



## AGENDA

**MEETING:** Regular Meeting (virtual)

**TIME:** Wednesday, December 16, 2020, 5:00 p.m.

**Zoom Info:** Link: <https://us02web.zoom.us/j/86457653087>

Dial-in: +1 253 215 8782

ID: 864 5765 3087

### A. Call to Order and Quorum Call

### B. Approval of Agenda and Minutes:

- Minutes of November 18, 2020
- Minutes of December 2, 2020

### C. Public Comments

- Written comments only; e-mailed to [planning@cityoftacoma.org](mailto:planning@cityoftacoma.org) by 4:00 p.m., on the meeting day

### D. Discussion Items

#### 1. Home in Tacoma Project

- Description: Debrief the workshop conducted on November 18, 2020.
- Action: Comment and Direction
- Staff Contact: Elliott Barnett ([ebarnett@cityoftacoma.org](mailto:ebarnett@cityoftacoma.org))

#### 2. Urban Design Studio

- Description: Debrief the workshop conducted on November 4, 2020.
- Action: Comment and Direction
- Staff Contact: Mesa Sherriff ([msheffir@cityoftacoma.org](mailto:msheffir@cityoftacoma.org))

#### 3. 2020 Year-in-Review and 2021 Outlook

- Description: Review major accomplishments in 2020 and tentative project schedule for 2021.
- Action: Comment
- Staff Contact: Lihuang Wung ([lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org))

### E. Upcoming Meetings (Tentative Agendas)

- (1) January 6, 2021:
  - Tideflats and Industrial Areas Land Use Regulations
- (2) January 13, 2021 (Special Meeting):
  - Tideflats and Industrial Areas Land Use Regulations
- (3) January 20, 2021:
  - Tideflats and Industrial Areas Land Use Regulations
  - Urban Design Studio



**F. Communication Items**

- (1) Status Reports by Commissioners – TOD Advisory Group, Housing Equity Task Force
- (2) **Applications for 2022 Amendment Accepted** – The Planning Commission will accept private applications for “2022 Amendment”, which refers to Proposed Amendments to the *One Tacoma* Comprehensive Plan and/or the Land Use Regulatory Code to be processed during the annual amendment cycle of 2021-2022 and slated for the City Council’s adoption in June 2022. Applications must be submitted between January 1 and March 31, 2021, and may be subject to an application fee of \$1,400. For more information or to download the application, please visit [www.cityoftacoma.org/2022Amendment](http://www.cityoftacoma.org/2022Amendment).
- (3) The Infrastructure, Planning and Sustainability Committee’s meeting on December 23, 2020 has been canceled.

**G. Adjournment**



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## **MINUTES** (DRAFT)

**TIME:** Wednesday, November 18, 2020, 5:00 p.m.

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

**ABSENT:** N/A

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

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

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

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

### **C. PUBLIC COMMENTS**

Public comments were not accepted at the meeting.

Lihuang Wung, Planning Services Division, reported to the Commission that one written comment had been received, regarding Discussion Item D1 – Tideflats Non-Interim Regulations as follows:

- From Victoria Leistman, via email:

“-Why is the planning commission starting this process before the results from the baseline fossil fuel study have been released?”

-What are the next steps in the process after the 12/2 scoping meeting? Will there be a draft and another hearing opportunity?

-What is the timeline for the recommendation from the planning commission to council?”

### **D. DISCUSSION ITEMS**

#### **1. Tideflats Non-Interim Regulations**

Stephen Atkinson, Planning Services Division, provided context and reason for the Tideflats Non-Interim Regulations project, which was initiated by the City Council's Ordinance No. 28696 adopted on October 20, 2020. To provide background information in relation to the Tideflats Interim Regulations process, Mr. Atkinson stated that the initial regulations were adopted in November 2017 (Ordinance No. 28470) following the City Council's directive and the Planning Commission's recommendation. Since then, the Tideflats Interim Regulations have been extended five (5) times.

Moving onto the non-interim regulations, Mr. Atkinson prefaced the discussion by setting expectations for the project. He also explained a number of issues identified in the interim regulations as follows:

- i. Public Awareness of Permits: Public notice did not adequately reach a broad number of people or neighborhoods. It was suggested that the non-interim regulations would require for both occupants and taxpayers to be directly notified, rather than only taxpayers.
- ii. Conversion of Industrial Lands: Industrial lands were becoming scarce for various reasons, which necessitated protection for the industrial lands in the Tideflats area. Potential amendments included applying to expansion of existing uses, modifying area of applicability to protect Core Area while allowing some additional use in the Industrial/Commercial Buffer Area, and considering conditional use permit and criteria.
- iii. Residential Encroachment: Lands along Marine View Drive/North East Tacoma hillside were prohibited from new platting and subdivision for residential development. The non-interim regulations would consider strategies to limit residential encroachment in the area.
- iv. Siting of Potentially High-Risk/High Impact Industrial Uses: The interim regulations restricted new oil and liquefied fossil industries, coal storage and/or terminals, chemical manufacturing, smelting, and mining and quarry; but they were not applicable to existing uses. This project would review and consider potential applicability to existing uses, as well as exemptions and other approaches to address the issue.

To support the development of the code that the Planning Commission would recommend to the City Council, staff and consultants would conduct fossil fuel study, SEPA review, policy review, benchmarking report, and Climate Emergency Resolution. The findings would then be presented to the Commission for review.

Further, despite the undesirable timing, outreach and engagement effort would be extensive with three (3) tentative public hearings, several informational meetings and notices, and direct engagement with various partners in the community. The timeline for this project was also presented, featuring both the schedule for the Commission's review and that of the City Council. Mr. Atkinson noted that it would be ideal for the Commission to forward their recommendation to the City Council with sufficient time for the City Council to take actions prior to the expiration of the current interim regulations on June 2, 2021.

Commissioner Edmonds questioned the reason for proceeding with the non-interim regulations before completing the Tideflats Subarea Plan project. Mr. Atkinson explained that it could be several years if the City waited for the completion of the Tideflats Subarea Plan project, and there was strong interest from the community to have permanent regulations at the last interim extension. Commissioner Edmonds was also concerned about the timeline and asked for additional information regarding public comments, evaluation on the interim regulations, and outreach methods. Vice-Chair McInnis shared the concern about the rushed timeline of this project, and wanted to make sure all stakeholders were involved in the discussion. Commissioner Karnes was interested in more information about potential criteria for mitigations of Conditional Use permits. Additionally, Commissioner Strobel commented on the timeline of consultant's work and reports, as well as the subject areas other than the Tideflats and outreach efforts in those areas. Background information about the changes since the initial interim regulations process in 2017, the differences between interim vs. permanent regulations, and the demographics likely affected by the regulations were also requested. Commissioner Givens suggested having listening sessions to receive feedback from the community and make appropriate adjustments during the process.

Commissioner Edmonds made a motion to release the draft scope of work of the Tideflats Non-Interim Regulations for public review and set the public scoping hearing on December 2, 2020, at approximately 5:30 p.m. Commissioner Strobel seconded the motion. The Commission discussed specifying businesses to outreach and utilizing survey format in the scoping process. The motion was amended to incorporate the aforementioned points. It passed unanimously.

The meeting was recessed at 6:30 p.m. and resumed at 6:36 p.m.

## 2. Home In Tacoma Project – Workshop

Elliott Barnett, Planning Services Division, introduced two consultants that had been working on the program, Heidi Aggeler and Julia Jones from Root Policy Research. He began by presenting the objectives of the workshop and providing background information on the Home In Tacoma project, which was a part of the Affordable Housing Action Strategy (AHAS).

Ms. Aggeler continued with data showing the unbalanced rise of housing costs vs. incomes and its effects. Analysis on the shortage of affordable rental units, homeownership challenges for people of color, and different market prices based on location and amenities were also presented. The Commission had questions about displaced low-income households.

