring housing affordability. But the evidence is clear that inclusionary housing provides a tiny number of units relative to need, at best has no impact on overall housing prices while sometimes increasing them, discourages new construction, and comes with significant administrative and transaction costs."

<https://streets.mn/2016/03/03/inclusionary-zoning-understandable-politics-terrible-policy/>

Thank you for your attention to this matter.

I may be reached at (253) 272-1434 if you have any questions in the matter.

Sincerely,

Erik Bjornson
Attorney at Law
Ebjornson@msn.com
<http://www.tacomaattorney.com>

BOONE

To whom it may concern:

I understand the City's desire to increase housing density. I do, however, hope that such plans will be made wisely with research into and understanding of the effects such housing will have on those who already reside in Tacoma's neighborhoods.

I live in the North Slope neighborhood, just two blocks from Kaiser and Multicare. Within one block of my house there are many multi-family apartment/condo dwellings plus a host of neighbors who rent rooms via AirBnB or VRBO. In short: Parking in my neighborhood is stressed to the limits. I am well aware of the city's new residential parking permit program. Several blocks near us already participate in this program. We've been hesitant to participate because the previous program was so poorly managed and because programs like this simply push the parking problem to other blocks (which we are definitely experiencing now). It should also be noted that Kaiser has parking garages but charges its

employees approximately \$20 per day to park there. If you're making minimum wage, why would you pay nearly two hours' wage to park in the garage? Kaiser is not a good neighbor and I'd like to hope the City might sit down with them to discuss this issue.

SOOOO, as the City approves housing density, I ask only that it is approved on a location by location basis. Neighborhoods like mine simply can't handle more density. Unless off-street parking is part of the plan, these proposals must NOT be approved.

I would welcome the opportunity to talk with any of the City planners about these issues and show them around my neighborhood. Increased density has its place. This isn't one of them.

Mary Boone
1102 N. 5th Street
Tacoma, WA 98403
www.boonewrites.com

BOYD1

There's a nice diagram on page 2, showing "missing middle" housing. "Live/Work" is in both the red and blue circles, but I don't see anything in the planning documents about this otherwise.

Also, I'd like to hear more about planning in general- we need more housing ASAP, we aren't building enough at any price point.

BOYD2

Work will prevent me from submitting comments in person, I'm afraid.

Tacoma needs "missing middle" housing in a bad way! There should be a concerted effort to reduce fees and permit costs - a 4-plex doesn't take up any more building materials/utilities/street frontage than a McMansion, the 2 projects should have similar costs to connect to city services. Also, there needs to be marketing and outreach to homeowners: "this is a program to help keep your property tax from going through the roof" - maybe even some assistance establishing off-street parking, as this is a major objection to dense development. "Just level it out and spread some gravel!" isn't much help for a 75-year old retiree worried about how to get to the doctor and pharmacy.

BUI

From an operator perspective

- it used to be 20 days notice for either parties to give notice for no cause eviction now it's 60 days from operator point of view and only 20 days notice from tenants if they aren't in close ended lease so this is a 3:1 advantage favoring them meaning when we as an operator plan we have to be 3x ahead of the ball and anything we implement is slower than their actions and they can leave 3x as fast as we plan to market and lease up our units. This might sound convoluted but ultimately the economics are that it costs the operator more money and losses and this is factored into the feasibility when we look at developing in an area beyond just demographics, income mix, and education /schools of a neighborhood

- the 14 day notice also cause also of adjustments in many operators lease contracts as we used to provide the tenant a 5 day grace period (rent due the 1st not late till after the 5th) but with the introduction of the 14 day notice it makes it so that even if the operator was jimmy on the spot with notices for non payment on the 6th of the month that you would get no action from a tenant till the 20th and most lenders on real estate don't wait around for us to pay wel be subject to lates, credit Deterioration, late fees, and etc if we don't pay on time. This added cost has made it so that most operators I know are now offering no more grace period and just making rents due on the 1sr otherwise it's late but that's still no resolution till the 15th if you file a 14 day notice on the 2nd. All these new laws are increasing risk and costs of recovering rents on a larger scale.

It's something to be noted but there are more laws I understand that are coming down the pike such as no evictions allowed during winter months which is a bit one sided in my opinion. We let's hope it doesn't pass because If it does that means all areas where an operator perceives there to be risk with collections there will greatly be a discouragement from development.

Those are some thoughts I've had and some others have had.

Many smaller operators have simply sold and left the real estate game as only more capitalized larger companies can weather profitably to continue.

Best Regards,
Albert Bui

Fairway Buyers LLC
Acquisitions
Direct/Fax/Text: 253-426-3029

On Feb 3, 2020, at 11:34 AM, Barnett, Elliott <elliott.barnett@ci.tacoma.wa.us> wrote:

Hi Albert,
Thanks for your comments. Would you expand on the issue around state laws?

Elliott Barnett, Senior Planner
747 Market Street, Room 345
Tacoma, WA 98402
(253) 591-5389
www.cityoftacoma.org/planning

From: Albert Bui <albert@fairwaybuy.com>
Sent: Friday, January 31, 2020 4:34 PM
To: Barnett, Elliott <elliott.barnett@ci.tacoma.wa.us>
Cc: Planning <planning@ci.tacoma.wa.us>; Albert <albert@fairwaybuy.com>
Subject: Re: At Home In Tacoma Project

This is pretty cool Elliott is Tacoma moving more progressively towards more units and development ?

The state laws are making it tougher to motivate people to be developers or owners but I think there's still huge opportunity despite state laws not helping.

Best Regards,
Albert Bui

Fairway Buyers LLC
Acquisitions
Direct/Fax/Text: 253-426-3029

CANNON

Hello Elliott,

This is a great initiative. The “for more information” link is hyperlinked to the email as opposed to the website with more information. Actually, the whole text block when clicked generates an email.

Thank you.

Cynthia

Cynthia Cannon
Tacoma, WA

CHAMBERS

I’d like to see more apartments and multi-house in Tacoma, Make building permits cheaper and easier to be granted and more multi family structures and more building vertically not just a single family home

COOK

To: Tacoma Planning Commission
From: Jodi Cook, resident and NENC board member
Date: 2/28/2020
Subject: Public Comment about Housing

Recently I travelled past downtown Seattle and the effect of even more new buildings and countless cranes peppering the skyline, is the future window for Tacoma in many decades to come. Tacoma should heed the issues Seattle has ignored to create a highly livable city for residents. But also those beginning here in Tacoma neighborhoods.

The ANYTHING GOES approach to building various multifamily housing within established neighborhoods that do not make an attempt to blend architecturally, whatever era of housing they are building within, will create a hodge-podge effect. Not attractive or inviting to the eye.

As identified in The News Tribune article November 7, 2019, a homeowner lamented that his SF street had the zoning changed from SF to URX, thus allowing for no notification to homeowners/renters that a 20 unit apartment was being built, per his quote “If it would just be designed different, I’d be fine with it ...”

The Planning Department is providing a handbook to advise builders about design elements. It obviously carried no weight from this developer’s plans to integrate visually with existing structures. Nor has the housing built on N Prospect off of 6 Avenue. (photos provided below) or N. Stevens.

The handsome photos of infill housing on various City marketing materials showcase homes with peaked roofs, front porches etc. Giving the public the idea that this is the architectural look which may come to their street. Even the notification for the public input demonstrated an image of buildings with grid windows, historic architectural elements that maybe in the hand book on design, but are not incorporated in the City building codes. This mis-represents to residents what can actually occur.

More importantly, the eye likes to see elements of conformity as it brings a sense of calm, not a chaotic design, to a street. Everyone understands what a peaceful street looks like, the early builders of Tacoma understood how to build densely on small city lots, creating set-backs, usually sloped roof lines to allow for natural light into housing, and not to create a perpetual shadow inside the homes or small backyards. Again, good design can alleviate many impacts, this should be called out in the building codes, not just a handbook.

I applaud the City funding the Design Studio, however it does not cover residential buildings and there is only one staff member. That should change immediately, this is the moment Tacoma can insist upon builders/developers to follow clear design elements. Why not look at the requirements for our historic districts guidelines, and assess those applicable standards to be applied city-wide to whatever era the housing was built, identified on a map in the Comprehensive Plan.

The impact of design also can affect a sense of community. There are countless reports how the fabric of a community is destroyed with poor integration of size, scale and design of buildings.

Lastly, trees planted in the right of way can cover up many problems with lack of design standards in buildings. The City should create a major expansion of Environmental Services Tree canopy program, whereby the City manages those trees in the right of ways. Plant, prune, treats, waters (for at least first 3 years for newly planted). As more multi-family housing is built, there will be increased loss of those trees and shrubs that were on the entire lot. Today, I have neighbors who are removing trees to park on the right-of-ways for lack of parking. N. 30th between N Proctor and N Mason, people are pulling up onto the root system of the older trees. Having lived in many areas where it is hot during the summers, Tacoma will be experiencing similar summers as a result of global warming. Shade trees are critical for lowering the heat produced by buildings not to mention they keep us breathing.

Take this time to insist that for those trees removed to build multifamily, the developers contribute to a fund to re-establish plantings on City owned land. As to the residents who remove trees in the right of way, it's called a hefty fine added to their property tax bill, for the cost to replant and maintain.

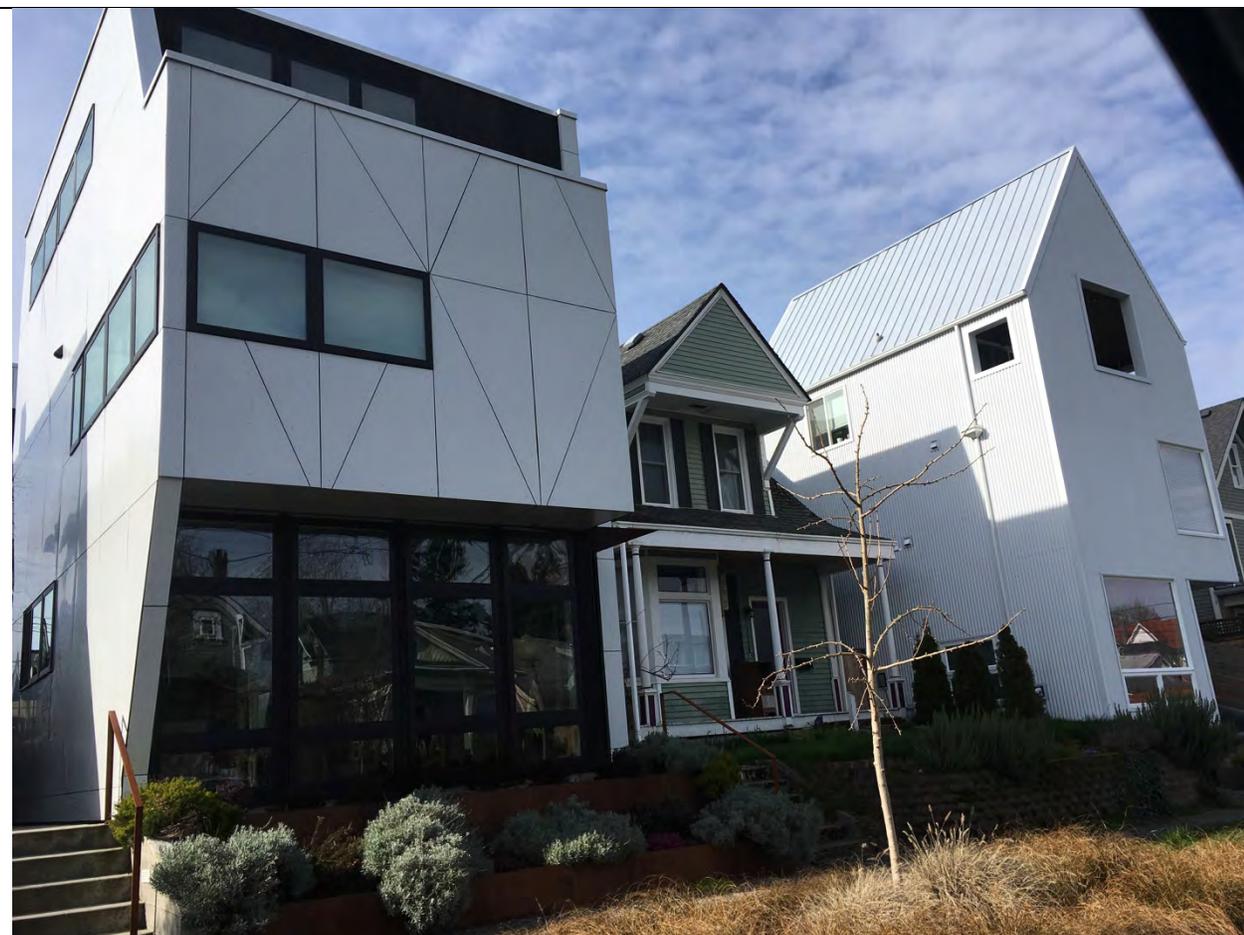
Demand more from the building community.

Let's not have our "One Tacoma" be turned into "One Ugly Tacoma".

<https://www.thenewstribune.com/news/local/article236925603.html>

[Photos following page](#)





DAY1

Feel free to do that. I would also recommend highly that planners and a couple of councilmembers go to Singapore and visit with the government there. Visit hotels w/living quarters that have parking and grocery store beneath their buildings. Check out how they deal with vehicles and parking.

They not only have an extensive bus, taxi, and a subway system. I understand they now have an overhead monorail at one part of the city. I saw a picture of it in an article on my computer. Singapore is landlocked. They have houses, although no many, they do have them – the Vietnamese Consulate has a house.

We need really good ideas for our city. We can't do what Seattle has done. Folks don't want to be another Seattle. They want to maintain the wonderful homeliness of Tacoma.

FYI, Seattle is losing a lot of their businesses because of the head tax that Sawant wants to institute. So, they will be vacating shops. We need to see if Marilyn Strickland can give our mayor and council some info on any businesses that are thinking of that so that we can tap them. That will mean jobs and business taxes.

FYI, we need to be more proactive in getting businesses into our City and having the space for that. We have a tendency to REACT to the homeless issue. We cannot let that drive our growth and expansion. What brings more taxes to our City? Homes.

A couple just bought a house near the Proctor area. They paid over \$900,000 and have had 14 painters and carpenters in the house for the entire month of January and probably still there – to make the house theirs. Seattle does not have this.

Hence, we need to pigeonhole apartments. Pacific Avenue is a great street for that, but with moderation – if that is possible. With the BRT coming on Pacific, folks might be able to do without a car. Homeowners cannot. Generally, those folks are business folks who need their cars to get to meet clients, etc.

We need to learn from other cities' problems and avoid those problems.

Just more thoughts.

Feel free to share with the Planning Commission whatever you want to share. Make it good though. I'll tell you what one commissioner told me when I was on the commission – “we don't need to listen to property owners. We're here to give the council our advice.”

Another commission member, who became a Legislator – he was great. Anyway, I told him about walking in the shoes of the people we would impact. He listened but was not as interested in hearing this. A year later, the water dept was looking to sell Wapato Hill. By this time, he had moved to the area of Wapato Hill. He was no longer on the commission by then. He begged me to come and walk the hill with him. He did not want it sold for development. I went, we walked the hill. I asked him if we kept the top of the hill as is, but developed for commercial purposes some of the space below, he was adamant that that not happen. I told him I would consider and then I asked him – “Remember when I told you to walk in the shoes of those you would impact with your decisions?” He said, “I knew you were going to say that.” He said he had been on the Planning Commission when the hill that now hosts Home Depot was brought up – he said he had decided that listening to folks was not as important as the business and taxes we would get. At that time, he did not live near that hill. Now, he lived at the backside of Wapato. So he learned very precious advice.

That is what commissioners need to remember and hear.

Thanks for listening Elliott. Appreciate it.

...

From: Esther Day <Dayesther214@outlook.com>

Sent: Tuesday, February 4, 2020 3:18 PM

To: Barnett, Elliott <elliott.barnett@ci.tacoma.wa.us>

Subject: RE: Just posted

Elliott, there will always be concerns about prices. That is a given – whether you are in a multi-million dollar neighborhood or not. Been there done that. I lived in Kingwood, Texas – houses ranged from \$125,000 up to \$11 million.