Moving on, Mr. Barnett recapitulated the housing goals to guide the policy development. Commissioner Edmonds pointed out that home sales in Pierce and Thurston counties had increased significantly since more people were working remotely due to the pandemic and able to purchase homes outside of Seattle. In addition to reviewing the scope and overview of the Home In Tacoma project, Mr. Barnett informed the Commission of the City Council's direction to speed up and expand housing projects in response to the housing crisis. The schedule and engagement strategy were presented. Furthermore, he went over the takeaway points from the benchmarking process with Portland, Minneapolis, and Seattle. Similar issues were consistently seen in these cities, much like in Tacoma.

Next, Ms. Aggeler reported on the comments from the developer focus group, and indicated the subjects on which the City's existing housing programs would be evaluated in the following months. The evaluation outcome would assist in making policy modifications. Commissioner Givens asked for more details in future meeting materials about the developers' feedback.

Before getting into the Commission's input for policy considerations, Ms. Aggeler explained the proposed guiding principles and provided visual examples of Missing Middle Housing types along with maps illustrating areas of consideration. She also asked the Commission about their concerns regarding this project such as any unwanted Missing Middle Housing types, neighborhood disruption, compatible design features, incentives, etc.

Subsequently, the Commission started their exercise portion on an interactive platform called Mentimeter.

- i. In regards to the five (5) proposed guiding principles, the first two (2) principles received fairly strong support compared to the remaining three (3). The Commission provided comments on each principle. Clarification was suggested for the first principle to make clear that new developments would be to serve both the displaced and new residents. A number of Commissioners stated that not all Missing Middle Housing types should be allowed in all neighborhoods over design compatibility and characteristic concerns, while others expressed otherwise. In addition, there was a strong interest in revising the incentive principle.
- ii. The second question asked the Commission about their potential concerns with infill. Loss of green space and tree canopy, incompatible designs, opposite impact on affordability, demolition of existing viable homes were ranked among the top.
- iii. For appropriate Missing Middle Housing types in established neighborhoods, the Commission predominantly favored duplex, small lot single-family house, and triplex. Tiny/mobile homes were selected the least; various opinions were offered about them.
- iv. Scale, orientation, accessibility, character, affordability, walkability, quality, and transit were some design features that the Commission considered critical.
- v. The Commission, then, provided comments for how to balance housing goals with minimizing disruption to existing neighborhood and residents.

- vi. Lastly, as tradeoffs to build more units, more units/higher density and incentives for including affordable units were highly favored; followed by reduced parking, incentives for market-rate developers, and more/bigger areas for dense housing.

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

- 1) Agenda for December 2, 2020 meeting includes:
  - Transportation Master Plan Update
  - Tideflats Non-Interim Regulations – Public Scoping Hearing
  - Nominations and Elections of Chair and Vice-Chair
- 2) Agenda for December 16, 2020 meeting includes:
  - Urban Design Studio
  - Home In Tacoma Project
  - 2020 Year-in-Review

## **F. COMMUNICATION ITEMS**

The Commission acknowledged receipt of communication items on the agenda.

Brian Boudet, Planning Division Manager, reported to the Commission of the following:

- The 2020 Annual Amendment was in the City Council's review process. The public hearing and study session were scheduled for November 24, 2020.
- The City Council was going through the final stages of the biennial budget process. If the proposed budget was approved, there would be an opportunity to do a neighborhood planning program.

## **G. ADJOURNMENT**

The meeting was adjourned at 8:58 p.m.

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

***[http://www.cityoftacoma.org/government/committees\\_boards\\_commissions/planning\\_commission/agendas\\_and\\_minutes/](http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/)***



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## **MINUTES** (DRAFT)

**TIME:** Wednesday, December 2, 2020, 5:00 p.m.

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

**ABSENT:** N/A

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

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

### **B. APPROVAL OF AGENDA**

The agenda for the meeting was approved.

### **C. PUBLIC COMMENTS**

Public comments were not accepted at the meeting. No written comments regarding Discussion Items D1 and D3 had been submitted as directed in the agenda notice.

Written comments received on the subject of the public scoping hearing would be reviewed in the appropriate portion of the meeting.

### **D. DISCUSSION ITEMS**

#### **1. Transportation Commission Updates**

Jennifer Kammerzell, Public Works, began with an overview of the Transportation Commission and their 2021 priorities, consisting of the Impact Fees, Vision Zero Action Plan, and Transportation Master Plan Amendments. The Impact Fees, as allowed by the Growth Management Act, may be adopted by local agencies to help pay for certain portion of the cost of capital improvement projects associated with Transportation, Fire, Parks, and Schools that are needed due to new development. Ms. Kammerzell explained which costs could be funded by impact fees and which could not. She also presented a graphic to demonstrate how the impact fees work and how they could be applied to a project. As the only major city along the I-5 corridor that has not implemented Impact Fees, the City of Tacoma is in the process of developing an Impact Fees Program with four main parameters in mind – Phasing, Infrastructure, Costs to Development, and Incentives. The Planning Commission and the Transportation Commission will be intensively involved in the development of such program within the next six to seven months, Ms. Kammerzell indicated. Another major project was the Vision Zero Action Plan, which was initiated by the City Council's Resolution No. 40559 (adopted on February 18, 2020), with the goal to eliminate traffic fatalities and severe injuries in the City by 2035. The approach and strategies for this plan were reviewed. As for the Transportation Master Plan (TMP) update, this iteration of revision would focus on updating the performance measures, incorporation of subarea plan, consistency between the TMP and other planning documents as well as relevant projects. The materials were intended to be completed prior to the Planning Commission's 2022 Annual Amendment process so that the TMP update application would be included in the amendment package. Lastly, Ms. Kammerzell described other key projects and involvement that the Transportation Commission had. She also explained the letter from the Bicycle and Pedestrian Technical Advisory Group to the Sound Transit Board of Directors regarding the Tacoma Dome Link Extension project (provided at the end of the meeting agenda packet).

Commissioner Karnes asked about the timeline of when Public Works staff would come back to brief the Planning Commission on these projects. Commissioner Givens had questions about how the Impact Fees would be applied in a scenario and requested more information on the fees in connection to Land Uses at future meetings.

## **2. Tidelands Non-Interim Regulations – Public Scoping Hearing**

Chair Petersen called the public scoping hearing on the scope of work for the Tidelands Non-Interim Regulations to order at 5:30 p.m., and went over the procedures of the hearing.

Stephen Atkinson, Planning Services Division, briefed the Commission on the objective of the meeting, which was to receive community input during the public scoping hearing portion and finalize the scope of work with any necessary modifications afterward. He quickly reviewed the background information for the Tidelands Non-Interim Regulations project, which was initiated by the City Council's Ordinance No. 28696 adopted on October 20, 2020. In connection to the Tidelands Interim Regulations process, Mr. Atkinson stated that the initial regulations were adopted in November 2017 (Ordinance No. 28470) following the City Council's directive and the Planning Commission's recommendation. Since then, the Tidelands Interim Regulations had been extended five times. He also explained four issues identified in the interim regulations and potential amendments to address them – public awareness of permits, conversion of industrial lands, residential encroachment, and siting of potentially high-risk/high-impact industrial uses. Additionally, the types of supplemental information to be provided to the Commission, outreach and engagement strategy, and timeline of the project were presented.

Chair Petersen reiterated that the subject of the public hearing was the scope of work of the project rather than the code changes, then reviewed the hearing procedures and called for testimony. The following citizens testified:

- 1) **Rachel Haxtema** – Ms. Haxtema was a resident in Tacoma, active in her local community. She was on the board of Earth Ministry advocating for strong environmental policy. She called for a broad scope that would include protection of the area from expansion of existing high-risk facilities. She also asked for consultation with the Puyallup Tribe regarding their concerns during the process, as well as consultation with marginalized groups that would be affected by the polluting industries. Lastly, she supported having listening sessions and other outreach methods.
- 2) **Barret Carpenter** – Ms. Carpenter lived within 15 minutes of the Tidelands area. She stated that the non-interim regulations must set health, safety, science, and justice as priorities. New fossil fuel projects could not be treated differently than expansion of existing ones. She called for a stop to expansion of fossil fuel industries on the Tidelands. Strengthening of regulations and public oversight in decision-making were suggested. So were engagement with the Puyallup Tribe, education of health impacts to the public, and allowance for renewable energy jobs.
- 3) **Josef Barlow-Farrar** – Mr. Barlow-Farrar commented that the most recent study released by the Intergovernmental Panel on Climate Change indicated that we had 10 years to address the climate issues, while other organizations were claiming closer to 7 years. No expansion of fossil fuel or high-risk facilities could be allowed in the Tidelands. He wanted to see an end to fossil fuel industries.
- 4) **Robb Crabill** – Mr. Crabill was a member of the Southeast Neighborhood Alliance. He was concerned about the capacity expansion of fossil fuel companies. He would like the scope of the regulations to include existing fossil fuel companies in Tacoma. He was also concerned about the impacts of high-risk industrial uses in the South Tacoma area. He found it troubling that those uses were put in neighborhoods that were previously redlined, thus believed the scope of work should include environmental racism and justice. More outreach was requested in the south and southeast areas of the City.

- 5) **Eric Johnson** – Mr. Johnson was the Executive Director of the Port of Tacoma. He commented on the complexity of the policy development process, specifically involving the State’s Constitution that had protection for harbor areas reserved for commerce and navigation. He also mentioned the Shoreline Management Act and the Growth Management Act. He asked the Commission to review the allowed uses in industrial zones for consistency with the City’s Comprehensive Plan. He would like the Tideflats Manufacturing Industrial Center to receive the same protection as the South Tacoma area had. Mr. Johnson further asked the Commission to review the definition of heavy manufacturing/heavy industrial uses as well as consider changes to platting and subdivision on Marine View Drive.
- 6) **Tony Ivey** – Mr. Ivey was an activist with the Washington Conservation Voters and Environmental Council. He stated that the scope needed to focus on the health and safety, racial equity, and climate urgency. Due to the circumstantial changes, the high-risk fossil fuel uses must be included. So as racial equity.
- 7) **Maddie Smith** – Ms. Smith was a member of the Earth Ministry’s Washington Interfaith Power & Light. She urged for the inclusion of existing facilities that processed or stored fossil fuel in the regulations.
- 8) **Barbara Church** – Ms. Church was a Northeast Tacoma resident. She commented that many members of the community had spoken against the expansion of fossil fuel facilities allowed in the interim regulations. She stated reasons for which neither new nor existing fossil fuel industries should be allowed to expand.
- 9) **John Gustafson** – Mr. Gustafson was a resident of Browns Point and the Environmental Health and Safety Manager at the US Oil & Refining Company. His company considered the transition to low carbon fuel as their future and was ready to work with the Commission in the regulations development process. He raised questions regarding the definition of expansion, ways to stimulate renewable fuel activities, ways to support activities associated with national security, etc. and most importantly the question of what the ultimate goal was. A single regulatory process was necessary to provide certainty and predictability. Mr. Gustafson and his company were open to continue the discussion outside of the hearing process.
- 10) **Marquis Mason** – Mr. Mason worked for the Citizens for a Healthy Bay. He expressed that the scope of work should focus on the expansion of high-risk industries under the current regulations, and provided supporting information to reinforce his point.
- 11) **Alexandra Brewer** – Ms. Brewer was pleased that the climate urgency was a factor of consideration. She agreed that scope should look at existing uses. She encouraged the Commission to invest in robust and diverse engagement strategies outside of the typical approach.
- 12) **Les Pogue** – Mr. Pogue was a member of 350 Tacoma. He advocated for the following components to be part of the scope: (1) study of toxic fallout from existing toxic industries, study of proposed developments and their effects on contamination; (2) study of cumulative air quality and additional impact to the air quality with proposed developments; (3) consideration of testimonies from environmentally concerned parties in previous years; (4) consultation with the Puyallup Tribe; (5) study of disproportionate environmental health impacts on communities of color; (6) recommendations of the Human Rights Commission in response to environmental concerns; and (7) inclusion of green industries and infrastructures at the Port of Tacoma.
- 13) **Cory Haven** – Mr. Haven was the Chairman of the Tacoma Rangers Gaelic Athletic Club. He would like to see outreach to local sporting organizations for consideration of recreational or sporting facilities in the Port area.

- 14) **Elijah Cetas** – Mr. Cetas was a community organizer from Oregon. He expressed support for all previous comments. He used a situation in Portland as example to show how the regulations could be worked around and exploited if the expansion of existing fossil fuel facilities were not in the scope of work of the project.
- 15) **Victoria Leistman** – Ms. Leistman commented that the scope of work of the non-interim regulations should be broader than that of the interim regulations started in 2017, and the recommendation stronger. She urged the Commission to proactively work with the Puyallup Tribe, as well as consider environmental justice and impacts of fossil fuels on workers and incarcerated population at the detention facilities in the Tideflats. She also discussed the loophole in the current interim regulations. Lastly, the scope should consider the sea level rise and change in landscape of the Tideflats.
- 16) **John Carlton** – Mr. Carlton not only supported restraint on the expansion of existing fossil fuel industries and addition of new ones, but also argued for reduction of fossil fuel industries and production in the Port. He, then, commented on JBLM's influence in the process.
- 17) **Ryan Rittenhouse** – Mr. Rittenhouse was a Conservation Organizer at the Friends of the Columbia Gorge. Cumulatively, the Columbia River Gorge National Scenic Area suffered negative impacts caused by rail traffic and transporting of commodities through the area to service the industries in the Tideflats. Mr. Rittenhouse asked the Commission not only to limit existing uses but also to go beyond and start building new infrastructures to replace fossil fuel industries. He finally expressed support for inclusion of the Puyallup Tribe in the discussion.
- 18) **Love Pratt** – Ms. Pratt was the Marine Protection and Policy Director at the Friends of the San Juans. She stated that the decision regarding the regulations would affect coastal communities throughout the Salish Sea region. She supported prohibiting expansion and conversion of existing facilities. The changes in use of existing facilities could significantly impact rail, pipeline truck, and vessel traffic, which could in turn have devastating effect on the endangered orca population. She also urged the Commission to reach out to all the tribes with treaty rights in the Salish Sea.
- 19) **Jamie** – Mr. Jamie discussed the process of methane emission from LNG, and wanted measurement for the life cycle of LNG and methane release and other greenhouse gas emissions. He also had questions about the Green Gateway project.
- 20) **Cathy** – Ms. Cathy would like the Commission to consider future industries such as artificial intelligence, robotic, self-driving car parts, medical products, etc. for long-term jobs. These would require clean air and water. She also commented on the decline of fossil fuel industries, adding that it would be risky to be dependent on them.
- 21) **Stacy Oakes** – Ms. Oakes was an activist with 350 Seattle. She asked the Commission to go through this process with climate urgency, public health crisis, and impacts on communities of color in mind. She also offered a list of issues that had not been substantially discussed.
- 22) **Alex Ramel** – Mr. Ramel indicated that the Cherry Point area in Whatcom County was similar to the Tideflats. Their community went through a comparable process of policy development and was close to completion. Mr. Ramel invited the Commission to connect and share insights in support of the project.
- 23) **Anna Doty** – Ms. Doty was speaking on behalf of the Washington Environmental Council and Washington Conservation Voters. She encouraged the Commission to include several years of fossil fuel storage data and records of facility expansion, review the approaches from other jurisdictions that were in similar situations, and determine broader policy goals. Lastly, she echoed support for inclusion of the Puyallup Tribe.

- 24) **Frank Boykin** – Mr. Boykin was the Director of the Manufacturing Industrial Council for the South Sound. He had three suggestions to be included in the scope of work: (1) review of the Land Use code and policy protecting industrial lands, businesses, and infrastructures; (2) amendments that would add to the economic prosperity and jobs; and (3) review of allowed uses in industrial zones for consistency with the Comprehensive Plan.
- 25) **Heidi Stevens** – Ms. Stevens was a resident in South Tacoma. She commented on the South Tacoma Manufacturing Industrial Center, requesting the rezoning of the area of and surrounding the South Tacoma aquifer to non-industrial. She also wanted to prohibit private prison facilities within the Tideflats.
- 26) **Oneida Arnold** – Ms. Arnold believed that the process for developing permanent regulations should center on those most impacted, including seeking input from the Puyallup Tribe and other disproportionately impacted communities. It should also consider health and safety impacts on communities along the transport routes, cumulative impacts on the health of the community, and the impacts on workers and incarcerated population.
- 27) **Venus Dergan** – Ms. Dergan was a resident in South Tacoma and a board member of the South Tacoma Neighborhood Council. She expressed concern over the South Tacoma Groundwater Protection District being zone M-2 Heavy Industrial District. This area sat above the South Tacoma aquifer that supplied 40% of Tacoma’s drinking water, and could become contaminated due to heavy industrial lead and metals. She asked the Commission to collaborate with appropriate agencies and consider disallowing heavy industrial uses in the area.
- 28) **Eddy Ury** – Mr. Ury had been engaged in a similar process in Whatcom County. He offered several advices to the Commission on how to approach and move through this process.