What I would suggest to the City is to go and visit some of the planned communities. Get info on how they deal with stuff. The Friendswood Development folks are great and do a lot or have done a lot of development in Houston. Planned Developments are different than what we have in Tacoma.

What Friendswood did is set aside an area where apartments could be built and not impacting prices of subdivisions. The fear has pretty much been that apartment dwellers can be such bad tenants and can destroy neighborhoods. But the truth is, that I have neighbors that are “pigs” – they have cars in their back yard that I have tried to get the City to get rid of – no such luck. The City Attorney and Keith Williams of Code Enforcement did not wish to pursue. It upset our Code Enforcement Officer because that is a problem house and he had put in 10 hours of valuable time.

We need to make sure that the laws on the books are adhered to so that our folks are not wasting valuable time trying to do community good, only to be hit in the face with - sorry – no can do

I digress. Anyway, as I think I mentioned to you, we have problems with homes renting rooms and the vehicle impact. If a home does not have parking, you cannot rent to more than one or two. Set limits. There does not seem to be any limits.

I have to apologize, we chose to live in Tacoma and it was all going great, but it is frustrating when our city is unaware or does not have processes in place to identify properties that are consuming high volume services – trash, water, gas, electricity, police and fire.

The worst part is not making a provision for these properties to provide parking spaces for vehicles. As a proponent of transportation, I can tell you that some folks need a car because taking transportation is not an option. Seattle is finding this same problem. A business owner had her parking eliminated in front of her warehouse shop where she provided space for musicians to practice. Her customers had gotten over \$500,000.00 in parking tickets every time they parked in front of her warehouse door to offload equipment. She reported on the radio that she was not sure that she would be able to stay in business because it would either be the tickets that would take her under or it would be the musicians not wanting to put up with this anymore.

This is also happening at the Freighthouse Square. The City removed a bunch of handicapped parking that was in front of the building. When they finished putting in the parking, they had two stalls out of approximately 10 they had before. Also, the stalls had no time limit. The city removed the time limits. So, transit folks park in the stalls and take the train and are gone all day. The elderly that frequent that place have had to go elsewhere.

The planning is what I am most concerned with. No one talks to the business folks. I was at a Pierce Transit Board meeting and brought up the subject of the Freighthouse with Ryan Mello and the mayor called out over her shoulder as she was leaving – we took the parking because it is a one way. Okay, there is parking on both sides of the street by City Hall and it is working great. Imagine what will happen if you take that away.

People don't think out of the box. That goes both ways – citizens and the City.

As I mentioned to you, when I was a planning commissioner, I made it a point to speak to the folks that would be impacted to get their input. Which is what you are trying to do. But listening and not getting back to folks with analysis and maybe explain why you arrived at a different or midway idea or process. You will never please anyone, but get back to folks with the reason you can't do something.

Sorry for the long commentary. I'm very expressive. LOL

...

From: Esther Day <Dayesther214@outlook.com>

Sent: Tuesday, February 4, 2020 2:54 PM

To: Barnett, Elliott <elliott.barnett@ci.tacoma.wa.us>

Subject: Just posted

Elliott,

I had problems adding my commentary as food for thought. I had sent this info to a friend who posted on FB for our neighborhood and she is really concerned about our neighborhoods being destroyed and our properties getting taxed out of existence.

So, I hope folks read this and go.

Thanks again.

Esther

DAY2

At Home in Tacoma Project – Public Notice comments

1. Tacoma is not Seattle. We seem to be trying to emulate Seattle. It is not pretty in Seattle. With congestion, problems come. So, while Tacoma needs housing, we can do it strategically without impacting the single-family home communities. If you want to see the problems – check out Proctor district.
 - a. no parking
 - b. over building
2. When we say we are building affordable housing, we need to ask ourselves - Affordable to whom? The fact remains that we need housing for everyone –
 - a. Upper middle-income folks who are struggling to afford buying a house or even renting housing;
 - b. middle income folks who have work, but it takes two salaries to break even and they are struggling;
 - c. low, low income who have nothing but social security and nothing else.
3. Tacoma cannot be handing out money as they did a few years ago – when they provided a large sum to a contractor from California to build apartments on the Hilltop at a cost of over \$230,000 each. Those units do not provide for parking. The Hilltop area has been growing, but apartment complexes MUST provide parking. If we don't, then the parking that is available for customers of the various shops on the Hilltop will not find it and they will go elsewhere. This is happening now at the Freighthouse Square. The city removed all the parking in front of the Freighthouse Square and all the handicap parking stalls. They installed 2 handicap stalls with no TIME LIMIT. The mayor's response – it is a one-way street. Well guess what mayor Woodards, check out the street in front of City Hall and yet you have parking on both sides. The business folks in Freighthouse Square did not ask for parking on both sides. But to

remove over 8 handicap parking stalls and other angle parking cost those business people 85-90% business.

The City of Seattle has been removing parking without consulting or letting the business owners impacted know. A radio report I heard recently was of one business owner who was in a warehouse district reported that her business entailed providing space for musicians to practice. They would come and park in front of her building and offload their equipment to practice their music. Now, with no parking, when they come to practice, they get tagged by the meter maid and at the time of the report – this business owner reported that she \$580,000 in fines. She reported that she will either go out of business because of the lack of business or the tickets she is having to pay to try and stay in business. She was not holding out for much hope.

As we build condos or apartments in transit areas or any area, for that matter – you can expect this scenario to play out in our business districts too.

We must have some parking provided. Go check out what is happening to the apartments already built and those being built without parking. Talk to Metropolitan Market and ask them what is happening to their parking lot.

The Hilltop is another area that will lose business when apartments are built without some off-street parking. Consider requiring at least 1 parking space per unit. It can be built underground.

Townhomes:

4. There are some great areas in Tacoma that are especially great for building townhomes. When you build townhomes, it would be especially helpful if those homes had what is call “defensible space.” I would strongly suggest that Tacoma require these townhome builders to work with insurance companies so that they help those owners get homeowners insurance. If the insurance companies agree and accept, the builder needs to place a concrete wall that separates the townhomes from the ground up past a safe point in the roof area. If this is not done, when one home starts to burn and the fire is not reported and attended to quickly, the damage will be extensive and many folks will be without homes.

Also, if you don’t get homeowners insurance for these townhomes, they will need Townhome insurance which is higher in cost than homeowner’s insurance. Also, be aware that Townhomes need to have defensible space. You ask why? Because if you don’t make each homeowner responsible for their yards, there is the possibility that they will need to have an association to help the townhome owners maintain their properties. This means dues. Adding to the cost of living in townhomes. Defensible space also provides each townhome with a bit of yard so they can have a dog, or kids can play in the yard. Rules will need to be set in place to ensure that everyone keeps up their homes. Parking can be established in the back of the townhomes with a small patio between the townhomes and the garage.

Apartment buildings:

If a developer wants to build low income housing in Tacoma, he should consider working with the Tacoma Housing Authority to see if they can use the Housing

Authority's bond capacity. THA did invest in a large apartment complex where the complex promised to provide X number of housing units would remain open for low income renters. It's this monitoring that needs to be guaranteed to ensure that those units are indeed maintained for low income renters or for whomever the deal is negotiated to house.

It is important that some sort of green space is provided on the property for young parents to get their children out to play in the grass. There is scientific data that proves how important that is to children. Apartment builders often use the excuse that it does not pencil in. Well, we can make it PENCIL IN.

If builders put green space in their housing developments. Folks are more apt to stay in them than to look for other housing that allows parents to have a bit of green for them to take their kids outside to get sun and frolic in the grass for a short while.

Put yourselves in the prospective renter's place when making decisions. Walk in their shoes. Also, it is not for Tacoma to HOUSE EVERYONE.

DEROME

Hello, Planning Department!

I am a Hilltop resident on 6th and Sheridan. I would request that the Planning Dept. not put a multiple housing unit (apartments) right in the middle of our single family home block!!

Please, instead, use some of the Paul Post vacant properties facing 6th Ave. Those buildings have been vacant and closed up with 'no occupancy' for a long time!

Besides being an eyesore and invitation for crime and vandalism, these buildings could be removed. A multiple, affordable, housing option could be a nice replacement, facing 6th Ave, right on the bus line and walking distance to other services! Be sure to include sufficient parking on this property! The street parking on Sheridan is already jammed with working families and children attending the nearby schools. A couple of single-family homes have small, onsite businesses that need customer parking. And, yes, they pay Tacoma home-business fees!

Essentially, don't disrupt single family homes with multiple unit housing. There are plenty of other properties nearby that would be better suited for that purpose!! Thank you!

~Susan De Rome, 613 S. Sheridan Ave, Tacoma

DEVLIN

To: Tacoma Planning Commission

From: Felicity Devlin

Subject: Planning Commission's proposed Project Scope, At Home in Tacoma, AHAS Action 1.2, AHAS Action 1.8

In general I support the strategy of infill/diverse housing and “inclusionary zoning” to provide more housing stock for Tacoma as well as affordable choices to Tacoma’s residents. I am concerned, however, that the City should take robust precautions to ensure that new development will preserve the charm and visual integrity of Tacoma’s diverse neighborhoods, which are amongst Tacoma’s most valuable assets. As important, I’m concerned that this zoning change won’t merely provide a bonanza for developers, resulting in a burst of high-end development with little in the way of affordable housing.

Specific comments and questions:

Ensuring that affordable housing is created: Once zoning changes allow Inclusionary Zoning and missing middle development, it will be very attractive for developers to buy up modest homes in relatively more affluent neighborhoods to replace them with high-priced duplexes, multiplexes, etc. Since one of the goals of the zoning changes is to make neighborhoods more inclusive by providing affordable choices, will the Tacoma Municipal Code tailor incentives to encourage developers to focus on affordable housing rather than concentrating on building more high-end units?

Maintaining quality of life and livability: Will the Planning Dept. be tracking the location of new infill housing to determine whether new housing is being distributed around the City or is becoming concentrated in one area? Aligned with this, has the Planning Dept. determined what the “carrying capacity” of a neighborhood should be, given available parking, open space, and other amenities? (I realize the City wants to encourage greater use of public and active transportation, but it’s likely that most residents will still choose to own cars—especially now that EVs are making car ownership less of an environmental liability. Parking spaces will continue to be required.)

Ensuring compatible development and good design: It’s great to see that a review process is proposed for the infill development (the cottage housing, duplexes, etc.). But I’m concerned that requirements that sound good on paper won’t be translated into a process that ensures Tacoma’s neighborhoods retain their visual integrity and appeal. For example, section G.3.d. of the review process requires proposed development to “minimize scale contrasts, shading and privacy impacts.” But how will these qualities be evaluated? (For example, The Comprehensive Plan calls for new development in the MUCs to make smooth transitions to the adjacent neighborhoods. This “smooth transition” in the Proctor area is currently achieved by allowing a 6-story building to be built at the edge of the MUC across the street from one- and two-story homes. To most observers this doesn’t look like a smooth transition. But I’ve been informed by City staff and council members that, in effect, a transition is a subjective judgment—thus implying that the abrupt transition from six stories to one is adequate.) Will there be specific criteria that help to establish when a scale contrast is too great or when privacy would be impacted or to determine when cottage housing developments are designed in a “compatible” manner?

As for the inclusionary zoning, according to the At Home in Tacoma graphic, 5 to 6 story buildings could be built on “corridors.” Many of these corridors currently run through single-family areas, such as stretches of N. Union, McKinley, and 6th Ave. Five- to six-story apartment buildings are completely out of scale with these existing neighborhoods. How does the planning department propose that appropriate visual transitions can be made between such large-scale buildings and existing single-family homes? And how will impacts on the privacy of existing homes be minimized?

Avoiding negative consequences: As with any change to zoning and building codes, the City should schedule a prompt evaluation to assess whether the new zoning is fulfilling desired goals or causing unanticipated negative impacts so that timely corrections can be made.

DOLBEE

Elliott,

Thank you for the opportunity to comment on the At Home in Tacoma project. After reviewing the documents I have the following scoping comments:

Diverse Housing Types:

The scope of the studies should include an analysis of the externalities of increases housing and density. These impacts include the loss of urban canopy cover, traffic, access to light and air, shade and shadow, neighborhood character, and CO2 emissions. The studies and strategies should ensure that these impacts are minimized and density if focused in areas that provide the resources to support the housing units, such as public transit, satisfactory schools, and urban services (grocery, retails sales, medical offices, etc.). Adding housing without the supporting infrastructure simply places a burden on the residents without mitigating the impacts. Due consideration should be included in the overall project.

Inclusionary Zoning Strategies:

Focus on a mix of incomes in one area. Establishing a percentage of market rage to affordable. Mixed income communities allow for increased opportunities for all and improve diversity and inclusions in neighborhoods and schools. Funding sources currently support 100% affordable projects at variance levels (60% - 80% of AMI) which has advanced project without a balanced mix of both affordable and market rate. Minimal funding sources exist to support mixed income housing, as such local regulatory incentives are necessary to advance this diverse housing type. To achieve the goals set out in the variance referenced plans development of inclusionary housing should result in neighborhoods that provide access to opportunities for all incomes. To active these goals mixed income housing is necessary.

Again, thank you for the opportunity to be a part of the conversation. I would be happy to be involved in other aspects of this conversation and appreciate you adding my name to an interested parties list.

Vanessa Dolbee



950 Pacific Ave, Suite 300 | Tacoma, WA 98402
253-392-7880 | info@downtownonthe.org

February 24, 2020

City of Tacoma
Planning Commission
747 Market Street 98402

Dear Planning Commission,

Tacoma's affordable housing crisis has grown to a state of emergency; leaving people homeless, displaced, and distrustful of our City. There is no doubt that transportation and housing are connected. As the City looks to address the affordability crisis Downtown On the Go urges the City to include transportation in the immediate and long-term actions.

The City of Tacoma's Affordable Housing Strategy highlights the cost burden that housing in Tacoma has become in Strategic Objective 1: Produce more homes for more people. This has the potential to house more than 1,300 Tacoma's in the next two years. The outlined investment priorities in areas with planned or existing transit (1.10). If location efficiency, like this, is not enacted as part of the plan and immediate actions than it will be for naught.

Transportation is the second-largest expense for families nationwide, but it is the single largest barrier to escaping poverty, according to 2015 Harvard University study.¹ If the housing stock grows without consideration of transportation accessibility, the City will only further burden our most vulnerable community members who rely on walking, biking, and transit. In the Puget Sound, housing and transportation consume nearly 50% of the average household's income. Only 4% of neighborhoods are considered location-efficient, close to jobs and services.²

The City of Tacoma must plan all types of housing using the consideration of location efficiency. The term location efficiency was coined by John Holtzclaw in 1994 in the context of Location Efficient Mortgages.³ Their research measured the reductions in automobile use and household transportation costs that resulted from different neighborhood assets. Location-efficient communities are dense and vibrant, with walkable streets, access to transit, proximity to jobs, mixed land uses, and concentrations of retail and services.³

Downtown On the Go seeks to hold the City of Tacoma accountable to goals laid out in the Health Equity Policy and the Tacoma 2025 Goals. The City's Health Equity Policy states that City policies are to be developed through thorough and meaningful analysis to ensure they have positive health effects on the community. With new transit projects, there is serious risk of displacement for current residents, and we must ensure the people who need transit the most can remain in their neighborhoods. In the Tacoma 2025 Strategic Plan, the City committed to making all neighborhoods sustainable and healthy and to reducing the percentage of households spending more than 45% on housing and transportation combined.

Sincerely,

A handwritten signature in black ink that reads 'Kristina L. Walker'.

Kristina L. Walker
Executive Director

¹www.nytimes.com/2015/05/07/upshot/transportation-emerges-as-crucial-to-escaping-poverty.html

²H + T Affordability Index. htaindex.cnt.org/map

³Location Efficient Mortgages Project Scoping

EVANCHO

Hello, Elliott-Thank you for sharing this notice regarding public comment. Can you please tell me the status of the design review board? I support efforts to increase housing supply but can't speak positively about recent efforts. Placing boxes in existing neighborhoods doesn't integrate into existing neighborhoods well. Jane Evancho

EVANCHO2

922 S. Mountain View Ave.
Tacoma, WA 98465
email:jane.evancho@wamail.net

February 29, 2020

Re: Comments- At Home in Tacoma

To: Planning Commissioners and Staff,

I am writing to provide comments on the discussion about how to diversify housing types and create affordable housing options while retaining and enhancing the character of our neighborhoods.