Chair Petersen closed the public scoping hearing at 6:53 p.m.

The meeting was recessed at 6:53 p.m. and resumed at 7:02 p.m.

Following the public scoping hearing, the Commission moved onto the debriefing portion. Per Mr. Atkinson, approximately 140 written comments had been submitted to the Commission prior to the 4:00 p.m. deadline specified in the agenda notice. Focal points of the comments were summarized. He proceeded to explaining the proposed scope of work and potential modifications to reflect input received from the community. The public outreach methods and schedule of meetings were also presented.

Commissioner Edmonds had questions relating to the boundary adjustments of residential areas in Northeast Tacoma. Vice-Chair McInnis was in support of conducting listening sessions, but asked for them to be structured with specific groups and have opportunity for discussion. Commissioner Strobel would like to communicate with jurisdictions that had developed similar regulations for benchmarking and learn from their experience. Application of the Equity Index Map, sea level rise modeling, and analysis of fossil fuel industries were also discussed. Next, Commissioner Karnes was interested in how the City would meet its goals in the Environmental Action Plan with expansion of the industrial sector. He stated that the scope of work should be goal-oriented and de-emphasize Conditional Use permits. Chair Petersen shared Commissioner Strobel’s point of view regarding the broader regional impact of the Tideflats, and added that the participants of the listening sessions should be carefully selected to provide missing input. Commissioner Santhuff wanted to see outcomes from the community such as the loopholes they had identified. He also had concerns about overlapping of agenda items and prolonged meetings. Chair Petersen continued by asking the Commission to keep in mind how the decisions made in this process might affect the future subarea plan. Commissioner Givens and Vice-Chair McInnis agreed with her comments. Commissioner Strobel inquired about the possibility to reduce the scope of work to focus on the fossil fuel industries and potentially defer other uses to be under the subarea plan. Also with the limited preparation time, he mentioned the idea of reporting to the City Council that the Commission was making notable progress but still would need more time to formulate recommendations. Additionally, Commissioner Torrez wanted to ensure all public comments were taken into consideration and reflected in the scope of

work, adding that she would also like to hear from subject matter experts on the various components of this project. Commissioner Horne was also concerned about the aggressive timeline proposed.

Commissioner Edmonds moved to approve the proposed scope of work for the Tideflats Non-Interim Regulations with the modifications as recommended by staff. Commissioner Strobel seconded the motion. It passed unanimously.

Commissioner Edmonds moved to set a special meeting for January 13, 2021 for a listening session. Commissioner Torrez seconded the motion. It passed unanimously.

### **3. Election of Chair and Vice-Chair for 2020-2021**

Lihuang Wung, Planning Services Division, informed the Commission that the election of Chair and Vice-Chair should have been conducted in September, but was delayed due to the pandemic and other priorities. The Chair and Vice-Chair elected at this meeting would start serving at the following meeting until September 2021.

Chair Petersen was nominated to remain serving as Chair, and Vice-Chair McInnis to continue as Vice-Chair. Commissioner Strobel made a motion to secure the aforementioned nominations. The motion was seconded by Commissioner Santhuff and passed unanimously.

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

- 1) Agenda for December 16, 2020 meeting includes:
  - Urban Design Studio
  - Home In Tacoma Project
  - 2020 Year-in-Review
- 2) Agenda for January 6, 2021 meeting includes:
  - Tideflats Non-Interim Regulations
- 3) Agenda for January 13, 2021 special meeting includes:
  - Tideflats Non-Interim Regulations – Listening Session

### **F. COMMUNICATION ITEMS**

The Commission acknowledged receipt of communication items on the agenda.

Brian Boudet, Planning Division Manager, reported to the Commission of the following:

- The City Council had finalized the 2021-2022 Biennial Budget process and approved funding for a neighborhood planning effort in 2021.
- The City Council had conducted a public hearing and study session for the 2020 Annual Amendment on November 24<sup>th</sup> and the first reading of three ordinances adopting the three respective applications on December 1<sup>st</sup>. Public comments received by the Council were primarily on the View Sensitive District and similar to what the Commission had heard. The Council would make their decision on December 8, 2020.

### **G. ADJOURNMENT**

The meeting was adjourned at 8:27 p.m.

*\*These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit: [http://www.cityoftacoma.org/government/committees\\_boards\\_commissions/planning\\_commission/agendas\\_and\\_minutes/](http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/)*



**To:** Planning Commission  
**From:** Elliott Barnett, Planning Services Division  
**Subject:** **Home In Tacoma Project: Workshop**  
**Date:** December 9, 2020  
**For the Meeting of:** December 16, 2020

**Action Requested:** Provide direction on preliminary actions recommendations

### Discussion

At this meeting, the Commission will debrief to confirm key themes from the November workshop, then discuss and provide feedback on preliminary recommendations intended to reflect that guidance. This package is not meant to be final—its purpose is to see where there is agreement and identify changes. The Commission’s direction on these preliminary actions will also provide the level of detail needed for the next phase of analysis.

After the meeting, the project team will run the preliminary recommendations package through focused analysis and vetting. Root Policy Research will conduct market feasibility to understand how these proposals will likely play out in terms of cost of construction and affordability of units produced. Staff will reach out to City departments and housing stakeholders to evaluate feasibility and potential impacts. Meanwhile, the housing choice survey is underway to gauge community perspectives on infill. These efforts will provide insights into the community’s support, likely outcomes in terms of housing production, and potential impacts. On February 3, 2020, the Commission will review the outcomes of these analysis and engagement efforts to provide direction on finalizing a public review package. The analysis will also inform an environmental review by the City.

In reviewing the package please consider the following key questions:

- Did we capture your intent from the workshop?
- How would you change the preliminary recommendations to better implement the intent?
- Are there issues which you do not see addressed?
- What impacts from these proposals would raise concerns to you?
- What obstacles do you see to moving forward and how can we address them?

For reference, we are attaching the current Future Land Use Map and policies table, as well as input from recent engagement efforts.

### Project Updates

- Housing Equity Taskforce – working toward recommendations at their January meeting
- AHAS Technical Advisory Group – monthly discussions ongoing
- City Commissions and community briefings are underway, including — Landmarks Preservation Commission, Sustainable Tacoma Commission, Transportation Commission, Commission on Disabilities, Mayor’s Youth Commission, Commission on Immigrant and



Refugee Affairs, Homeless Action Coalition, Black Collective, Asia Pacific Cultural Center, and Neighborhood Councils

- Survey is live – Spanish, Russian, Khmer and Vietnamese versions will be up soon
- Virtual café series starts with session on Tacoma’s Housing Crisis (December 18<sup>th</sup> at noon)

### **Project Overview**

As part of the City’s Affordable Housing Action Strategy, we are launching the **Home In Tacoma** project to evaluate diverse housing types and affordable housing incentives options throughout Tacoma. The intent is to increase housing supply, create affordable housing options, and increase the choice of housing types throughout our neighborhoods. For more information, visit [www.cityoftacoma.org/homeintacoma](http://www.cityoftacoma.org/homeintacoma).