The public hearing notice regarding this discussion asked for comment regarding housing needs, development trends, zoning and neighborhood change. The rezones implemented with the 2019 amendments to the Comp Plan provide potential for more multifamily but do not maintain neighborhood patterns and integration of multifamily into neighborhoods. Piecemeal multifamily construction in the S. 24th & State St. area, as well as recent community concerns regarding a proposed storage facility in central Tacoma at 19th and Lawrence St. have brought to light the need for design review standards to address transitions. I provided comments in May, 2019 and continue to suggest some of the same comments on this topic.

These include:

Implement Urban Design Studio/Design Review Program - Prioritize the creation and implementation of design review standards to effectively integrate multifamily into neighborhoods before implementing rezones. Design standards with the objective of retaining the existing character of residential areas should be developed. Currently the policy of "maintaining neighborhood patterns and integration of multifamily into neighborhoods" is not being met. Current zone transitions, as demonstrated in the Tacoma Mall area and S. 24th & State St. result in piecemeal, jarring developments that are not maintaining neighborhood patterns.. These design review standards, including design guidance for ADU's and retention of neighborhood character, should be developed as code before rezones occur.

Review all areas, including commercial zones, for multifamily prior to rezone-.With transit and other agency participation, conduct a thorough review of residential and underutilized commercial areas on established transit routes, such as the K-Mart 10.6 acre site at 5132 6th Ave. and rezone those for mixed use. The planned redevelopment of the James Center North property, with transit access, should be the model to follow. Piecemeal rezoning should be avoided to strive to maintain existing neighborhood patterns, which have made Tacoma a desirable place to live.

Thank you for your work on this issue and your thoughtful efforts to make Tacoma a better, more livable place.

Sincerely,

Jane Evancho

FUENTES

Hello,

I appreciate the city's efforts to plan for affordable housing. I'm a new homeowner in Tacoma at 4311 N 8th St, Tacoma, WA 98406. I've lived between Olympia and Seattle on the I-5 corridor for 11 years now after leaving the Bay Area and have seen a lot of housing strategies work well, and have seen some push people out. I'm a librarian for Pierce County Library and have met countless families living in motels as their regular residence, which breaks my heart.

I'm fully in support of rent control. We may rent our house down the road and I think that even though it could be a hit to making a profit I'd rather make sure families can afford to keep living and working in Tacoma. I also believe requiring new construction to have many affordable units is important, otherwise the county will be made up of Seattlelites, pushing out South Sounders. There has to be a balance to strike here.

In terms of sustainability, keeping the character of the city, I really hope we use existing buildings and renovate them for new housing. What made me want to stay in the area and buy a house here is how beautiful our city is. I love all the businesses, restaurants, and even apartments going into existing older buildings that have been refreshed. It may be more expensive than leveling lots but I think in the long term has the ability to keep Tacoma a beautiful place.

For the types of buildings I think it would be great to survey families with unstable housing to see what they'd like. I'm not interested in raising skylines, but I've seen many apartments fit in with the current heights. What makes me frustrated as a resident is seeing expensive apartments sit empty, especially new construction like brewery blocks and the Proctor Station apartments. They've relentlessly advertised to my demographic, and clearly it's not meeting a need as there are still people unable to find housing and those units are sitting empty. I liked the idea over shops and restaurants but clearly the rent is too high. This is again, likely to just attract Seattle folks.

It seems like green space is important to many especially those with children, so townhouses with even a small yard are great. Having lived in a townhouse in California with a small yard, I really valued my home and the ability to have a couple plants and a mini bbq.

Building many small homes with sustainable materials on empty warehouse lots seems like a good idea to me as well. Especially if the health of the community is considered and many parks, trees and plants are incorporated into the design, it will make sure that we don't create more inequity in the city. There's a stark tree line between north and south Tacoma that is really sad to me, and I hope as we move forward we consider not just quick cheap options but options that consider walkability, green space, affordability, and character so our city continues to be a beautiful and healthy place for all who live here.

Thanks again for taking public comments and working on this tough issue. Feel free to let me know if you have any questions.

Gabby Fuentes

GIVENS

Subject: Housing Tool - Pattern Book for Neighborly Houses

Hi Team

I hope you and your families are safe and healthy considering the current state of affairs. Since I've been spending a lot of time at home, I've been giving a lot of thought on the housing policy changes that the City is exploring. I found a nice tool for planning for housing options in our existing neighborhoods. Habitat for Humanity and the Institute of Classical Architecture and Classical America put out a really nice Pattern Book that helps articulate the various housing types that would fit harmoniously into existing neighborhoods. I thought I would share. If anything, its good reading while we are all at home.

The urban designer in me, love this and gets me really excited about the possibilities to provide more housing options, recognize/protect neighborhood character, and give us a path forward in our economic recovery.

Best regards

Ryan

STAFF NOTE: See attachments

GRAY

Hello planning commission,

Given the cost to build and maintain housing, and with so many in need, can we please consider building more dormitory-style and studio-type apartment buildings? The social aspect of sharing kitchens, laundry rooms, rooftop gardens, community rooms, etc., can be good for people. These homes should have smart storage solutions to make the most of a small living space, underground parking and some sheltered, beautiful outdoor spaces.

Thank you,
Colleen Gray

HALEY

Good Morning and thank you for the opportunity to share my opinion,

There isn't one type of housing that is going to solve our issues. Allowing for mixed housing would be best. Larger discussions need to be had regarding zoning, public transportation and the ability to move people

through those zones. We should increase density where there is or will be transportation options to get them to school, work, and the grocery store.

Putting affordable housing in places that don't benefit the people doesn't make sense. One big hurdle of housing is not allowing companies to tear down viable properties to build luxury housing that can't be afforded by a majority of the public.

ADU's- allow for people to get affordable rent without paying big companies and corporations and higher move in costs. People should be given cuts on property/business taxes, and permits for agreement to hold it as affordable for a certain period of time. Allowed in every zone except industrial areas.

Cottages- Should be considered to allow for homeownership in the city while allowing lower entry costs. Give tax breaks to builders and limit the number of amenities allowed to keep costs down to avoid the trickle-down theory that states that rents will go down once we've flooded the market with high cost units. Allow in higher density and buffer areas in between high density, medium density and on main thoroughfare.

Duplexes (single family areas) and four plexes (medium density areas) (family Housing)- should be allowed in medium density areas, this allows for some green space in the front and back of the homes allowing for community development and relationship growth between families bringing more meaningful interactions between members of the community.

Multi family units should be allowed but mandated to match the neighborhood in height and style. They should only be allowed in high density areas, where transit and transportation are easily accessible, that way parking can be limited (not eliminated)

Thank you for taking the time to read my opinion. If you have any questions let me know. Happy Wednesday!

Avalon Haley / Administrative Assistant
Seattle - Region 2 / Developmental Disabilities Administration
Washington State Department of Social and Health Services
(O) 206.568.5719
Email: avalon.haley@dshs.wa.gov OR HaleyAL@dshs.wa.gov
Transforming Lives

HAMMOND

From: Deborah Hammond <debhammond60@msn.com>
Sent: Saturday, February 1, 2020 4:13 PM
To: Planning <planning@ci.tacoma.wa.us>
Subject: Housing in Tacoma

We need to allow and encourage increased affordable density: tiny homes, multi family dwellings, and "mother-in-law apartments"

Deborah Hammond, 98407

30 year north end resident, pleased to see urbanization in my neighborhood, eager to see real affordability. Rent control and generous public subsidies may be necessary components

HARRINGTON

I want to see more density on property fronting principal and minor arterials, not in R-1 though R-2 SRD neighborhoods on local access (non arterial) streets. Can be apartments, condos or townhouses, small lot single family. We have a huge inventory of under zoned parcels fronting arterials to add density without negatively impacting single family neighborhoods where SFD parcels front local access roads. We are not in an emergency situation that requires the ruin of these neighborhoods to provide "affordable" housing in the City, especially if we are adding density without off-street parking or adjacent arterial bus routes.

Also, we have to stop allowing small lots in R-1 thru R-2 SRD zoned areas that do not have rear alley access. We have allowed this so far and it is never a good outcome traffic wise or development wise or for neighborhood aesthetics.



John W. Harrington, Jr.
Principal Planner
Planning and Development Services

HERRING

Subject: Elliott Barnett, Senior Planner In-filling housing Tacoma

Dear Senior Planner Barnett, I am writing to you about the In-filling housing code change for the City of Tacoma. I love the idea of in-fill housing, but we must have the public transit system offset the lack of parking that developers want to leave out of the scope. Our current transit within the City of Tacoma is the weakest I have seen with a City population of over 200,000 people it's shameful. More transit is needed at 1745hrs during weekdays so people can get home in a timely fashion. Bus service in Tacoma cuts back to once an hour on all routes. Weekend service is once an hour and doesn't service the City of Tacoma public after 2000hrs on Saturday's and 1930hrs on Sunday's. You can get to work but you can't get home on public transit. The City should look at Metro King County to contract with the City of Tacoma transit services as Pierce County could care less about moving people of color within the City of Tacoma to and from work or play. We must due better on all levels. Next issue, Any new public money being spent on in-fill housing including tax breaks need to have solar power and or windmills to feed power back into the public grid to lower everyone's power bill. Low income housings means low utility bill's and low rent that meets the low minium wages and pay the private sector of work within the City of Tacoma. Rents of 450.00 to 500.00 per month for a 1bedroom is affordable housing for the community we live in and the lack of a living wage's people receive in the City of Tacoma private sector jobs. Keep up the good work and thanks for adding my public comment from the Eastside of Tacoma. Sincerely Your's Mr. Herring

RYAN

Elliott,

Thank you for the follow up questions.

A traditional single-family home varies depending on where you live, in the Pacific NW it's a detached 1 to two story home on individual parcels with plenty of natural light and ventilation. For examples, refer to the older neighborhoods in the east, north and south end of the city. In much of the north end that is an average lot size of 5,000 sf with a 600 to 1,200 sf house footprint. While I am not opposed to two family homes or Town houses they need to fit within the scale and feel (open space) of the community and not overwhelm their neighbors. My preference would be for more homeownership in the city rather than speculative rental properties which can be the death of a community. What we don't want to see is housing similar to what has sprung up west of the Tacoma Mall, it's the cities current best case study in what not to do, poor design, materials and planning.

Pride in one's community is not an easy thing to pin down and there are no absolutes, but those who see their lives in an area or community as a long-term vision rather than short term investment general support improvements to their neighborhoods and treat their neighbors with respect.

Those just out for a fast buck or short stay unfortunately tend to see a home as a standalone investment. The worst of these investors will milk every time out of the property and properties maintenance is a distant second. This can cause damage to a neighborhood that far outweighs the land upon which it sits. Pride starts with having some control over your life and respecting those around you.

What I am opposed to are buildings over three stories in height directly adjacent to established residential properties or the construction of home occupy too high of a percentage of the land upon which they are sited. This kind of project negatively impact their neighbor's property and environment, whether it's across a property line or street. The City should be standing up for the rights and needs of their current residents, rather than private developers. Far too often those who speak out in favor of strengthening their community are demonized by the pro-growth advocates with little cause or justification.

Thanks again for the questions,

PS.

Did you have a chance to review my questions regarding your last Cushman email and what looked like a requirement that all concepts reviewed need an affordable housing component.

Jeffrey J. Ryan, Architect
LEED AP, BD+C

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

From: Barnett, Elliott [mailto:elliott.barnett@ci.tacoma.wa.us]

Sent: Monday, February 03, 2020 12:55 PM

To: Jeff Ryan

Subject: RE: What kind of housing?

Hi Jeff,

Yes, thank you for the comments. Could I ask a couple clarifying questions?

What do you mean by transitional single family housing? Would you provide more perspective about what makes a place with pride for their community?

Thanks very much.

Elliott Barnett, Senior Planner

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

From: Jeff Ryan <jjryan@harbornet.com>
Sent: Sunday, February 2, 2020 10:09 PM
To: Planning <planning@ci.tacoma.wa.us>
Subject: What kind of housing?

You asked a question. I would like to see transitional single family housing, even though it was not listed. I would like to more home ownership and less speculation/ profit driven housing projects. A place for residents with with pride for their community.

KEENE

Hello,

My name is Erin Keene and I am a home owner on Trafton St wedged between the 6th Ave and North Slope districts. I loved my neighborhood when I first moved in, it was exactly what I was looking for: close to down town, close to public transit, close to the university, and walking distance to some fun shops, restaurants, and bars while still having more of a suburb feel... but I am seeing it change a lot in the 6 years since I have owned it from people trying to make money buying up the houses and trying to squeeze as many people in as possible onto the neighborhood lots. There is a developer on my block that owns 4 houses on the one block alone. He has already knocked one single family home down and put a 10 unit apartment building on the single small lot, it is the eyesore of the neighborhood and has created a parking nightmare because he was only required to put 4 parking spaces and a few bike spaces in back because it is close enough to 6th Ave. However, most of the tenants have a car (multiple per unit in most cases) and there is no space for guests. We already have another apartment building on the block that was not required to have parking for tenants. There are two other multifamily (duplex/triplex) units on my block also not required to have parking and another house that rents out by the room next to me with no additional parking. Now the developer has purchased the 3 houses across from me and is planning to knock them down and put in a large apartment building in their place and the triplex on the other side of me is trying to put a 3 micro unit building in back, again with no parking.

Now one of the 3 houses across from me has turned into the drug house on the block because he let some people stay at the house after the previous owners moved out. Crime has increased, I've found needles and cocaine on the ground, and the amount of trash has piled up in the yard and patio and is finding its way into the streets and our yards. It's been months of this and he is just now trying to get them kicked out. The house that is rented out by the room is also not well managed. I am regularly woken up at 5:30 in the morning by one of the couples fighting, trash piling up in the yard, and 2 people park in the alley (they say they pay more for the illegal parking spots but that can't be true) which block other residents from passing, and occasionally even the utility trucks have issues getting by. And now it looks like this owner will be allowed to build a new apartment building when he doesn't really take care of the properties he currently owns.

As a result of my experiences in my neighborhood, I have some suggestions for the city as they try to get more housing in the area:

1. Don't put large apartments in the middle of residential streets. I would consider anything not facing a main street in a business district to be residential. There should be a height limit of the average dwelling in the area to keep the character of the neighborhood. And the margins for a new build multi unit building should be further from the property line than a standard house. There are a few houses in my neighborhood that are starting to look like the house from "Up". Buildings with more than 4 units should really be on main streets and not in the neighborhoods, unless it is the conversion of an existing building without adding on.
2. Limit the number of new multi-unit buildings off of main streets on a given block. There are currently 5 on my block and it is already too many
3. There should be off street parking for every rental unit. I would include accessory dwellings into this as well. The streets throughout the city are narrow and over crowded and the problem is getting worse.
4. Accessory dwellings should be limited to 500ft or less and one story of living space (sleeping lofts would still be included as part of the 1 story). Parking below such as a garage or carport would not be counted as living space.
5. People should only be allowed to build new multi unit buildings if their current properties are well taken care of and in good standing with the city. If they can't take care of their properties, they shouldn't be allowed to build more units. I realize this would involve code enforcement going out and checking properties, but some of them are really bad and the owners are still allowed to build more and it's not fair to those of us that own in the areas. I am in agreement there needs to be more low income housing, but low income rentals should still be contributing to the pride and neighborhood feel and not taking away from it as is the current situation in my neighborhood.
6. When other buildings are available for development, larger units should not be put off main streets. For instance, within walking distance from my house the old Wonderbread factory, costume shop, and the fairy shop are all vacant, two of which are for sale. These should be zoned for residential/business and lots with houses on them in the area should not have the houses knocked down and built on while properties like these are vacant,
7. If someone violates tear down/building without permits they should not be given a permit to build on any of their existing properties. Too many people are too rich that they would rather pay the fines and keeping going until a stop work order is put on the property , but are still eventually allowed to build...the penalty needs to be way more strict than a fine.

I know that was a lot, I'm really sorry...but thank you for reading it all the way through and taking my points into consideration. The appeal of Tacoma is that it is an incredibly welcoming and inviting city with a suburban feel full of character houses (though they are slowly being torn down) where people have a ton of pride in home ownership. It feels like this is starting to change and it makes me sad.