### **Prior Commission, Taskforce and Council Actions**

- Planning Commission workshop (11/18/20)
- City Council Study Session (11/10/20)
- Housing Equity Taskforce meetings (09/10/20, 10/08/20, 11/05/20, 12/03/20)
- Planning Commission Project Launch (09/02/20)
- Planning Commission Finalize Project Scope of Work (05/06/20)
- Planning Commission Public Hearing (02/19/20)
- Planning Commission authorized 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**

- Planning Commission provides guidance to finalize the draft package for public review (02/03/21)

### **Staff Contact**

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

### **Attachments**

1. Preliminary Recommendations – Discussion outline
2. Mentimeter exercises (Planning Commission, Sustainable Tacoma Commission, Housing Equity Taskforce)
3. Developer Focus Group meeting notes
4. Urban Form Chapter Future Land Use table

c. Peter Huffman, Director

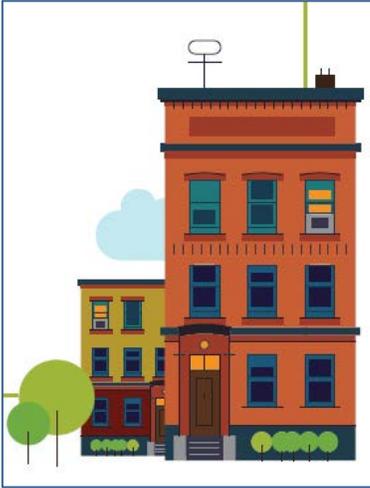
## Home in Tacoma Project

### PLANNING COMMISSION

### Preliminary Recommendations

### *Discussion Guide*

*December 16, 2020*



Staff request that the Commission provide guidance on these preliminary recommendations. The project team developed them based on Planning Commission direction to date, as well as on ongoing engagement and analysis. This memo also summarizes key themes from the November 18, 2020 workshop.

Once the Commission has weighed in, the project team will conduct feasibility and growth analyses of these potential actions to estimate how they would likely affect housing supply, affordability and choice. At the February 3, 2021 meeting, staff will also report on the Housing Choice Survey results, consultations with multiple stakeholder groups, and impacts and feasibility considerations. Staff will then ask the Commission to provide direction on which of these actions will be included in the public review draft.

### **Summary of preliminary recommendations**

#### Land Use/Zoning/Standards Actions

1. Change Single-Family Land Use to Low-Density Residential
2. Expand mid-scale residential along Corridors
3. Create mid-scale residential transition zones around Centers
4. Establish design guidance for infill housing
5. Modify lot, parking and access standards to remove barriers to infill

#### Housing policy guidance

1. Set housing targets by income range
2. Refine policy guidance for affordability incentives and requirements
3. Clarify the priority placed on parking relative to housing affordability
4. Establish a City anti-displacement strategy
5. Provide tools to promote reuse of existing structures
6. Establish policies to achieve antiracism goals in housing

#### Administrative/supportive actions

1. Development barriers review
2. Technical support and education

## Planning Commission Workshop – themes

At the November 18, 2020 workshop, the Commission held a fruitful discussion of the guiding principles, policy options, and issues including design and tradeoffs for achieving affordable housing supply. We heard the following as key themes:

- Creating fertile conditions for missing middle to develop is a top priority for achieving Tacoma’s housing goals
- Infill housing should respect existing neighborhood character
- A range of missing middle housing is appropriate depending on the neighborhood context (i.e., we need a nuanced approach)
- Scale, accessibility, orientation to the street, and affordability are important considerations to infill strategies
- Concerns that missing middle will not meet the greatest housing needs of very low income families
- Prioritize affordability to prevent displacement of existing residents

Based on that guidance, and informed by ongoing stakeholder engagement and analysis, we have updated the draft guiding principles and prepared this outline of preliminary recommended actions.

## Guiding Principles for Housing Growth Strategy Changes

The updated guiding principles include three potential versions of the principle regarding affordability incentives, for discussion purposes.

1. Tacoma’s growth strategy should accommodate new demand and existing residents with a full range of housing choices to serve the spectrum of needs while minimizing the displacement of residents who are not served by the private market
2. Dense development should be concentrated in centers and corridors with mid-scale transition zones into lower-scale neighborhoods
3. A range of Missing middle infill housing types should be allowed in existing neighborhoods
4. Missing middle infill should be compatible in design and scale to minimize disruption in existing neighborhoods while providing opportunities for increased density through a form-based approach
5. Tacoma should use a range of tools, including affordability incentives/requirements, to produce housing that is affordable for lower income households not served by the housing market
6. Development incentives should produce units affordable to less than 80% AMI within the market framework (projects should pencil) [OR](#)
7. Development incentives should be designed to build a reliable source of funding to develop deeply affordable units <30% AMI with nonprofit partners

# Preliminary Recommendations

## Shifting from single-family to low-scale residential

*Promote Missing Middle Housing infill by shifting from use-based system to a form-based system intended to ensure that infill fits with neighborhood patterns*

### LAND USE & ZONING:

#### Change the Single-family Land Use Designation to “Low-Scale Residential”

##### Avoid directing growth to sensitive areas:

- Growth in Critical areas, Airport Compatibility Overlay District, Shorelines and other sensitive areas should be avoided to protect resources and reduce hazards

##### Establish a new target density range (for planning purposes), and supportive policies:

- The current Single-family density range is 6 to 12 dwellings/acre (net)
- Missing Middle Housing types can range from 14 to 30+ dwellings/acre (net)

##### Allow more infill housing types:

- The following housing types become Permitted (in most circumstances)
  - Small lot single-family
  - 2-units (duplex, townhouse)
  - 3-units (triplex, townhouse, house + 2 ADUs)
  - Cottage housing
  - Shared housing/cohousing
- The following housing types are Permitted in some circumstances (for example, large lots, corner lots, lots with alleys):
  - Fourplex
  - Small multifamily (5 to 12 units)
  - Tiny/mobile homes

### STANDARDS:

#### Update standards to facilitate infill and ensure compatibility

##### Compatible scale & design:

- Building bulk (height, width and depth) compatible with houses
- Functional yards/open space onsite, require street trees
- Design standards for specific housing types (such as townhouses, or cottages)

##### Make more space (by restoring traditional neighborhood patterns):

- Reduce minimum lot sizes (as low as 2500 sf) and widths (as low as 25 feet)
- Consider setback reductions (for example, the current front setback is 20 feet)
- Review code for barriers to infill housing

##### Pedestrian priority:

- Reduce parking requirements from 2 per unit to 1 (also makes space and reduces cost)
- Encourage alley access for cars
- Building and pedestrian orientation to street & sidewalk
- Encourage new housing with fewer physical barriers (“visitable”)

##### Support infill with infrastructure and services:

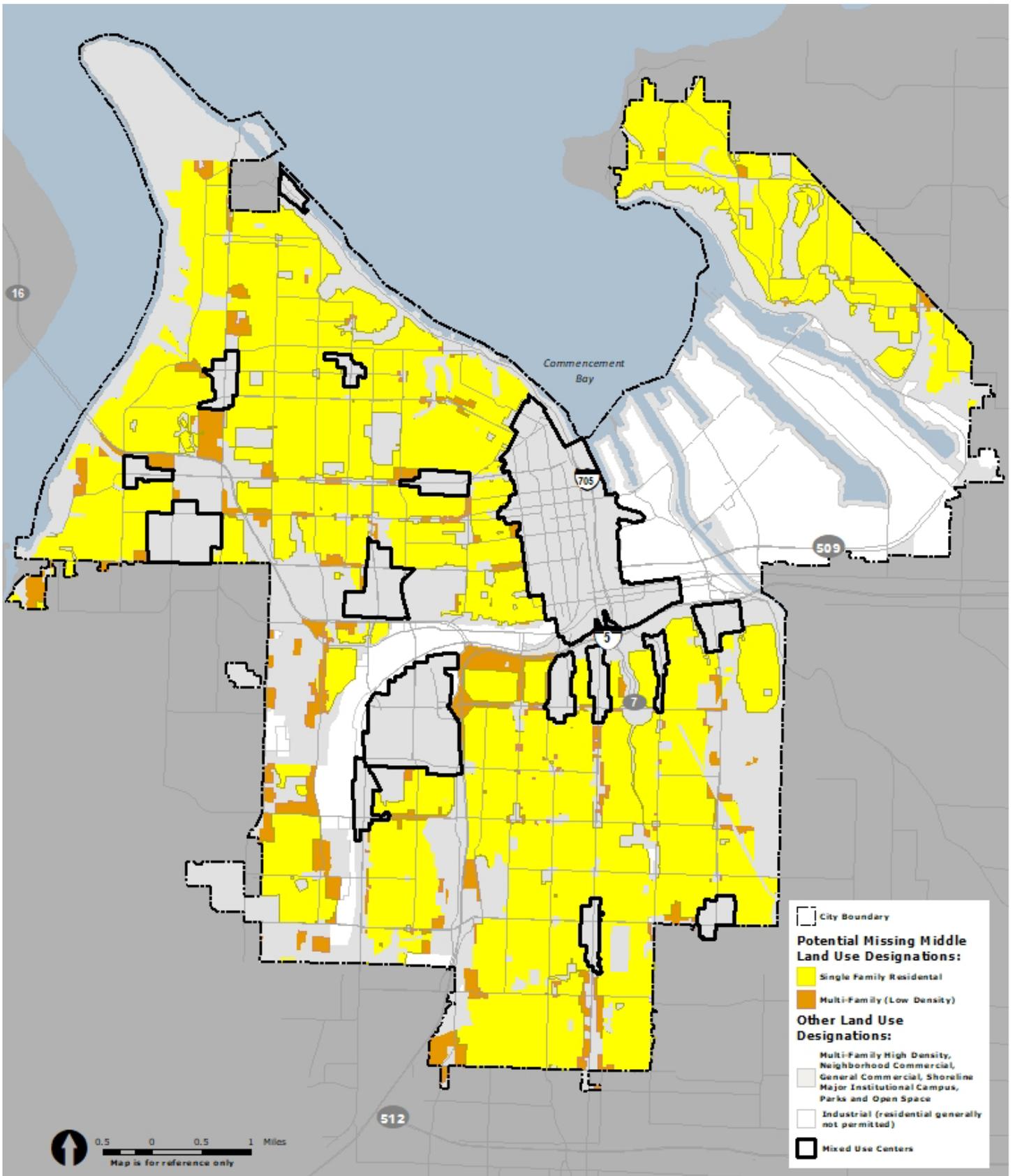
- Work with service providers to update utilities and infrastructure standards
- Work with transit, emergency services, schools and other providers on service planning

### AFFORDABILITY INCENTIVES:

#### Utilize affordable housing incentives to target unmet need, where they can work with the market or support affordable housing providers

- Offer density & housing type flexibility bonuses for larger projects which include affordability
- Offer bonuses & flexibility to nonprofits & churches with an affordable housing mission
- Require affordability in exchange for residential upzones

# Potential Low-scale Residential Neighborhoods



# Expanding medium-scale residential neighborhoods

*Create more space for a moderate urban scale, walkable and transit-served housing serving as a transition between Centers and Corridors and low-scale neighborhoods*

## LAND USE & ZONING:

### Apply the Multi-family (Low-Density) Future Land Use Designation in more areas

- This FLUM designation allows a range of low to moderate scale multifamily housing

### Evaluate the current target density of Multi-family Low Density Designation, along with policies:

- The current Multi-family (low-density) target range is 14 to 36 dwellings/acre (net)
- With more flexibility, the appropriate density may be higher than the current range

### Apply the Multifamily Low Density designation to Corridors

- Corridors are transit-served & connect Centers/neighborhood business districts
- Establish Low-density Multifamily as a baseline, pending future corridor planning efforts

### Apply Multi-family Low-Density designation within easy walking distance of Corridors

- Creates more housing within easy walking distance from Corridors (such as ¼-mile distance)
- Creates mid-scale transition areas to surrounding low-scale neighborhoods

### Apply the Multi-family Low-Density designation within easy walking distance of Centers

- Creates more housing within easy walking distance from Corridors (such as ¼-mile distance)
- Creates mid-scale transition areas to surrounding low-scale neighborhoods

### Allow most housing types:

- Allow mid-scale multi-family housing, in addition to those allowed in low-scale neighborhoods

## STANDARDS:

### Update standards for more urban, moderate-scale housing and to promote smoother transitions

#### A more urban scale & design features:

- Building bulk (height, width and depth) mid-scale between houses and denser areas
- Smaller yards and onsite open space
- Reduced minimum lot sizes and widths
- Reduced setbacks
- Transition standards for abutting low-scale neighborhoods
- Require street trees
- Design standards for specific housing types (such as courtyard apartments)

#### Pedestrian priority:

- Parking – 1 or fewer stalls per unit
- Encourage alley access for cars
- Building and pedestrian orientation to street & sidewalk
- Encourage “visitability”; ADA accessibility required for larger buildings

#### Support infill with infrastructure and services:

- Work with service providers to update utilities and infrastructure standards
- Work with transit, emergency services, schools and other providers on service planning

## AFFORDABILITY INCENTIVES:

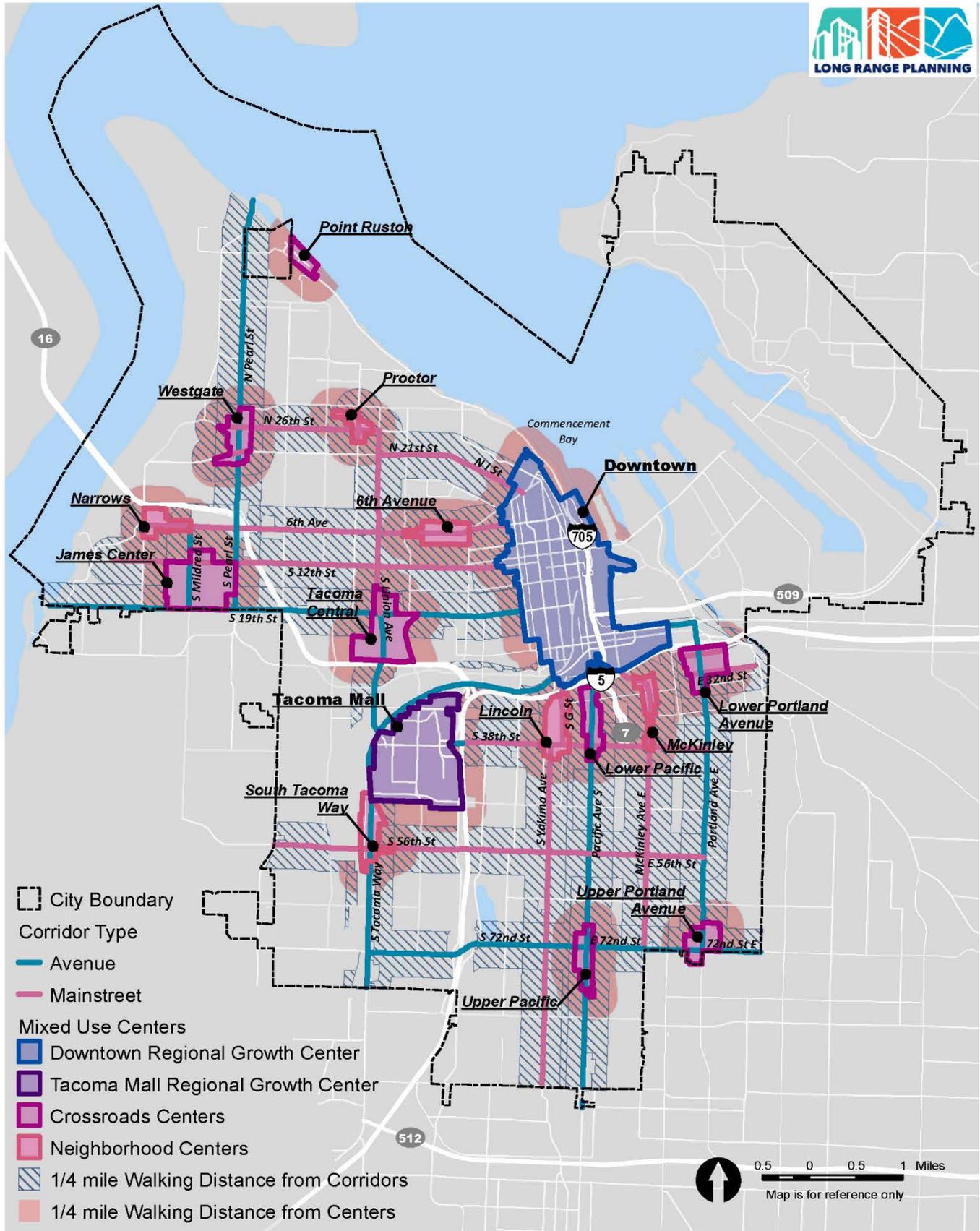
### Utilize affordable housing incentives where they can work with the market