Thanks for your time,
Erin Keene

KELLY

To whom it may concern,

My name is Devin Rydel Kelly and I am a Tacoma home owner, local community organizer and nonprofit leader living in Tacoma's Hilltop neighborhood. I currently serve as the Director of Data with the Foundation for Tacoma Students and as the Education Officer for the Tacoma Democratic Socialists of America, although I'm writing in my personal affect. I also have extensive housing justice organizing and research experience, particularly during the City of Seattle's recent negotiation of the "grand bargain" around upzones for mandatory housing affordability, which replaced a highly flawed system of incentive zoning with a first step towards sustainable housing affordability.

I'm writing to comment on the "At Home in Tacoma" project and speak to the type of housing options I would like to see in our gorgeous, vibrant city. Tacoma is facing a housing crisis of unprecedented scale -and potentially an even larger homelessness crisis than we already face- but also has a unique opportunity to build a system that gets it right. That said, the response so far from City Council and various agencies has been tepid at best, and already leadership seems to be turning away from ideas such as inclusionary zoning (as evidenced by comments by Council Member McCarthy and Thoms in a September housing report to the city), and letting developers drive the conversation. This is flawed and could set our city back years, particularly being that inclusionary zoning itself is a less strategic solution than "upzoning" and mandatory affordability.

The city needs to take tangible, bold action to address this crisis, and it must go beyond things like Multi Family Tax Exemptions for developers and other incentive systems, particularly in light of our explosive housing market and the demand for units here. Give aways won't solve the housing stock problem. Public investment backed by a reasonable progressive tax structure will.

This means the city should double down on affordability and access for low income people through several systems, some of which can be paid for by removing Multi-Family Tax Exemptions, and other of which can be paid for by federal pass through money, particularly if our city leadership endorses projects such as the national "Green New Deal for Housing," which could generate hundreds of billions of dollars in public housing investment and retrofitting across the country. The time to act is now, and we must be bold.

Here are my suggestions:

1. The city should have an equitable input process from the communities most historically affected by historical redlining, gentrification and displacement, those currently facing displacement, and those impacted by the well intended but potentially disruptive growth of Transit Oriented Development (TOD, like the Hilltop light rail corridor). This input should be taken over an extended period in accessible ways in the communities themselves, with plenty of notice and time for community members to organize their responses
2. The city should require mandatory affordability in buildings that go beyond a certain size/height ratio (with a low threshold), rather than including higher size/height ratios as an incentive to include affordability in at least 20% of units. As a trade-off, the city should seriously consider allowing for higher building heights, which will also dramatically increase density. This ends up being a win for both lower income residents AND for developers if done right. The affordability carve-out should be set higher (25% or more) in transit corridors and Transit Oriented Development zones such as Hilltop or any of the new bus rapid transit corridors. This should be an absolute priority, BEFORE new projects are approved in those areas.
3. The city should prioritize affordability at lower AMI thresholds first and build in supports for specifically impacted populations, including:
 - a. fixed-income populations
 - b. formally incarcerated peoples
 - c. folks with missing or have significant gaps in rental history
 - d. single-parents with children

- e. former eviction records
- f. tenants with animals
- 4. The city should mandate just cause protections for tenants immediately. This is entirely doable by ordinance if there is the political will. The city should also push our legislative delegation for more robust tenant protections at the state level
- 5. The city should attempt to pass legislation including or similar to rent control, even though it would get overturned by the State Supreme Court as unconstitutional. We will not get the legislative will to pass rent control at the state level if municipalities aren't displaying their own will and creating the demand
- 6. The city should cap move-in fees (like application fees, background checks and pet deposits)
- 7. The city should put resources into supporting Community Land Trusts, potentially including creating a municipal banking system that offers low interest loans to collectives starting community land trusts. These should be targeted towards historically minoritized communities in areas facing displacement (such as black residents on Hilltop and in East Tacoma)
- 8. The city should engage in a robust strategy to confront homelessness before any further developer giveaways, including publicly publishing information on all unused government-owned property and landholders with more than a certain number of unleashed units, plans to convert space for shelters, and expanding legal rights for tent cities
- 9. The city should commit to building social housing, as in line with the People's Policy Project's "Social Housing in the United States" report. Again, this can be funded through a variety of means, including eliminating MFTE taxes, taking federal pass through money, and potentially taxes on short-term rentals used exclusively as income properties (what some cities are calling an "Air B&B tax").

These are but a few of the many reasonable strategies that you could pursue, many of which are backed up by evidence and research in a number of US cities. I'm happy to speak at more length with anyone in Council or Planning and Zoning on any one or all of these proposals. I believe we can accomplish a lot for true affordability in this city if we have the political will.

Thank you,
Devin Rydel Kelly

--

"If I can't dance, I don't want to be part of your revolution" - Emma Goldman



City of Tacoma
Landmarks Preservation Commission

February 26, 2020

Anna Petersen, Chair
Tacoma Planning Commission
747 Market St, Room 345
Tacoma, WA 98402

Dear Chair Petersen:

The City of Tacoma's Landmarks Preservation Commission appreciates the opportunity to provide comments to the Planning Commission regarding the *At Home in Tacoma Project*. We look forward to continued collaboration and communication on this project as well as the City's larger Affordable Housing Action Strategy.

As Tacomans, we recognize the critical juncture we face to create diverse and inclusive solutions to our affordable housing crisis. We agree that there is a dire need for more affordable housing options in our community. We also recognize that neighboring cities face a similar crisis, and we have watched with concern as some have implemented short-term solutions to address complex root issues, with long-term impacts not clearly articulated and weighed. Some of these impacts, such as demolition when adaptive reuse is also possible, have been especially detrimental to the unique character of historic areas while doing little to solve the housing crisis.

We believe that adaptive reuse of existing structures can help to create sustainable housing solutions that also enhance the character of our communities by leveraging our diverse historic and cultural resources. Policies that encourage the creation of new units in existing buildings where appropriate and the sensitive use of infill and DADUs are strategies that the Landmarks Preservation Commission would encourage. Development that includes the preservation of existing resources is the most sustainable development, and many buildings can be improved and repurposed for the needs of present without neglecting the needs of future. We believe it is essential for the present generation to preserve and provide the tangible aspects of our shared heritage to future generations.

Preservation should be a key component of the City's solution to our affordable housing crisis. We believe diverse housing and inclusive zoning will profit from a consideration of our historic and cultural resources. The Landmarks Preservation Commission supports all types of housing, including rented and owner occupied, and believes that buildings are best preserved by being spaces that are alive with people and activities. The Landmarks Preservation Commission offers to engage in continued dialogue to help address the present crisis by leveraging the tangible elements of our diverse past in an inclusive manner.

Best Regards,

Kevin Bartoy, Chair
Tacoma Landmarks Preservation Commission

LYNETT

Subject: RE: AHAS Planning Actions - Planning for Housing

Yes, I think there will be!

We are looking to contract with a local non-profit to help with our engagement as well as creating an Environmental Justice Leaders Workgroup and Climate Ambassadors. We will begin doing initial engagement this spring, mostly asking these 5 questions.

Phase 1 Questions

1. When you imagine a sustainable Tacoma, what comes to mind?
2. What could keep us from getting there?
3. What are some concerns you have living in this community?
4. Thinking about Tacoma and our region, what climate change impacts are you most concerned about?
5. What would make it easier to participate...?

I definitely think that sustainability and affordable housing are linked and hope that the housing conversations can broadly frame affordability beyond mortgage/rent. Transportation costs and monthly utility bills significantly pay into affordability. One element I know the Sustainable Tacoma Commission is definitely interested in is low carbon buildings. i.e. electrifying our homes. With our low carbon and low cost hydropower and new technology, all electric homes can make a lot of sense (especially thinking in the future as carbon intensive fuels become more expensive as federal and/or state regulations put price signals on carbon pollution).

Let's definitely make sure that we stay coordinated and that the Planning Commission considers sustainability elements into their scoping.

Kristin Lynett
Sustainability Officer
City of Tacoma, WA
(253) 591-5571

From: Barnett, Elliott <elliott.barnett@ci.tacoma.wa.us>
Sent: Tuesday, February 25, 2020 3:58 PM
To: Lynett, Kristin <kristin.lynett@cityoftacoma.org>
Subject: AHAS Planning Actions - Planning for Housing

Hi Kristi,

I'm following up on our conversation about the Planning Commission's scoping process for the AHAS Planning Actions. The Commission is evaluating options to increase housing choice, supply and affordability through Missing Middle and Inclusionary Zoning actions.

As we discussed, there are clearly links between housing and sustainability. Housing location and cost affect access to jobs and transportation choices. Housing size affects both cost and environmental impacts. Accommodating housing in cities is part of the strategy to protect farms and forests and reduce sprawl. Green building techniques can lower ongoing costs. There are certainly other ways in which these issues are linked.

You mentioned the Environmental Action Plan will run on about the same timeline as this housing study. Are there ways we can collaborate?

Elliott Barnett, Senior Planner
747 Market Street, Room 345
Tacoma, WA 98402
(253) 591-5389
www.cityoftacoma.org/planning

MARTYNOVICH

Hello, My name is Evan and I am a long time resident of Tacoma. I have been living and working in Hilltop for the past 6 years. I am writing about my concerns/comments about the housing policy in the city. I attended the planning commission meeting and felt that many of the residents shared the same concerns I have.

First I do not believe the information for the meeting was shared widely enough or that a whole lot of effort went into trying to connect with community members. I was aware of the meeting because I was on the City of Tacoma website looking specifically for meetings that were happening. Most people do not research when meetings are going to happen. Otherwise, I did not see it being promoted anywhere. If the city wants to have the input of the community there needs to be a direct effort made to connect with people personally, not just sharing on Facebook or through email. Go door to door knocking to talk to people in impacted communities, try to get focus groups or similar types of groups. Compensate people for their time and information they share with you. It is frustrating how many events are put on by large organizations extracting information from the community without offering something back in exchange for what was shared. Also, do not have community engagement events that are open to the public without some type of specific requirements of how many people attend and the demographics of those attending. You must have those who are most impacted by housing weighing in on housing policy. They understand what they need. Do not claim you had community sessions if only a handful of people showed up and most were white people who do not face housing issues.

Second, If the City of Tacoma wants to create lasting change that is meaningful in Tacoma they need to direct funds towards local grassroots orgs that are already working on housing justice to create affordable housing, affordable homeownership, or community land trusts. Policy coming from the top down will not create the most impact. Those doing the work have faced and currently face housing issues in Tacoma. They are the experts on what needs to happen, increasing their funds will help create affordable housing.

Also, there needs to be clarity and distinction with what is meant when the term affordable housing is used. What is making it affordable? Having housing prices based on the median income of the area can quickly raise these units out of the price range of low-income individuals.

Lastly, 6,000 affordable housing units over the next 10 years is not good enough. That is 600 a year and I am sure that does not meet the needs of those living in Tacoma.

Thank you.

--

Evan Martynovych, PhD
Pronouns: she/her

MCGAHAN

To the Planning Commission,

I am very pleased to see the efforts on increasing density in our housing to help with increasing the affordable housing stock available. I look at development through the lens of climate change and climate resiliency, and urge the Commission to do so as well, because there is an inevitable future coming that includes higher temperatures, more days of lower air quality, sea level rise on our coast and flooding in our wetlands because of more intense rainfall. These all effect housing and transportation through our infrastructure.

I am a weekly volunteer with Tacoma Habitat so I've worked on houses that are affordable and are also all electric, have a lot of natural lighting, and are energy efficient. Tacoma also has the net zero ready affordable housing development, the Preserve, going up built by Greenharbor Communities:
<https://greenharborcommunities.com/the-preserve/> .

It isn't enough to describe multifamily housing types as we design for the future. Building standards must be raised. All new housing needs to be all electric, solar ready and/or use geothermal (one of the buildings at U. of Puget Sound is uses geothermal), sustainably built, and should be LEEDS, energy star, or PassiveHouse certified. We have the technology and we have existing examples. Buildings usually last at least 100 by which time fossil fuels will no longer be an option. Retrofitting is expensive and arduous. It makes way more sense to build for the future with these future thinking standards in mind, and no longer allow for the option of building with fossil fuel infrastructure.

In addition to energy efficiency, the infrastructure for electric cars also needs to be included. It is likely that most new car purchases will be electric by 2030 in our area. We need to encourage that and make it possible.

Lastly, in the options on the table, tiny house communities do not appear to be included. I urge you to take a look at Square One Villages in Oregon (<https://www.squareonevillages.org/>) for how these can fit in to our housing mix and provide density at the same time. Not everyone feels the need to live large at every stage of their lives, and permanent tiny house communities are a great option for those searching for very affordable housing while they find their feet. Take a look at Emerald Village in particular to see how variable these houses can be. In addition tiny house communities can fit where other houses might not fit because they are small in foot print and can easily be built on piers to have a minimal impact on the land.

Besides considering housing types, also think about green spacing and not allowing developments that give you a sense of claustrophobia. Wide sidewalks, bike lanes, reasonably wide roads, very targeted parking on roads all help to increase a sense of space.

Thank you for you work. I will be following along as time permits.

Elly Claus-McGahan
4301 N. Frace St.
Tacoma

Elly Claus-McGahan, PhD
Citizens' Climate Lobby – Tacoma
drelly@sound-decisions.org

253-219-9129

MEACHAM

Hi all, as a builder and agent, my feedback is that we have to be more progressive about the styles of homes that are being built. The small lot code is very restrictive on home style and needs to be expanded to allow for a contemporary / modern home option wherein the appeal is more becoming very popular. Current roof pitches and other elements make small lots difficult to use to make modern homes. New home variety adds style and interest to a neighborhood.

Second feedback, we have several projects that are stalled because each department appears to have a conflicting opinion of allowable. FYI—traffic is very challenging when dealing with driveways, land use is unclear in code about density, and responses from various departments are simply denials rather than constructive solutions. I have a couple of suggestions here: 1. Have the planner make a suggestion of what would be allowable in code rather than a complete denial which isn't helpful to the builder. I know personally that several dadus have been denied w/o help. My project on s mason is getting kicked around with a lack of clear explanation of how we can make the land useful.. OR, if we're talking about cottages or corner lot duplexes or multi fam buildings, put together a 'prescriptive site plan' and the associated utility lay out that would be acceptable. For example, on a over 10k cottage lot, provide an acceptable cottage site plan and give us 2x the density otherwise allowed.

In truth, we'd like to build more creative projects but each time we re-innovate, we seem to run into Tacoma's code and tons of contradictions and no big picture approval process.

I hope this is helpful.

Ryan Meacham
Windermere RE / Professional Partners
253-222-5883

MIKHAEL

Hi

Please sign me up for updates about the housing discussion.

I'll try to make it in person but just in case I am not there, my main comment is to allow, as of right (not via conditional use permit) for the missing middle aka four-plexes and smaller scale (approx 5-12) unit multi family housing in R1, R2, and R3 zones. Right now it is very hard to find available land for these types of projects. Why are they important? Because this scale is much more likely to be developed by locals vs large corporations, likely to be designed with more love and attention to the neighborhood as well. Without a loosening of zoning, the only available properties for this kind of development have become prohibitively expensive. Any development that does occur will then be priced so high that it only adds to the housing crisis and not alleviates it.

The city may not be able to control the cost of construction, but it can control what is allowed where, and the development costs to the city.

-Andrew
andrewmikhael.com
Luxury of the Senses

Alex Morganroth

4010 N 26th St, Tacoma, WA 98407 | 715.630.0918 | aemorganroth@gmail.com

February 27, 2020

Planning Commission
City of Tacoma
747 Market St
Tacoma, WA 98402

Dear Planning Commissioners,

As both a citizen of our great city and a professional city planner for the City of Renton – a community with similar housing opportunities and challenges – I understand how important the At Home in Tacoma initiative is to our future. I find it promising that the description on the program website explicitly calls out the need for 6,000 more units in the city, as having a concrete goal is the only meaningful way that the city can begin to make dent in type of housing crisis that we are facing.

While increasing the housing supply (and therefore density) in our neighborhoods is essential to meeting the goals in the AHAS, we need to be sure that it is done in a thoughtful manner that both protects the character of neighborhoods as much as possible and ensures we have the quantity and quality of city services to serve new residents. I expect the Commission to receive many comments on this issue, so in order to keep it short and to the point, I've included a short list below of three of what I believe are the most important considerations to have when working towards increasing density. In Renton, we have found that by taking into account the key points below helps address many stakeholder concerns and increases the likelihood of a having a successful project that the community can be proud of.

1. High Quality Design – While the Design Studio Program is a great start, more attention needs to be paid on the design of new buildings, including both larger mixed-use buildings in MUC's and new duplexes/triplexes/cottage houses in single-family neighborhoods. While the majority of people don't necessarily have an issue with more people in their neighborhood, they do have an issue when the new development doesn't blend in or provide transitions from more intense to less intense uses (i.e. Madison25). Height transitions and the tiering of buildings will be essential when density and higher intensity uses start spreading out farther from the MUCs. In addition, multi-unit buildings constructed in traditionally single-family neighborhoods need to be designed in a manner that blends into the built environment.

2. Tree Retention – The City of Tacoma is slowly losing its tree canopy due to a lack of regulation and failure to encourage or require the retention of trees. If we're going to continue adding more units, the city needs to update its tree regulations in order to encourage both developers and homeowners to protect trees (both in the ROW and on private property). Nothing will bring the pitchforks out faster than a few large mature trees being taken down to make way for new construction. Trees not only provide aesthetic benefits, but they also decrease ambient heat during summer days that are only getting hotter. It's essential that the city adopt a comprehensive tree program that requires and encourages saving trees, especially those that are large and mature.

3. Impacts on Services – You don't need to drive far to realize how bad many of our roads are in Tacoma. In order to ensure that we have adequate water, sewer, and private/public transportation infrastructure that can handle the thousands of new residents expected, the city needs to consider enacting an impact fee program. Tacoma is the only city in the south sound (and possibly the only city in the entire Puget Sound region) that does not assess impact fees for new development. Although it will take some muscle and courage to get it enacted, our city is commanding lands rent higher than almost anywhere else in country and we need to start requiring developers to pay their fair share.

There are many other important considerations on the issue of housing, but focusing on the three points are essential to responsibly introducing more density into Tacoma neighborhoods. I appreciate the opportunity to provide input and look forward to seeing the outcomes of the At Home in Tacoma program..

Sincerely,



Planning Commission 05/06/20
Home In Tacoma Project Scoping

NEVIN

Hello,

I just recently moved back to Tacoma after several years. I am a working artist and I want to be more involved in the community. I would like to sign up to receive updates on projects and to hear how to get more involved.

Thank you for your time!
Sophie Nevin

NEWTON

We are not yet to a universal \$15 an hour minimum wage, but if we were, low income people should not have to pay more than 30% of their take home pay, which would be about \$600 per month for a one bedroom apartment if their job provided 40 hours per week. If apartments are going to be created for low income individuals, they should be no more than that.

Density is important in dealing with a growing population. Apartments seem to be the way to go so we can build up as well as side to side. Shared spaces and nature should be included in design so it is not just an inner city project mentality and people can find joy in where they live.

If no parking or limited parking is available, we must improve our public transit design.

Please consider dignity when designing homes for people.

For homeless individuals, we must do better than multi-bed shelters and floors covered in mattresses. Consider safe places where people can begin to reconstruct a life. Every human being deserves shelter.

Kindest Regards,

Eileen

"It is easier to build strong children than to repair broken men (people.)"
-Frederick Douglass, abolitionist & statesman

Eileen Newton
Art Teacher Tues. and Thurs.
Grant Center for the Expressive Arts
571-5401

Title I Mon. Weds. all day and Fri. until noon only
Arlington Elementary School
571-3216

OTIS

Hi,

My partner and I live in the Fletcher Heights neighborhood near the intersection of s 7th and Stevens. We both live and work in Tacoma with kids in the public school system. Anyhow, we talked about this issue we are on board with allowing cottage housing in our neighborhood as long as it incorporates adding driveways/garages to prevent on street parking from becoming a hassle. We would be ok up to 4plexes if they were limited to one here or there and not concentrated near each other. I lived in a "shotgun" style 4plex with my family. It was actually more spacious than a person would imagine and can enable 2 units with ground floor access for people with mobility issues. (see colonial place in Norfolk VA as an example of an awesome mixed residential neighborhood)

I think it would be great to increase the prospect of single family home ownership by:

- allowing subdivisions of existing parcels within residential districts under certain parameters to provide more land for single family home construction, opening up home ownership to more people
- providing incentives for parcel owners to build cottage homes (reduced permit fees, tax break, grant, low interest construction loans, reduced fee for sewer/water power connections) with the requirement that one home owned by the parcel owner can be rented out to low income family for a period of time of say, no less 5 years within the first 10 years after construction or they will owe all of the money covered by the incentive plus interest.

I'm concerned about speculators, slumlords, and foreign developers hopping in and trying to take financial advantage of these opportunities and removing the personal interaction. I think in order to get the cottage home subsidies or whatever, the applicant must be a Tacoma resident and shouldn't own more than 2 residential parcels. Actual homeowners who live within proximity of their tenants promotes better behavior on behalf of the tenants and more responsiveness by the owners. It also places people with more wealth in proximity with those who struggle a little more, contributing to better understanding of each other as neighbors and people. This is an organic way to help lift part of our community out of poverty on family at a time. I have rented from slumlords here in Tacoma who rent to low income people and take advantage of them because these people don't know their tenant rights: they won't fix broken things, charge unfair fees. They'll go through a property manager and you'll never see the face of the person who refuses to be accountable for dangers on their property. I wouldn't want to give these people a chance to take advantage of MORE people.

I've looked at the proposed cottage home code and what bothers me is the cottage house can't exceed a certain percent sq footage of the original home. Our house is only 908 SQ FT. That would make for a ridiculously small cottage home not suited for a single family. Ideally, we would want build a carriage house type unit with housing on top 1500-2000 SQ FT then we would live in the new unit, repair the old unit and then rent. We would be happy to participate in a cottage house program and lease to a low income Tacoma family, if the price was right.

Also, if you plan on increasing the population in the north end at all, have you talked to environmental services about the available capacity or necessary main upgrades, or about the increase of impervious area for stormwater runoff? How are you going to consider the environmental impacts of new development? I heard the north end treatment plant has capacity issues - if this is indeed true, treatment plant infrastructure upgrades are expensive so you may have to cap the number of cottage homes on parcels with sewer flowing to that north end treatment plant. The central treatment plant has capacity to support more growth. However, if you force most of the density south of 6th ave, you're only going to reinforce the redlines set in place in the 1950s, making it the least culturally diverse area in the city with all the people with wealth flocking to the north like birds of a feather and people of color moving to the south. This is REALLY IMPORTANT to keep in mind. If we want to improve the live of ALL tacomans, unintentional segregation based on infrastructure capacity is a

horrible thing for city planning to do. It's a touchy subject but it is a potential outcome the should be brought to light.

This is a lot to compose in an email, these are my opinions, ideas and concerns on such a topic. Thank you for taking the time to consider what I have to say.

Jen Otis

PASCUALY

Please don't destroy the character of Tacoma by allowing the destruction of single family units by developers promising affordable housing that is not really affordable.

Why do these people need a tax rebate? Developers make more than enough money off our backs and often times their projects are a blight on the city.

Remember what happened when Seattle developer Paul Schell got his hands on downtown Tacoma and razed many historic buildings.

Developers are not our friends.

Is Tacoma making sure new construction is green, includes ample green areas and does not include chopping down mature trees.

We don't need more strip mall developments like the eyesore on the Ruston waterfront or dog run firetrap construction a la Seattle that ruins the feel of our neighborhoods.

We need a citizen's group vetting these developers and their backers if the city doesn't do a good job of it.

Sincerely,
Maria Pascualy
509 N M St
Tacoma WA 98403

PERKINS

Good morning, and thank you for the opportunity to comment here.

1. What rigorous evaluation is being done on the Affordable Housing Action Strategy? What progress is the AHAS making and what impact has its implementation had on the number of unhoused or precariously-housed people in the City of Tacoma? Please publish all evaluation work that has been done and the learnings that the City has gained from the work done thus far.

2. Tiny home villages appear to be a workable way to house people on a short-term basis. The most successful tiny home villages have actual utility (electricity, water and sewer) infrastructure, not just little wooden structures. See the link here for one oriented to housing for veterans:

<https://www.ausa.org/articles/veterans-community-project-tiny-homes-homeless-vets>. This is a plausible option for the future, but only with utility infrastructure.

3. What work is the city doing to prevent the loss of EXISTING affordable housing? There are many small apartment buildings, fourplexes, triplexes already that offer rents that are affordable. They are privately-owned. How is the City inventorying this significant affordable housing resource with the intent of preserving it? Preserving means working with the current owners to help them make necessary improvements (low-cost

revolving fund for repairs, etc.) or to offer to purchase the property if the owner feels they need to sell. City needs a fund for property acquisition to keep these buildings in affordable housing. Maybe the \$20m being talked about for the soccer stadium, which the wealthy people who own the team can easily pay.

A thorough ongoing inventory of these properties (I could walk you around the Hilltop and show you many of them) and an active and friendly outreach to the owners might produce some really good results. If it gets to the point that an owner is foreclosed, can't pay taxes, or feels they have to sell, the new buyer is unlikely to keep it in affordable housing and may tear it down.

4. The effort to "re-balance" the relationship between tenants and landlords, in terms of tenants' rights, may have some unintended impacts. Landlords with a few properties, or one small multi-family property, may decide that the impact of new regulations is making being a landlord too complicated. While this may discourage some of Tacoma's "substandard" landlords, it is also likely to discourage a bunch of Tacoma's pretty good landlords, and the results may be fewer affordable rentals overall, as landlords sell. This is not a commentary on the value of focusing on tenants' rights; it's a commentary on the likelihood/inevitability of unintended impacts.

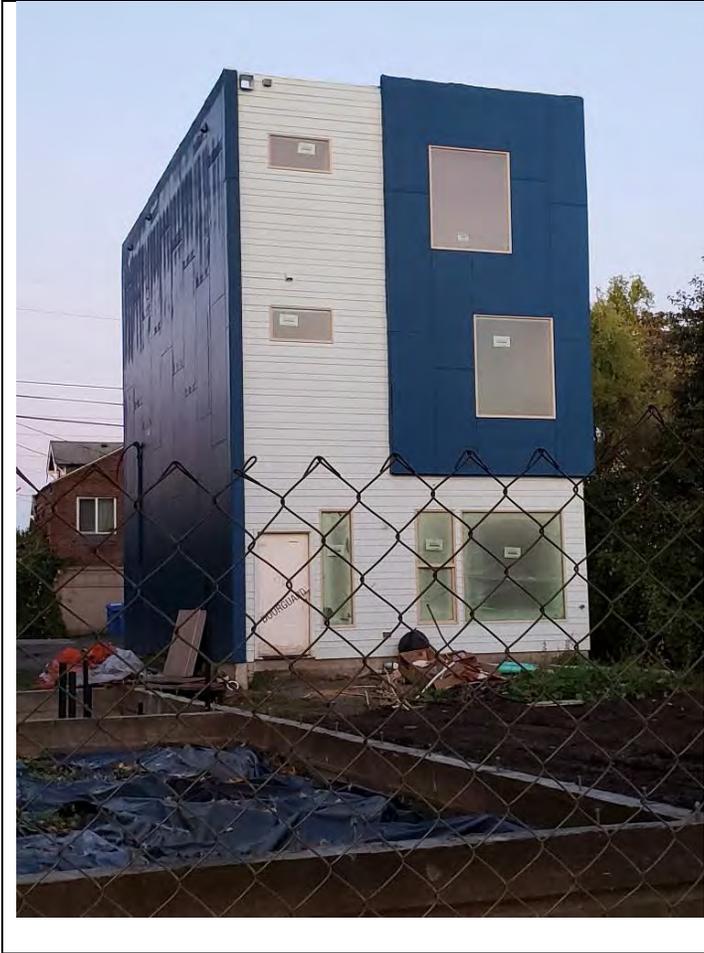
5. Please eliminate the 8 and 12 year tax exemptions for wealthy developers. Not only is the City not getting any affordable housing units out of the deal, the city is also losing needed tax revenue for years. All the city is accomplishing is to reinforce the "market forces" that are already distorting housing markets, and rewarding wealthy developers who simply figure the tax exemption into their initial planning, thus making it a permanent feature of housing development.

6. The idea that all neighborhoods in the City should be changed from single family zoning to multi-family zoning might be a good idea if it actually happened in all neighborhoods. It won't. People in the more affluent parts of Tacoma have the money and connections to prevent this from being implemented in their neighborhoods. Central, East Side and South Tacoma will bear the brunt. The City has equity principles, how do you intend your equity principles to play out in these kinds of zoning changes?

7. If the city is going to allow bigger multi-family buildings in single family neighborhoods, then THE CITY HAS TO HAVE DESIGN STANDARDS. The ugly, boxy-blight structures built in 1700 S Sheridan and 900 S M (photo attached) in the Hilltop are, to be polite, awful. In most Tacoma neighborhoods, there are similar architectural features, etc...new construction should have to conform in design and style.

Thank you for the opportunity to provide input.

Sally Perkins
1419 S Sheridan Avenue
Tacoma, WA 98405
sally@practicalsolutionstacoma.com



Proposal to the City of Tacoma Planning Commission

February 19, 2020
Theresa Power-Drutis
Hilltop Resident
253.534.5402

Q. What types of housing do I want to see in Tacoma?

A. Housing that is affordable for low-income people.

Proposal 1: Single Room Occupancy (SROs)

A place for low-income people to call home

Plan for and remove zoning barriers to shared housing, rooming houses, boarding houses, community micro housing and other “single room occupancy” units.

Nationally, approximately a million SRO units were lost from the mid-1970s to the 90s, with Seattle losing 15,000 units between 1960 and 1981 (Aberg-Riger, 2018). That was intentional. We need to be intentional about bringing them back.

HUD’s Office of Policy Development and Research provides annual data regarding fair market rents by county and by zip code. Summary data for 2020 in the Tacoma Metro Area are included below, followed by two examples of fair market rents included in the Pierce County data:

Tacoma, WA HUD Metro FMR Area	Efficiency	1-BR	2-BR	3-BR	4-BR
	\$961	\$1,075	\$1,408	\$2,031	\$2,472

Zip Code	Studio	1-BR	2-BR	3-BR	4-BR
98372 North Puyallup	\$1,070	\$1,200	\$1,570	\$2,260	\$2,760
98405 Hilltop Tacoma	\$920	\$1,030	\$1,350	\$1,950	\$2,370

According to the Harvard 2020 Rental Study, households earning up to \$30,000 a year are severely cost burdened (paying over 50% of income in housing cost).

Proposal 2: Urban Kampgrounds of America (K.O.A.) Approach

A place for campers to call home

K.O.A., has almost 500 campground franchises across the United States and Canada. Perhaps those responsible for addressing encampments in Tacoma and Pierce County would find the notion of “setting up a working campground for travelers” a refreshing shift in perspective. There are clearly real differences between the needs of people on vacation and people experiencing homelessness. The question is this: Could K.O.A. campground experts, with their years of experience, help us create a more humane, sustainable environment for some unsheltered campers that would result in better outcomes than our current approach.

Perhaps there could be a camp host who would manage the site in exchange for space. Others could be charged a nominal (per night or per week) fee that might be paid in the form of a voucher from an agency or as a portion of Social Security or other fixed income. One difference between the homeless campground and a for-profit campground would be that people would be allowed to stay for an extended period of time. The pay-to-stay option would keep the campground at the desired size and would also contribute to the campers’ sense of ownership of their space.

There are many other ways this could be done, and details would need to be worked out by the municipality, nonprofit, or other agency that establishes the campsite. A key feature is that the site not be a “case managed” 24/7 shelter. It would be a campground for people who cannot afford housing but who are able to maintain basic community agreements in a neighborhood-style setting. Referrals to community agencies and resources would be available but campers could choose whether or not to use these. Social services would not be delivered here just as they would not be provided to K.O.A. campgrounds.