- Offer bonuses (height, density, reduced parking) in exchange for affordable units
- Extend Multifamily Tax Exemptions (in some or all mid-scale residential areas), tied to affordability (the 12-year option)

# Potential Additional Medium-Scale Residential Neighborhoods



Document Path: Z:\GADS\R2018\R286\MXD\P117\_Potential Additional Medium-scale Residential Neighborhoods 8x11 120920.mxd Author Name: aabramovich



# Housing policy guidance

Policy and strategic guidance needed to support housing supply, choice and affordability and guide housing growth strategy changes

## **Set housing growth targets for different household income levels:**

The One Tacoma Plan currently has only one housing growth target tied to affordability—that 25% of new housing should be affordable to households earning 80% of AMI. What should City targets be for:

- Production of housing affordable at moderately low incomes (80% of AMI)
- Production of housing affordable at low incomes (50% of AMI)
- Production of housing affordable at very low incomes (30% of AMI)

The City also needs to clarify what housing growth strategies can serve each of these income levels. Strategies are likely to include an increasing public interventions as incomes are lower.

## **Refine policy guidance for affordability incentives and requirements:**

The private market is not likely to generate housing affordable below some income threshold, leaving unmet need for lower income households. Serving that unmet need is the purpose of affordability incentives (or requirements). The project will apply market analysis to adopt policy guidance addressing the following questions:

- How can the City make the most effective use of its limited capacity to offer bonuses?
- Is there a particular income range that would be the best served by these tools?
- What bonuses are both consistent with Tacoma’s growth vision and of significant value to developers?
- Should strategies be tailored for different areas of the City?
- How does the city need to change our regulatory structure to work better?

## **Clarify the priority placed on parking relative to housing goals:**

Parking is a big part of the cost of development and takes up space which could be used for housing. Over time the Council has generally reduced parking requirements, and this may continue through the Home In Tacoma Project. Through this effort we will seek to clarify the City’s policy intent for off-street parking as it interfaces with housing goals. What is the right balance?

## **Establish a City anti-displacement strategy:**

Lower income Tacoma residents are already experiencing displacement, and displacement risk will continue to increase as the city and region grow. What tools can the City put into place to reduce displacement risk or address its impacts? This effort will identify tools that the City can bring to bear, including affordable housing production, to help people, businesses and institutions to remain in their neighborhoods.

## **Provide tools to promote reuse of existing structures:**

Allowing infill housing will accelerate the rate of change in existing neighborhoods. How can the City balance housing supply goals with preserving viable existing housing? This effort will identify policy options to strike the best balance.

## **Establish policies to achieve antiracism goals in housing:**

People of color are less likely to live in high opportunity areas, and today’s neighborhoods continue to reflect past systematic racism through redlining and restrictive covenants. What strategies can the City take to promote equitable access to opportunity for housing and accumulating family wealth for people of color?

## Administrative/Supportive actions

Administrative, permitting, educational, technical and other actions the City can take to support infill housing development

### Development barriers review

The City and TPU are responsible for ensuring safety, functionality and consistency with applicable rules and standards for new development. However, building, utility and infrastructure permitting cost/timeline and construction costs drive up the cost of developing new housing units. This effort will identify potential to lower the cost of developing and maintaining infill housing by:

- Assessing building, utility and infrastructure standards for opportunities to promote infill housing, while ensuring consistency with legal, functional and safety requirements
- Assessing the potential for permit and/or utility fee subsidies or waivers
- Assessing potential to use conservation methods to reduce ongoing household expenses
- Streamlining the permitting process for new infill housing projects

### Technical support and education

The City is also exploring how to support infill development with information and education. Potential actions include the following:

- Providing preapproved Accessory Dwelling Unit plans or other guidance
- Providing design guidance for other infill housing types
- Providing how-to guides for homeowners and developers for infill housing
- Working to build development and finance industry comfort with Missing Middle Housing types
- If funding were available, partnering with the finance industry to assist with financing for infill housing types

## PROJECT STATUS:

### Inputs utilized to develop preliminary recommendations

- Comprehensive Plan, Affordable Housing Action Strategy, Council policy direction (see Scoping Report)
- Planning Commission Scoping Process
- Planning Commission Workshop (November 18, 2020)
- Consultation with the Housing Equity Taskforce, AHAS Technical Advisory Group and City Commissions (Sustainable Tacoma Commission) to date
- Developer Focus Group input (November 12, 2020)
- Draft Housing Needs Assessment

### Next steps

- Market analysis to estimate change to housing production by housing type and price points
- Consultation with additional City Commissions and stakeholder groups
- Housing Equity Taskforce recommendations coming in January
- Departmental and environmental review
- Housing Choice Survey results
- Develop near-term code changes

The Commission will review these inputs along with a preliminary draft package at its February 3, 2021 meeting. At that meeting, staff will ask for direction to finalize the public review draft package later in February.

### What will be in the public review package?

Housing Action Plan: The analysis and full list of housing growth strategy actions to be implemented over time

One Tacoma Comprehensive Plan: Housing Element and Urban Form Element changes to reflect policy direction

Near-term code changes: Changes to address known code issues, for consistency with state law, and to update the Affordable Housing Incentives Administrative Code

SEPA determination: City review of potential environmental impacts and mitigation actions as warranted

### What comes after June 2021?

The City Council has directed staff and the Commission to provide zoning and development standards updates to implement the adopted policy direction by December of 2021. This package will include:

1. Zoning changes to implement adopted housing growth strategy changes
2. Standards updates to implement adopted housing growth strategy changes
3. Incentive bonus program changes
4. Actions to support implementation or address impacts
5. Administrative/process/educational actions



## Planning Commission Workshop - Nov. 18, 2020

### Home In Tacoma Project - DISCUSSION

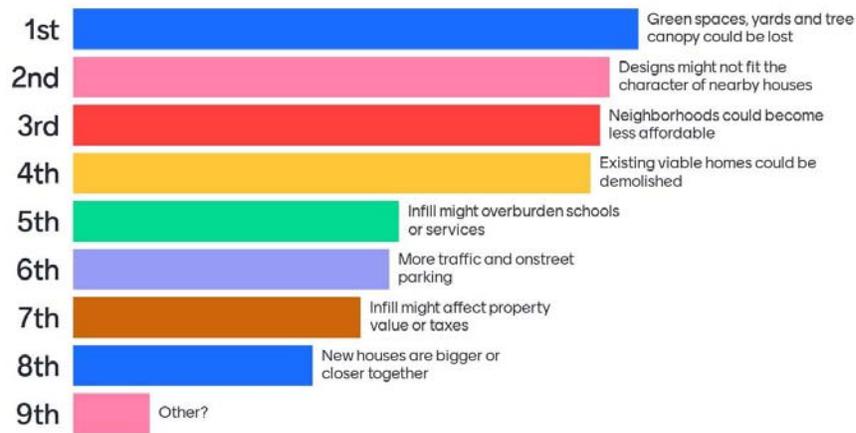
- Guiding Principles
- Infill (Missing Middle)
- Incentives (higher density housing)