This proposal is not presented as a universal solution. It is meant to fill one gap in the system by offering an option for people who are currently sleeping in cars or tents for mainly economic reasons. For these campers, a stable campsite where they can sleep without anxiety about being moved along, could mean the difference between moving ahead and simply surviving.

This option could also be one aspect the City of Tacoma’s Phase 2 plan. Other Phase 2 options could be set up to deal with people in need of a much lower-barrier solution. Any solution that takes some pressure off of resources used to address homelessness makes the possibility of addressing the needs of chronically homeless individuals and low barrier shelters more possible.

RATCLIFFE

Gentleones,

Given the obvious need to increase density and affordability of housing throughout Tacoma, I support the general concepts of easing permit requirements and of allowing all types of housing construction throughout all areas of Tacoma. I support probable concerns by existing homeowners that new construction appearances be compatible with general neighborhood appearance, so design review appearance compatibility rules should be clear and understandable in plain language, with illustrations when helpful.

For me, priority should be given to construction that can be carried out at reasonable cost per unit. Because I do not know average construction cost per unit of the various types of proposed housing, I defer that to those better informed.

I offer also a general comment. I assume some respondents will object based upon their fear of decline in property values in their neighborhood. I offer two counter-arguments:

First, in this market, housing values are skyrocketing, do significant decline seems improbable as a result of these proposed rules in the foreseeable future.

Second, If property values do decline, so will property taxes per residence, offsetting to some degree the adverse effects of decline.

Thank you for considering these comments.

Allen W. Ratcliffe
1424 N Winnifred Street
Tacoma, WA 98406-2736

ROSE

Hello,

I am a resident of Tacoma and I was grateful to hear that the city is seeking feedback on its next project as part of the affordable housing action strategy. I would like to submit for public comment my support of the city's decision to work toward creating more affordable, accessible housing for everyone in our community. And I also want to submit feedback that I think the city of Tacoma needs to take intentional and strategic action in order to confront the rent and housing crisis that is leaving so many of our neighbors and community members on the streets, without safe housing or decent shelter each night. The city is faced with a crisis of rent and housing that continually threatens the lives and wellbeing of our houseless neighbors here in Tacoma, and also threatens the safety of those of us who can currently afford housing but will not be able to keep up with rising housing costs forever. Rising rent costs are displacing some working families farther and farther away from their support systems and places of work, and depriving others of safe shelter altogether. So to address this crisis of housing commodification and rising rents, the city should take the bold action to declare that Housing is a Human Right and seek to establish a state of housing Justice in the city. Housing Justice would be reached when all residents in Tacoma have access to safe, decent housing with access to cooking and toiletry amenities. This must include all residents regardless of disabilities, mental health status, substance use disorder, income, race, age, etc. Tacoma should prepare as a city to invest deeply in the process and the outcomes of stemming the tide of the current human rights crisis that is unfolding in this city as well as across the US.

In the short term, some other options available to the city to help work toward housing Justice are to establish legislation that requires a Just Cause for any tenant evictions, to place a cap on move-in fee requirements, strike down the park camping ban and ensure there are no more sweeps of homeless encampments, advocate for Rent Control at the state level, and to establish a Housing First model which seeks to leverage city-owned property in order to shelter and house all residents in Tacoma.

Thank you,
Rose
she/her/hers

Sent via carrier pigeon.



4019 S Orchard St
Tacoma WA 98466
www.rebuildingtogether.org
Contractor Reg. REBUIITS846LL
253.238.0977

Board of Directors

February 28, 2020

President
David Johnson
City of Tacoma

Planning Commission
747 Market St., Room 345
Tacoma, WA 98402

First Vice President
Ty Ray
Premier Media

VIA: planning@cityoftacoma.org

Second Vice President/
Secretary
Corey Orvold
Coldwell Banker Danforth

Re: Public Comment for At Home in Tacoma

Treasurer
Craig Catlin, CPA
Johnson, Stone & Pagano

Dear Planning Commission Members,

Immediate Past President
Teresa Stephenson
Lane Powell PC

As one of the City's partners in retaining affordable homeownership for our low-income neighbors, Rebuilding Together South Sound is looking forward to implementation of the Affordable Housing Action Strategy. The most affordable place for people who have attained homeownership to live is in their own home. A majority of our clients have owned their homes for more than 20 years and are able to retain their home because the mortgage may be paid, and their Social Security payments cover their monthly bills. When something unplanned occurs, they do not have the funds to take on the problem. This may include a broken furnace, a roof leak, or the need for an accessibility ramp.

Past President
Caitlin Back
Umpqua Bank

Tacoma is a community that values its neighborhoods and nurturing the social fabric of a neighborhood includes retaining long-time members of that neighborhood. As the City surveys and benchmarks its housing stock, we urge you not to forget the importance of retaining our long-time residents and low-income neighbors.

Doug Benjamin
Walsh Group

Continuing to support our neighbors with access to funds for rehabilitation enables them to remain safely where they are comfortable and keeps those homes viable for the next generation. Finding new ways to support those homeowners by providing access to funding and support (free blueprints, fast and easy permitting) for options like building a DADU could also be a way to support their economic prosperity.

Darren Dickerson
*Coyote Design Architecture
+ Planning PLLC*

As a partner with our low-income clients, we thank you for your work to solve our housing challenges and revitalize our neighborhoods.

Sarah Gray
The Doty Group, P.S.

Geoff Howell
TruFit Staffing, Inc.

Gayle Kassen
Crescent Lighting Supply

Judy Olsen
TPC Health Department

Kevin Tinsley
Community Volunteer

Brittany Wimbish
Fields Roof Service

Executive Director
Amy R Hoyte
*Rebuilding Together
South Sound*

Sincerely,

A handwritten signature in black ink that reads "Amy R. Hoyte". The signature is written in a cursive, flowing style.

Amy R. Hoyte
Executive Director

Corporate Counsel
Gail Mautner
Lane Powell P.C.

SCHOENFELD

We will not be in the city on the 19th, so permit me these comments.

1. All new housing needs to take climate into account, ideally being carbon neutral and sustainable. We can't afford to ignore this urgent requirement.
 2. New housing, (such as seems destined for Hilltop, as affordability drives the housing market to Tacoma and as light rail brings gentrification), must be made accessible for low income families, and first of all, for those whom new construction is likely to displace.
 3. Density seems inevitable to make new development economic, but Tacoma's character should not be radically changed by highrise congestion, insufficient parking and loss of green space and trees.
- If that's a tall order, let's have Tacoma show how balanced development on a human scale can be built!

Rev. King Schoenfeld

1617 Division, #3

Tacoma, WA 98403

Sent from my iPad

SLATER

Hi,

Here are some of the materials you requested to support Tacoma changing code to allow the use of shipping containers, for housing, storage, shelters, and utility/community buildings. I built a 3D model of a shipping container in virtual reality, and then used a combination of them like 'legos' to build a small home and furnished it. You can see my avatar walking around giving you a tour in the .mp4 movie.

Then I collected a whole bunch of pictures of shipping containers and made a slide show to promote the notion. And finally I collected a whole stack of materials describing the use of shipping containers for homes, some drawings, some references to Washington state applications, and some engineering data. There's literally a 100,000 similar references online, people LOVE!! using the containers and they're really cost effective! Tell me what else you need. Also please call Jana Magoon and ask her to provide me a variance so I can use my two containers to make a car port and so provide yet another example of how incredibly practical and useful these containers are. I'll pay for the permit, build it as shown in a drawing, and you can take people to the site on 12th St. to have a look at hoe nice it turned out. I have a meeting with Jana this week, so please speak with her about what a great opportunity this is, for everyone. I can also use the virtual reality program to create a small settlement of container houses, or a specific Tacoma Design to use as a model example builders might want to consider as an 'easy norm'? If the zip doesn't open, I'll hand deliver a small USB drive with everything on it.

Thanks,

Mark Slater

On Friday, February 21, 2020, 11:30:14 AM PST, Stellartechnologies <stellartechnologies@yahoo.com> wrote:

Please respond via email. I live in Tacoma, Washington. This is a major port city. We get thousands of shipping containers and many hundreds of them languish in huge stacks, 8 high, in our ports. These containers average 8' wide x 8' tall x 40 ft. long. This large enough to convert into TWO apartments to live in. These

containers are weatherproof, water proof, and can easily be insulated and 'built out' with rooms, windows, doors, counters, kitchenettes, bathrooms, etc. All standard building codes are applicable including wiring, plumbing, lighting, ventilation, etc.

Tacoma has a homeless problem... as all major cities do. Any standard home lot could easily fit one or two of these in their backyard and so provide LOW COST housing, making a few bucks for parcel owners and providing a place to live for THOUSANDS! Problem is... the City of Tacoma doesn't like how 'commercial' they LOOK. These are Democrats, who claim people should not be judged by their looks, and yet... shelters for the indigent are blocked! SOLELY BASED.. on how they look. This is like a 'home owners association' requiring grass be cut at exactly 1.5 inches! It's NUTS! I would like you to sign an executive order, acknowledging the national crises of a lack of inexpensive housing, and providing a 'variance' to citizens, to apply for permits for tiny houses, small houses, converted shipping containers... so as to alleviate this crises. All city processes can still continue, with engineering brought to the forefront... instead of aesthetics simply being used to block this incredible resource. Washington has a huge number of trees, what if the City council woke up tomorrow and banned the use of lumber?? We are a port city with thousands of surplus useable containers... for us, that's a natural resource... please expedite. How fast can land use codes be changed to allow the judicious application of 'steel shipping containers'? I've spoken to City Engineering and they have no problem with them as a building base. For structure, for mini housing, for storage... these containers are perfect. They stacked out in our port, unused, at \$2,000. each. That's two mini apartments that can be converted each, while people are living in the parks, in the alleys, in dumpsters, in the rain... DOES THAT MAKE ANY SENSE IN THE LEAST? Amend 13.06.200, including 13.06.635 and the entire sub-category for shipping containers, to allow them to be proposed for use, in the City of Tacoma. Listen, for housing, they can be remotely built out and then moved by truck, maybe even a truck with an integrated crane, to location set up for electrical, and plumbing. Home owners will flock to have a small but dependable rent income in their back yards... WIN/WIN! This means citizens paying for their installation, not begging for funding from people who frankly... have little concern. It's a win/win for everyone!

Please expedite the process by eliminating the restriction on the use of shipping containers, under permits and health and safety guidelines, so our people can make use of this VITAL and PRACTICAL 'natural' resource.

Mark Slater

SOLVERSON

Hello,

I would like to submit the following comments for consideration as part of At Home in Tacoma:

In revising the City's incentive structure, please also review additional incentives, like public art.

When building new housing and considering shared public space, it is important to consider the impacts on the mental, emotional, and social health of our city. Public art is way to create a more interesting urban fabric and give dignity to our spaces. It is also a way to include residents in the design of space and increase ownership in a different way than typical development. Especially as our city is changing, growing, dealing with gentrification and displacement, public art can be a way to include the community voice in projects. It is a strategy for place-making and place-keeping. Artists are often lower-income, connected to their communities, and advocates for social justice and cohesion. When implemented well, public artworks are site and community responsive.

Ideally, the City's housing plan would consider public art, with a focus on work that is designed and fabricated by local artists, includes local voices in decision making and creation, and equitably improves our public space.

A local precedent for including public art in housing is Tacoma Housing Authority (THA). THA regularly works with the City's Office of Arts & Cultural Vitality to commission public artworks for their public housing facilities. They do this because it aligns with their mission and vision:

THA Mission: THA provides high quality, stable and sustainable housing and supportive services to people in need. It does this in ways that help them prosper and help our communities become safe, vibrant, prosperous, attractive and just.

THA Vision: THA envisions a future where everyone has an affordable, safe and nurturing home, where neighborhoods are attractive places to live, work, attend school, shop and play, and where everyone has the support they need to succeed as parents, students, wage earners and neighbors.

Please let me know if I can provide any additional information or answer any questions.

Best,
Rebecca

REBECCA SOLVERSON
Public Art Specialist
Office of Arts & Cultural Vitality
(she/her)
253.591.5564
TACOMA VENUES & EVENTS
Tacoma Dome | Greater Tacoma Convention Center
Office of Arts & Cultural Vitality | Special Events

SUNDSMO

There is no question that we are suffering from a housing attainability shortage. The solution is actually simple...create more opportunities to build more homes. The challenge is overcoming the fears and concerns of the nearly 80% of residents opposed to any type of new development in their community (Not In My Back Yard). The American Indians had the same fears and concerns in the 1800's.

For years, onerous zoning, building and development regulations have pushed development out of Tacoma. Development occurs in economically vibrant communities where it's welcome. Where transportation and buildable land is available and where in-fill and re-development is economically feasible. This is a huge problem for Tacoma.

Here are some ways to fix the affordability crisis, if Tacoma is willing to do so:

- Increase density through out the city so all economic sectors benefit,
- Allow high density through application of increased design standards,
- Make Accessory Dwelling Units easy and economical to build,
- Create more opportunities and incentives to develop live/work community activity centers like Proctor District throughout the city,
- Codify and simplify the zoning code,

- Reduce/streamline the Regulatory Permitting Gauntlet,
- Make reasonable concessions for lack of or aging infrastructure (this is a project killer in Tacoma),

Tacoma, for now, still has some sovereignty and can decide how they want to grow. Most probably, if Tacoma doesn't act to increase density opportunities, the state will soon force increased density through the Growth Management Act. If you don't think so check history: Planning Commissions Act, Optional Municipal Code 2 for cities, or the Planning Enabling Act 63 for counties.

Tacoma has a lotta; pilot projects, committees, councils, task forces and concerns for the problem, yet, good luck trying to build something as simple as a duplex in a single family zone. . . regardless of superior design.

Chuck Sundsmo
Land Use Consultation and Development PLLC
18820 Meridian Avenue East, Suite 171
Puyallup, WA 98375
Phone: 253-224-4406

TALLEN

Dear Tacoma Planning Commission,

The city needs to build and purchase public housing that costs less than the arithmetic median of the city population's yearly income. The market has failed to provide affordable housing, and it is time for the city to engage in non-market based interventions.

Regards,

Ryan Talen



February 25th, 2020

Tacoma Pierce County Chamber of Commerce
747 Market Street,
Tacoma WA 98402

Dear Planning Commission,

On behalf of the Tacoma-Pierce County Association of REALTORS® and our 2,200 members, we thank you for taking our comments into consideration regarding the “At Home in Tacoma” project. Our association participates in coalitions and work groups throughout the county regarding housing issues and have identified a few recurring patterns: Missing Middle housing, and the permitting process/fees.

It is no surprise that Tacoma is in-the-midst of a housing crisis. What may come as a surprise, are the specific types of housing missing. Tacoma has little to no “middle” housing. This consists of duplexes, triplexes, fourplexes, cottages, and multifamily housing. Currently, Tacoma residents are forced to either rent an apartment, house, or buy (if they can). This stresses the available units on the market creating a spike in rent, making housing affordability unattainable.

In 2017 the Census Bureau estimated that there were 874, 600 people between Lakewood and Tacoma, with only 324,000 houses available and 343,000 rentals. This disparity has only magnified in the following years. If the City of Tacoma were to build middle housing it would add volume to market, decrease rental prices and allow families to move into multifamily housing; therefore, putting single-family units back on the market for students, or low-income residents. TPCAR fully supports (and suggests) incorporating middle housing into Tacoma.

We also ask that the permit process and timeline be reviewed. Many projects have been delayed due to untimely permit processing. It would also be beneficial to consider waving permit fees for affordable housing units in Tacoma, to incentivize builders/developers to build within the city- rather than going to another neighboring municipality.

Thank you for taking the REALTORS comments into consideration during this planning period. If you have any questions, please call me at 253-473-0232

Best,

Rachel Randich
Government Affairs Director
Tacoma Pierce County Association of REALTORS



TACOMA / PIERCE COUNTY
**AFFORDABLE
HOUSING
CONSORTIUM**

621 Tacoma Ave. S. #313, Tacoma, WA 98402 | 253-627-0949 | info@tpcahc.org

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Tacoma Housing Authority

City of Tacoma Planning Commission
747 Market St. Rm. 354
Tacoma, WA 98402

Vice-President
Maureen Fife,
TPC Habitat for Humanity

Re: At Home in Tacoma - AHAS Planning Actions 2020 to 2021

Secretary-Treasurer
Bryan Schmid,
Pierce County Human Svcs.

Dear Tacoma Planning Commissioners,

Peter Ansara,
Korean Women's Assoc.

Tacoma-Pierce County Affordable Housing Consortium (TPCAHC) is a membership-based non-profit made up of 60 housing providers and managers, lenders, developers, and financiers working to provide a unified voice for affordable housing policy and resources in our community. We advocate and educate to expand opportunities for nonprofit corporations and others to finance, produce, and manage housing for low-income individuals throughout Pierce County, WA.

Zac Baker,
*Cascade Affordable
Housing Consultants*

TPCAHC has been involved at all stages of the development of the Affordable Housing Action Strategy (AHAS) and is in support of the recommendations that were adopted in an effort to support affordable housing in the City of Tacoma. Furthermore, our position on the issues that are to be examined under the "At Home in Tacoma Project" are as follows:

Pamela Duncan,
Metropolitan Dev. Council

Jessica Gamble,
Master Builders Association

Charlie Gray,
PC Housing Authority

AHAS Action 1.2: Inclusionary Zoning: The majority of our membership is in support, aside from one member who is opposed. We look forward to reviewing the different opportunities to include inclusionary zoning in future housing projects.

Denny Hunthausen,
Catholic Community Svcs.

AHAS Action 1.8: Diverse Housing Types: The membership is in full support.

Janne Hutchins,
LASA

Our membership finds the "At Home in Tacoma" project valuable to assisting in the implementation of the AHAS and securing more affordable housing for Tacoma residents. As the project moves forward, TPCAHC has the following requests of the Planning Commission and the City of Tacoma:

Mark Merrill,
Shared Housing Services

Brian Michael,
US Bank

Daniel Murillo,
City of Tacoma

1. Conduct outreach to incorporate community input and feedback on the plan and its policies throughout the process and before recommendations are made to City Council.

Doug Oberst,
BCRA Design

2. Be conscious of *AHAS Strategic Priority 3: Help People Stay in the Homes and Communities.* As new housing is brought in, low-income residents are more likely to be subject to increased property-taxes and increasing rents. Our hope is that the Planning Commission will work to ensure that as density increases, there are investments to keep residents in their current affordable homes.

Faaluaia Pritchard,
Asia Pacific Cultural Center

Victoria Quinn,
Umpqua Bank

Blain Wolfe,
Absher Construction

Thank you for your consideration, we look forward to working with you throughout this process.

Alexis Eykel,
Associated Ministries

Amanda DeShazo, Executive Director

February 27, 2020

Chair A. Petersen
Planning Commission
747 Market Street, Room 349
Tacoma, WA 98402

Dear Chair Petersen and Planning Commissioners,

At Home in Tacoma: AHAS Planning Actions 2020 to 2021

Tacoma-Pierce County Health Department is pleased to see the City taking proactive actions to implement AHAS. Access to housing is a basic need for everyone. Research evidence¹ indicates that adequate and affordable housing can promote physical health and mental well-being. Because housing impacts health, the Health Department would like to offer some scoping and assessment comments to improve your AHAS Planning Actions.

Policy Frameworks (P.12): Consider the most up-to-date policy frameworks, such as Vision 2050 Multicounty Planning Polices planned for adoption this Spring; and the probable direction of the Countywide Planning Policies (CPP) Update to integrate health as directed by Pierce County Regional Council. The Health Department is currently working with local planners to augment health into the Housing element.

Options Analysis (P.16-17):

1. **Communications and Engagement Strategy (P.16 and 18):** While we appreciate your proposed task to engage under-represented communities, equitable engagement requires extra efforts to engage stakeholders who are most affected, yet traditionally left out of the conversation. Given the disproportionately high rate of people of color living homeless in Tacoma, these engagement strategies need to explicitly involve of this segment of under-represented communities. The Health Department encourages the City to work with Tacoma-Pierce County Coalition to End Homelessness, your Joint Housing Equity Task Force, Tacoma Tenants Organizing Committee or Washington State Tenants Union to develop an outreach strategy to engage the homeless and tenants. The Health Department can provide further contact information.

¹ Taylor, L.A. 2018. "Housing and Health: An Overview of The Literature". Health Affairs Health Policy Brief, June 7, 2018. <https://www.healthaffairs.org/doi/10.1377/hpb20180313.396577/full/>



2. Existing Conditions and Assessment:

- Access to Opportunity: Specify “grocery store” as an example of services/amenities. Access to fresh produce within walking distance from homes is crucial to promote healthy lifestyles.
- Feasibility Analysis: Job-housing balance/match has been a lively discussion around Vision 2050 MPP; and will continue to be a focus for PSRC’s Regional Housing Strategy work. The idea is to ensure that the housing price-points match with the job wages in the vicinity. From a local jurisdiction perspective, the feasibility analysis should identify wage levels across the City and their relationship with “housing price points” to determine affordability.

3. Developing High Level Growth Options and Strategies:

- Growth Strategies: Based on the findings from Task 2, assess the potential of using form-based Codes to encourage missing-middle housing. Literature indicates that this is the best way to regulate “missing-middle housing”². Consider undoing “single-family” zoning³ and replacing it with form-based codes to maintain a single detached form of traditional neighborhoods while permitting ADUs, duplexes, triplexes and perhaps quadplexes.
- Policy updates: Replace the term “zoning” with “regulatory codes” to allow the introduction of form-based codes.

Options Evaluation:

- Displacement: Besides stimulating and mitigating housing displacement, this study should identify and assess strategies to curb or prevent displacement from the get-go. One way of addressing displacement seriously is to meaningfully engage those who may likely be affected or displaced by future housing actions. Engage the vulnerable populations early in the conversation with other stakeholders can foster a sense of ownership and community.
- Feasibility: The feasibility analysis should:
 - Identify indicators/triggers to indicate market readiness for inclusionary zoning, both mandatory and optional.
 - Recommend actions to address any job-housing imbalance/mismatch identified in Task 2.

4. Recommend Growth Strategy and Housing Alternatives

- Replace “zoning” with “regulatory” strategies to allow the introduction of other forms of regulatory tools, such as form-base codes, to foster diverse housing types and housing integration.

The Health Department continues to work with the City to make our neighborhoods healthier.

Sincerely,



Amy Pow, MCIP

Principal Planner, Healthy Community Planning Program

apow@tpchd.org

(253) 576-6222

² What’s the Best Way to Regulate Missing-Middle Housing? <https://missingmiddlehousing.com/about/how-to-regulate>

³ McMormick, K.2020. “Rezoning History: influential Minneapolis Policy Shift Links Affordability, Equity”. Land Lines, Jan 2020. <https://www.lincolnst.edu/publications/articles/2020-01-rezoning-history-minneapolis-policy-shift-links-affordability-equity>

TURNER

Yes, Elliot, it's important that the department listen to a variety of views. Many of us feel that no one is paying attention to the importance of not ruining existing neighborhoods in the interest of density. And, that word brings up the density of NSHD and how an increase in density could put the livability factor on a downturn here.

The no provisions for off-street parking is short-sighted because we are not equipped to travel to even to the store without a car now, and probably won't be for at least another 20 years. We all have to put our cars somewhere - so where do you suggest we put them? If you have an answer other than sell your car, I'd love to hear it!

I'll be wanting to feature some of your plan in our newsletter, and will try to get some other people to add their ideas to the comment sheet.

Julie

...

From: Julie and Jay TURNER . . . <juliejayturner@gmail.com>
Sent: Friday, January 31, 2020 5:37 PM
To: Planning <planning@ci.tacoma.wa.us>
Subject: Sign me up for notices on this, please

Elliot, please sign me up for future notices. My comment follows.

It is truly unfortunate that there is NO requirement to provide parking for cars; this will make a mess of neighborhoods around large units, for sure, and inconvenience for all. Is it possible the entire department and the planning commission believe that in the next 20 years we will all give up our cars? This is unrealistic because there is such a poor public transportation system. Cart before the horse? Fix our transportation system first!

Sincerely,
Julie Turner
817 North J St.
Tacoma, WA 98403

TURNER2

Elliott, this article is about a large tower of apartments in Seattle, with very little parking, that can't sell the condos because people don't have a place to put their cars. I don't suppose the Department and the Planning Commission would be interested?

Julie Turner

<https://www.seattletimes.com/business/real-estate/a-tower-of-luxury-condos-with-almost-no-parking-this-experiment-seems-to-be-failing/>

URSICH

Hello Mr. Barnett

This email is in response to what kinds of housing we would like to see in Tacoma.

As an Old Town resident I grew up in Old Town and once tried to get Old Town Historically zoned .

Old Town was the base for all the Croatians who came over from Yugoslavia and they fished off the old town dock and formed the Slavonian Lodge in 1901.

As fishermen the single men needed lodging .

In the back yards of some of the older homes in Old Town you can see little cabins in the back that housed the single fishermen. These little cabins are still there.

Check out the old Boskovich house at 2218 North 29th. There are two of them by the alley.

Also 2205 North 29th. there are 2 back of that house.

Some of the lots in Old Town house 2 small houses one in back by the alley and one in front by the street.

My question to you and the planning committee (please forward to all members) is how much should these little houses rent for?

I think \$800.00 a month at most.

Some would now charge \$1100.00 a month.

I am all for these types of little houses in the back of the front house but my major concern is that the rent on these be low.

Kathy Ursich

WHITE

To whom it may concern,

I am opposed to any types of housing other than single dwellings on single dwelling lots. We have to many multiple housing units that have no off street parking. This is causing in many neighborhoods parking issues. Cars are not going away anytime soon and with more people wanting to move here because Seattle is to expensive, we do not have to accommodate them. We need to maintain a high quality of living here in Tacoma for the residents that already exist. We do not need to do what is trending in other Cities. Very few if any will be affordable housing and everyone with the exception of long time residents are getting tax breaks. This to me is a slap in the face to the these residents. Stop crowding this City and following trends that will ruin this wonderful city. Remember in the Washington State Growth Management Act it says to maintain a high quality of life. Again this is not a high quality of life if there is no parking and people stacked on top of each other with no open space that should be within the units that are built.

Sincerely,

Heidi White, Life long Tacoma Resident

WOLTERS

Hello,

I am forwarding my verbal comments for public record from the February 19 Planning Commission Meeting.

Best,

John

John Wolters

206.371.5152

WC STUDIO
architecture agency

www.wc-studio.com

~~6th~~ 6th + Ainsworth
arch - builder of m/m
Through 2 developments, of 4 units each, we provide
housing to 7 families, 5 dogs and 6 cats.

IT'S PROJECTED THAT TACOMA WILL SEE 100,000
NEW RESIDENTS OVER THE NEXT 20 YEARS
WHATEVER THAT NUMBER ENDS UP BEING,
WE CAN ALL AGREE THAT TACOMA WILL
GROW. IF WE PLAN AHEAD AND PROVIDE
CHOICE FOR RESIDENTS AND NEW-COMERS
TO LIVE IN A VARIETY OF NEIGHBORHOODS
AND DENSITIES, WE WILL SET OURSELVES UP
FOR AFFORDABILITY AND ACCESS.

THERE IS A PERCEIVED POSSIBILITY OF
DECLINING PROPERTY VALUES IN SINGLE-DETACHED
NEIGHBORHOODS. WITH THE ADDITION OF DENSITY, INCLUDING
GENTLE DENSITY, THE ADDITION OF GROUND ORIENTED
HOUSING WITH A SIMILAR SCALE TO HOUSES, THINK
DUPLEXES, TRIPLEXES, ROWHOUSES AND TOWNHOMES.

~~COMMUNITIES~~ EXPERIENCE

GENTLE DENSITY AND THE CREATION OF MIXED USE COMMUNITIES BRING WITH IT MANY BENEFITS.

- VARIOUS STREETSAPES OFFER INCREDIBLE ECONOMIC OPPORTUNITIES FOR A MULTI-GENERATIONAL POPULATION TO GROW AND THRIVE
- BOOSTS EXISTING BUSINESSES, ATTRACT NEW OWNERS
- PROVIDES EXISTING AND NEW RESIDENTS WITH SHOPPING AND ENTERTAINMENT.
- LOCAL JOBS AND WEEKEND ACTIVITIES
- IMPROVED INFRASTRUCTURE AND AMENITIES

AND FINALLY, DESPITE THE FEARS OF MANY ANXIOUS HOMEOWNERS, PROPERTY VALUES INCREASE.

IF YOU'RE HOPING THE NEXT DEVELOPMENT SURGE ~~WON'T~~ WON'T LAND IN YOUR OWN BACKYARD, CONSIDER THIS. THOUGHTFUL DENSITY LEADS TO STRONGER COMMUNITIES, BETTER INDIVIDUAL HEALTH, LESS POLLUTION AND STRONGER COMMUNITY TIES.

ZEPEDA

Get people out of their cars and into homes by having a housing policy that facilitates people getting to work on public transport. We need better transportation to the multitude of jobs that exist in the area: transportation to the Port, JBLM and Olympia/Lacey when shifts begin and end, more transportation to Seattle and the East side. There are plenty of jobs, but everyone is stuck in traffic.

We need public housing, public bathrooms, public showers.

We need to permit the unhoused to build and manage their own communities, and provide assistance if they ask for it.

I want to see more density in Tacoma: more multifamily homes, condos and apartments.

I want to see more infill: more ADUs, more cottages.

Require developers to include one unit for low income households that rents for no more than \$500 a month for every 10 units built.

Implement a vacancy tax on housing, hospitality, and land that is vacant to reduce speculation and sitting on property that could be used.

Lydia Zepeda
Tacoma 98405

END



To: Planning Commission
From: Lihuang Wung, Planning Services Division
Subject: **Pierce Transit Destination 2040 Long Range Plan Update**
Meeting Date: May 6, 2020
Memo Date: April 28, 2020

Action Requested:
Approving the letter of recommendation.

Discussion:
At the meeting on May 6, 2020, the Planning Commission will review a draft letter of recommendation concerning Pierce Transit's *Destination 2040* Long Range Plan Update project.

The Commission has received two briefings on the project from Pierce Transit in November 2019 and March 2020, and reviewed the project primarily from the perspective of whether the project helps realize the goals and policies of the *One Tacoma* Comprehensive Plan. Recognizing the importance of the project and its impacts to citizens of Tacoma and Pierce County, the Commission felt compelled to provide comments and recommendations. Commissioner Karnes (representing "Public Transportation") volunteered to prepare a draft letter of recommendation, which is attached.

The Commission will consider approving the draft letter, as maybe modified, or consider alternative ways of providing comments, if desired. It is noted that Pierce Transit is accepting public comments on the Long Range Plan Update through May 29, 2020.

Project Summary:
In April 2016, Pierce Transit adopted its first Long Range Plan, *Destination 2040*, to create a comprehensive guiding document of the Agency's vision for providing dependable, safe, efficient, and fully integrated public transportation services throughout the South Sound Region of today, tomorrow, and beyond. Pierce Transit is conducting a minor update to *Destination 2040* to refocus its goals and objectives, identify access and coverage gaps within the current system, assess nonmotorized and active transportation access to existing routes and facilities, envision what services and coverage would offer a full 0.9% sales tax scenario, increase annual service hours from 500,130 to 735,000, and incorporate a Bus Rapid Transit system at full build-out or new multiple routes. For more information, please visit www.piercetransit.org/destination-2040.

Prior Actions:

- March 4, 2020 – Commission received a briefing on the draft document
- November 20, 2019 – Commission reviewed the scope of work

Staff Contact:

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

Attachment:

- Draft Letter of Recommendation on Pierce Transit's Long Range Plan Update

c. Peter Huffman, Director





May 6, 2020

DRAFT

Darin L. Stavish, Principal Planner
Pierce Transit
3701 96th St. SW
Lakewood, WA 98499

RE: Comments on Pierce Transit *Destination 2040* Long Range Plan Update

Dear Mr. Stavish:

Thank you for providing briefings to the Planning Commission in November 2019 and March 2020 on Pierce Transit's *Destination 2040* Long Range Plan Update (LRPU). Also, given the extraordinary situation regarding the COVID-19 pandemic, thank you to Pierce Transit for extending the public comment period into May 2020.

The Planning Commission is charged by the City Charter with ensuring local plan consistency with "*One Tacoma*", the City's Comprehensive Plan. It is the duty of the Commission to review planned regional transit improvements, such as the Sound Transit Long Range Plan Update the Commission reviewed in 2016 and currently the LRPU project, to ensure they are consistent with, and help realize, relevant goals and policies of the *One Tacoma Plan*. Also, in recognizing the importance of the LRPU and its impacts to residents and transit users of the Tacoma-Pierce County region, the Commission feels compelled to provide comments and recommendations, as presented below in three tiers.

Tier 1 pertains to a general observation. Upon review of the LRPU, the Planning Commission concludes that the LRPU fulfills or correlates to multiple policies outlined in the following elements of the *One Tacoma Plan*:

- ❖ Urban Form
- ❖ Design + Development
- ❖ Economic Development
- ❖ Housing
- ❖ Transportation

Tier 2 pertains to review criteria. Upon further contemplation, the Planning Commission has established eight objectives of transit service, which serve as the review criteria intended to ensure consistency between the LRPU and the policies of the *One Tacoma Plan* elements noted above. The Commission recommends that Pierce Transit incorporate these objectives into the LRPU. The eight objectives are:

1. **Concurrence** of the Pierce Transit Vision Scenario with *One Tacoma Plan*, the Tacoma Mall Neighborhood Subarea Plan, the adopted Puget Sound Regional Council (PSRC) Transportation Plan, and Sound Transit 3 (ST3);
2. **Standardization** of Pierce Transit route service levels and practices to support planning coordination with the City;
3. **Integration and coordination** of service between Pierce Transit and Sound Transit-funded high capacity transit projects;

4. **Strong linkage** between land use intensity and transit services;
5. **Effective routing of services** connecting Tacoma's Mixed-Use Centers, Regional Growth Centers and regional transit facilities with a frequent network to support affordable housing near transit corridors;
6. **Explicit prioritization of frequency and service span** of existing fixed route services in Tacoma above introduction of new routing in Tacoma;
7. **A commitment to social equity** and social justice;
8. **Active partnership and collaboration** between Pierce Transit and the City of Tacoma to implement the LRP and continuously improve transit services for the people of Tacoma and Pierce County.

Tier 3 pertains to specific recommendations. These recommendations were derived through more in depth review of the LRP using the eight objectives/review criteria, and drawn upon the transportation expertise of the Planning Commission and individual Commissioners' experiences in using Pierce Transit service. The Commission understands that implementation of these recommendations may require additional analysis, expansion or reallocation of resources, and further discussion and collaboration with the City of Tacoma and other public and private partners. The Commission recommends the following actions, strategies, programs and projects for Pierce Transit's consideration.

System Recommendations

Recommendation PT-1: Expand Reduced Fares, Access to Fare Payment Systems

Pierce Transit should join Sound Transit, King County Metro, and Community Transit by participating in the ORCA Lift low income fare program. The Planning Commission encourages exploration of options to reduce or phase out fixed-route fares for students, seniors, individuals with disabilities, and military veterans. The Commission encourages increasing the number of ticket vending machine locations and offering new methods to pay for transit fares, such as with mobile devices.

Recommendation PT-2: Require Outside Cost-Effectiveness Analysis of New Routing

Over the last decade, Pierce Transit has spent millions of taxpayers' dollars to demo several trial transit services. While some trial routes found support, others did not attract enough riders to justify their continuation and were ultimately discontinued by the Pierce Transit Board. Pierce Transit should, as a matter of Agency policy, obtain objective third-party cost-benefit analysis of new fixed-route service prior to consideration by the Board.

Recommendation PT-3: Prioritize Span, Frequency, and Accessibility over New Routing

In 2016, transportation consultant Nelson-Nygaard analyzed the Pierce Transit Network and suggested several improvements, e.g., reducing network duplication and reinvesting resources to selected routes and services. Following upon these improvement strategies, Pierce Transit should prioritize the following: 1) expand hours of operation on all routes, 2) improve service frequency on current fixed routes to attract demand and support one-or-zero car households, 3) reduce financial barriers to riding, and 4) construct/provide additional shelters for existing transit lines.

Recommendation PT-4: Improve Transit Reliability and Convenience

Pierce Transit should program, design, and work with the City of Tacoma where appropriate to identify and implement capital improvements to transit corridors with 20-minute bus service or better. Targeted BRT-like improvements could be consolidated with stops, off-coach fare collection, additional shelters, improved lighting, road redesign, better traffic signals, sidewalks, and streetscape

improvements. 30-minute routes should also be evaluated for where additional bus shelters should be added. Pierce Transit should also develop, adopt and fund maintenance plans for shops, shelters and transit centers to ensure the system is safe, clean, and aesthetically pleasing for users.

Network Recommendations

Recommendation PT-5: Create a Frequent Transit Network (FTN)

To support development of a growing, sustainable, vibrant, and equitable South Puget Sound, the Pierce Transit Vision Scenario should identify a set of routes with 20 minute or better frequency that will compose a Frequent Transit Network (FTN). Pierce Transit should publicize and brand frequent routes to help the public make better mobility choices. Frequent service should be phased-in over time to be responsive to latent demand.

Recommendation PT-6: Expanded Weekday, Evening and Weekend Service

Pierce Transit should provide half hour or better service for all fixed route service during normal business hours (from 6:00 a.m. to 6:00 p.m. or later) on weekdays, including between Northeast Tacoma and Downtown Tacoma. Pierce Transit should seek to provide half hour or better service on evenings (after 6:00 p.m.) and on weekends for routes on the Frequent Transit Network (FTN). All-day hourly bus service on weekends should be reserved for routes with the least productivity by quartile. Hourly service for routes on the FTN should be reserved only for the first and last two trips on a given day. All regularly operating bus services should terminate no earlier than 10:00 p.m. and mainline routes that connect with regional transit services should operate until at least 12:30 a.m. to get passengers home at night.

Recommendation PT-7: A Frequent Network that Serves Greater Tacoma

Pierce Transit should focus funding for frequent service on routes that are 1) *direct*, 2) *productive*, and 3) offering opportunities for *future density* or *future connections* to regional light rail service. Frequent routes should be spaced at roughly 1-mile intervals outside of Regional Growth Centers to maximize the current and future population in Tacoma served within a 10-minute walk. Given these criteria, Routes 1, 2, 3, 4, 16, 28, 41, ~~48~~, 52, 54, 55, ~~57~~, 202 and 500 should be given priority for frequent service. Underlined routes are additions to staff's recommendation and strikeouts are suggested to retain 30-minute service.

Recommendation PT-8: Reduce Service Duplication with Hilltop Tacoma Link Extension

Pierce Transit should reconfigure existing bus routes to avoid competing for the same trips served by the Hilltop Tacoma Link Extension (opening in 2022). Pierce Transit should present structural route changes to reduce service duplication to the City of Tacoma Transportation Commission for review no later than Q2 of 2021.

Recommendation PT-9: Encourage Multiple Route Options in Mixed-Use, Regional Growth Centers

Pierce Transit should encourage transfers within regional growth and mixed-use centers with standardized and improved: 1) passenger amenities and 2) street crossings at on-street transit transfer points.

Corridor Recommendations:

Recommendation PT-10: Retain 30 Minute Service for Routes 57 and 48

Route 57 (Hilltop-Tacoma Mall) should retain 30-minute. Route 2 and Tacoma Link will provide frequent service along sections of Route 57. Route 48 (Sheridan-M Street) should also retain 30-minute service. Route 3 already provides a frequent, rapid connection between Downtown Tacoma

and Lakewood. The 48, along with its counterpart the 45 (Yakima Ave), currently support a reliable 15-minute headway during weekdays on Yakima Avenue in Downtown Tacoma. Two routes on the same corridor with different frequencies could have detrimental effects. It could oversaturate the transit market, make it difficult to yield consistent wait times for passengers, and will present the tendency to “bunch” buses together, requiring buses to queue for a stop, or necessitating the extension of bus stops, which would then impact on-street parking on a predominantly residential corridor.

Recommendation PT-11: Add 20 Minute Service for Routes 16 and 41, Unify the Routes

The Planning Commission recommends the addition of Route 16 and Route 41 to 20-minute service to increase passenger capacity to Tacoma Dome Station with an interline between the two routes. Route 16 will continue to support housing and commercial development in Stadium, Proctor, Westgate, Highland Hills, James Center, and Tacoma Community College. Interlining Route 16 with Route 41 will allow North Tacoma passengers to access UW Tacoma and Tacoma Dome Station, while making denser housing more attractive to develop in the Lower Portland Avenue Mixed-Use Center. A unified route will improve ridership on both segments, expand access to higher education to East Tacoma residents and expand their mobility. This route will also connect with the East Tacoma regional light rail station in 2030.

Recommendation PT-12: Unify Route 1 (6th Avenue-Commerce) with Route 500

The introduction of Bus Rapid Transit on Pacific Avenue may impact existing riders of Route 1 south of Commerce Street. To alleviate anticipated impacts, the Planning Commission suggests Pierce Transit to consider retaining service to UW Tacoma by interlining the 6th Avenue portion of Route 1 with Route 500 (Federal Way), matching service frequencies at 15 or 20 minutes. Route 500 will enable regional connections to frequent light rail in 2024 and will strengthen connections with King County’s RapidRide Line A. Route 500 is a designated core transit service per the PSRC.

Recommendation PT-13: Add 20-minute Service to Route 52, interline with Route 55

Transfers between Route 52 (Tacoma Mall-TCC) and 55 (Tacoma Mall-Parkland) are common. Passenger demand on these two routes support higher frequencies and integration. The unification of these two routes was recommended by consultants in the Pierce Transit Comprehensive Route Analysis back in 2016.

Recommendation PT-14: High Capacity Transit Study for South 19th Street

Pierce Transit should engage with the City of Tacoma, Sound Transit, and Metro Parks Tacoma in a high capacity transit study that covers the South 19th Street corridor between Tacoma Community College and St. Joseph Medical Center. The current Sound Transit Long Range Plan calls for an extension of Tacoma Link Light Rail to Tacoma Community College via South 19th Street for completion in 2039. Pierce Transit’s draft LRP update calls for including Bus Rapid Transit on the same corridor by 2040. The Planning Commission believes that a coordinated high capacity transit study on South 19th Street that identifies the alternatives along this corridor is warranted to reduce duplication of efforts and establish a sustainable transportation vision. The inclusion of Metro Parks Tacoma in such a study may prove important given the intent to site a major sports facility on the corridor.

Recommendation PT-15: Tacoma Avenue Service

The Planning Commission believes Pierce Transit should investigate or study the need and potential for service along Tacoma Avenue in the Downtown Tacoma Regional Growth Center. This effort should be pursued in coordination with the efforts to reduce duplication of Pierce Transit and Tacoma Link service per Recommendation PT-8.

Recommendation PT-16: Connecting to Point Ruston

Pierce Transit should investigate or study the need and potential for transit service to the Point Ruston Neighborhood Mixed-Use Center. One alternative worth studying would be a pilot deviation of Route 10 and/or 11 from Pearl Street along North 51st to the Main Street roundabout. Such a deviation may cost substantially less than standalone fixed route services.

Recommendation PT-17: North-South Connection between Proctor and Tacoma Mall

There is no current transit route that directly connects the mixed-use centers of Proctor and the Tacoma Mall, thus many transit users must take two or more routes with connections in Downtown Tacoma. After frequency and span improvements to existing routes have been implemented, Pierce Transit should consider reestablishing a fixed route connection that links the Proctor, 6th Avenue, Tacoma Central and Tacoma Mall Mixed-Use Centers.

Thank you for the opportunity to comment. If you have any questions, please contact the Planning Commission's staff liaison, Lihuang Wung, Planning and Development Services Department, at (253) 591-5682 or lwung@cityoftacoma.org.

Sincerely,

Anna Petersen

Chair of Planning Commission
(Representing "Environmental Community")

Chris Karnes

Member of Planning Commission
(Representing "Public Transportation")

- c: Victoria Woodards, Mayor of the City of Tacoma and Chair of Pierce Transit Board
Members of the Tacoma City Council
Elizabeth Pauli, Tacoma City Manager
Tacoma Planning Commission
Tacoma Transportation Commission

HISTORIC PRESERVATION MONTH

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CULTURAL LANDSCAPES



Wright Park



Pt. Defiance



Swan Creek



Wapato Park

EVENT PROGRAM

THE CITY OF TACOMA PRESENTS

HISTORIC PRESERVATION MONTH

National Historic Preservation Month was established in 1973 by the National Trust for Historic Preservation in order to promote historic preservation and community pride in local heritage sites. This May, the theme for Tacoma's Historic Preservation Month is Cultural Landscapes. The City of Tacoma's Historic Preservation Office and many local partners have worked together to create a month-long calendar of events that highlight the different aspects of Tacoma's historic resources and heritage community. Please visit the Historic Preservation Month website for up to date information on all the Historic Preservation Month events.

www.hpmonthtacoma.com

facebook.com/TacomaHistoricPreservation



Tacoma's past is deeply rooted. Carrying that history forward through restoration and adaptive reuse honors that legacy and supports vibrant, engaging neighborhoods.

2020 HPM MONTH EVENTS



Sacred Spaces: Virtual Tour

May 2 @ 8PM • Online

This FREE virtual tour will take us through some of Tacoma's most beautiful and iconic sacred spaces.

More info at: www.hpmonthtacoma.com

Bank on Tacoma, 1873-1993

@ Tacoma Historical Society

Exhibition on the unexpectedly eventful history of banking in Tacoma.

More info at: www.tacomahistory.com

Virtual Wright Park Walking Tour

May 5 @ 3:30PM • Online

Learn about the history of Tacoma's iconic Wright Park while walking with a virtual tour guide.

More Info at: www.hpmonthtacoma.com

Trapped: Escape Fort Nisqually (Virtual)

May 7-9 from 5:30PM-9PM • Online

Escape Fort Nisqually games use archival history and objects to create a puzzle that teams must solve to escape.

Updates at: www.hpmonthtacoma.com

Tacoma's Agricultural Heritage

Virtual Zoom Panel • May 9 (visit site)

Harvest Pierce County Cultural Ambassadors will discuss the importance of community gardens to the heritage of Tacoma's immigrant communities.

Updates at: www.hpmonthtacoma.com



Tacoma Historical Society:

History of Old City Hall

May 11 @ 7PM • Visit Site for More info

Learn more about the history of Tacoma's iconic City Hall building. **Info at: www.hpmonthtacoma.com**

Queen Victoria's Birthday (Virtual)

May 16 from 11AM-5PM • Online

A Hudson's Bay Company Celebration of the Queen's Birthday! Celebrate with cannon fire and Victorian finery.

More Info at: www.hpmonthtacoma.com

Sherman Elementary Salmon Release

May 16 from 9AM-11AM • Online

Watch online as the salmon raised by Sherman Elementary students are released into Swan Creek.

More Info at: www.hpmonthtacoma.com

Old Town Scavenger Hunt

1PM-4PM @ Job Carr Cabin Museum

Explore Old Town Tacoma with a scavenger hunt. Museum admission and events are pay-as-you-can.

More info at: www.jobcarrmuseum.org

Virtual Walking Tour of Proctor District

May 17 from 1PM-4PM • Online

Discover the history of the Proctor District in this engaging, virtual tour.

Register at: www.proctortour.eventbrite.com



The Salish Sea, Then, Now and in the Future

@ Foss Waterway Seaport Museum

Visit the Foss Waterway Seaport for a Salmon Science Fair with 5th grade classes of Sherman Elementary.

Historic Preservation Awards

Event Postponed

We are currently accepting nominations.

More Info at: www.hpmonthtacoma.com

Wapato Park Virtual Bike Tour

May 30 from 11AM-1PM • Online

Virtual bike tour of Wapato Park will focus on the history of the area and delve into how the park itself came to be.

More Info at: www.hpmonthtacoma.com

Due to evolving public health social distancing recommendations, event changes are anticipated. Please visit the Historic Preservation Month website for up to date information on all the Historic Preservation Month events.

www.hpmonthtacoma.com

HISTORIC PRESERVATION MONTH

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Due to evolving public health social distancing recommendations, event changes are anticipated. Please visit the Historic Preservation Month website for up to date information on all the Historic Preservation Month events.

More Info at: www.hpmonthtacoma.com