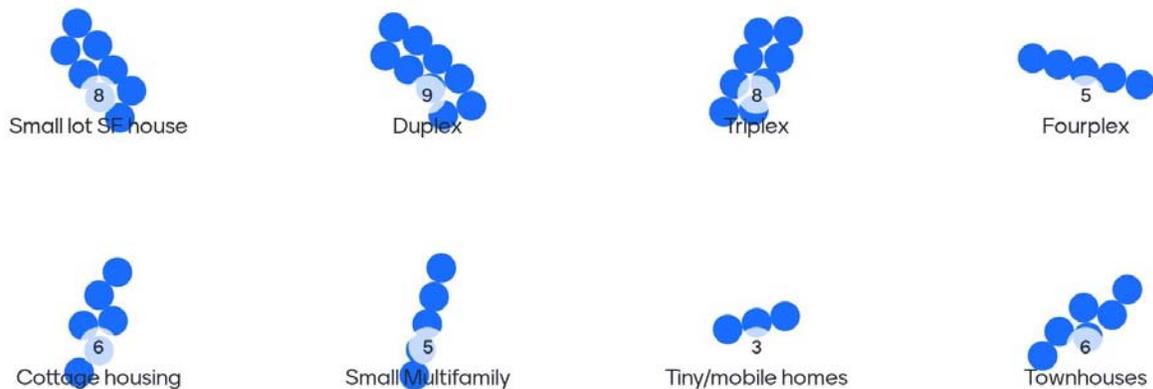
### Home In Tacoma Project: Guiding Principles



# Infill: Rank potential concerns about infill (from biggest to smallest)



# Infill: What Missing Middle housing types are appropriate in established neighbors?





# Incentives: What potential concerns do you have regarding higher density development?

Mentimeter



# Incentives: What tradeoffs are you willing to make to build more units?

Mentimeter



**Incentives: Incentives work through the market to serve unmet need. How can we calibrate our tools to be most effective?**

 Mentimeter



**What else do you want to tell us? What have we missed? Take-homes?**

 Mentimeter





# HET Meeting

Dec. 3, 2020

Objective: Build concurrence on equity & antiracism housing recommendations.

Next step: Take formal action (at the January meeting) to forward HET recommendations.

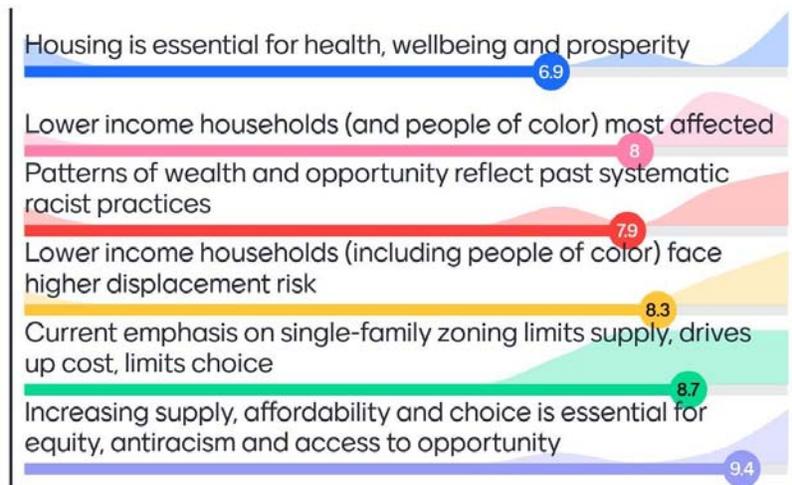


## Discussion Guide

- Findings
- Guiding principles
- Achieving balance with MM housing
- Equity concerns
- Infill Design
- Tradeoffs for more housing
- Supportive actions



# Equity and antiracism findings



# What should be added or changed?

City needs more access to funding and creative financing leading to home ownership	We need more local, living wage job opportunities to elevate individual incomes so households can choose the housing they desire.	Housing styles and preferences may reflect cultural heritages.
This is not just an issue that low-income or people of color experience- we need to make it clear that this is an issue that affects us all	Tackling housing issue is more important than playing politics	Our current lack of affordable housing continues to keep Black families from growing wealth.
We have some great walkable neighborhoods in Tacoma, but not everyone has the choice to live in them because there isn't vacancy at price points for all incomes	understanding what being cost-burdened means and how to avoid it to avoid displacement	Consider the extra costs that come with multi-family/attached housing (e.g., associate dues, special assessments)



# What should be added or changed?

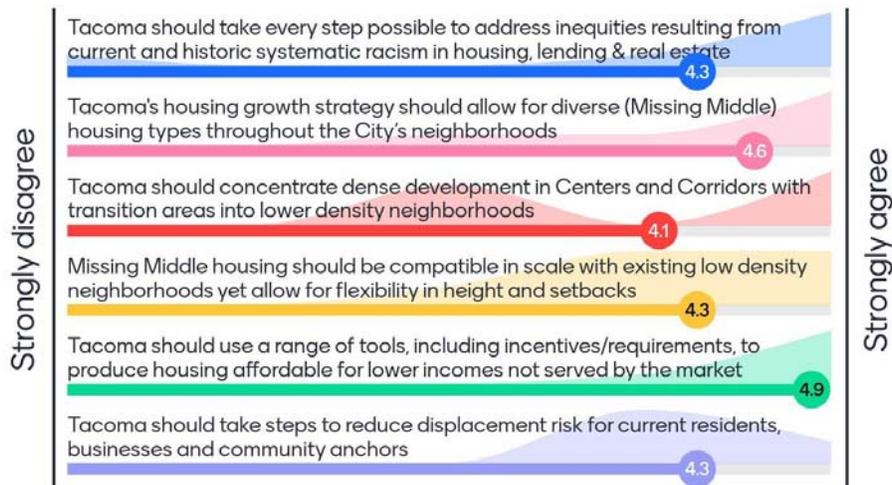
options for housing- homebuying is not the end all be all nor is it for everyone

The needs of very low income households are not being addressed by the current system of incentives for developing housing.

Parking costs are normally bundled into the cost of an apartment or condo, regardless of whether they are needed by the people renting the unit



# Guiding Principles



# What should be added or changed?

We need to audit lending and appraisal practices

Conduct a very solid community education program that presents changes as positive solutions rather than permanent challenges

Collaboration with neighboring jurisdictions (this is not just a Tacoma problem)

We need to think about flexibility when it comes to smaller multi family projects so that zoning doesn't hinder the location of infill

Special assessments to address deferred public utilities/facilities is not very fair

Neighborhoods with lower income people and diversity are concentrated in the city should have better infrastructure to support housing choice in those neighborhoods

Refer to cities where this type of growth has been positive when presenting and educating public

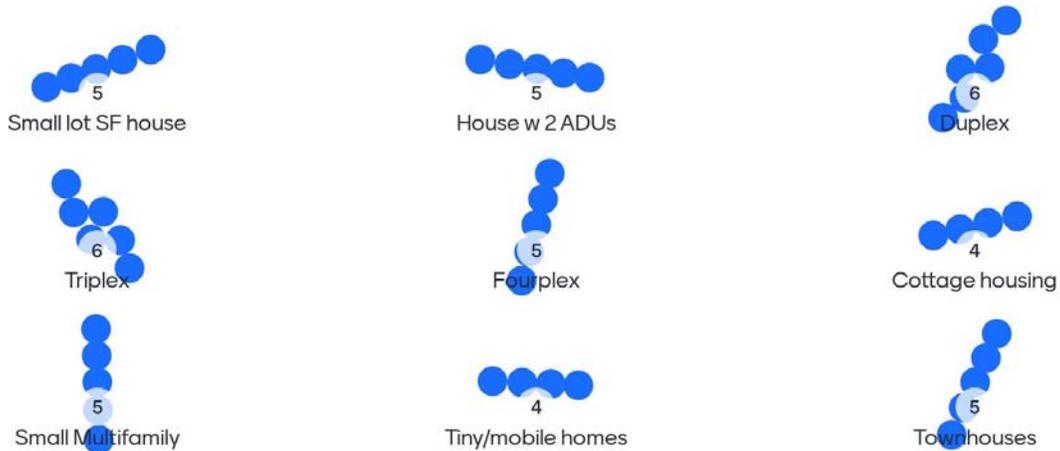


<p>SF House &amp; ADUs</p>   <p>Small lot SF house</p>	<p>Duplex, triplex</p>   <p>Tiny/mobile house</p>	<p>Cottage housing</p>   <p>Townhouses</p>	<p>Fourplex</p>   <p>Small multifamily</p>
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# Infill: What Missing Middle housing types are appropriate in established neighbors?

Mentimeter



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# Infill concerns

Mentimeter

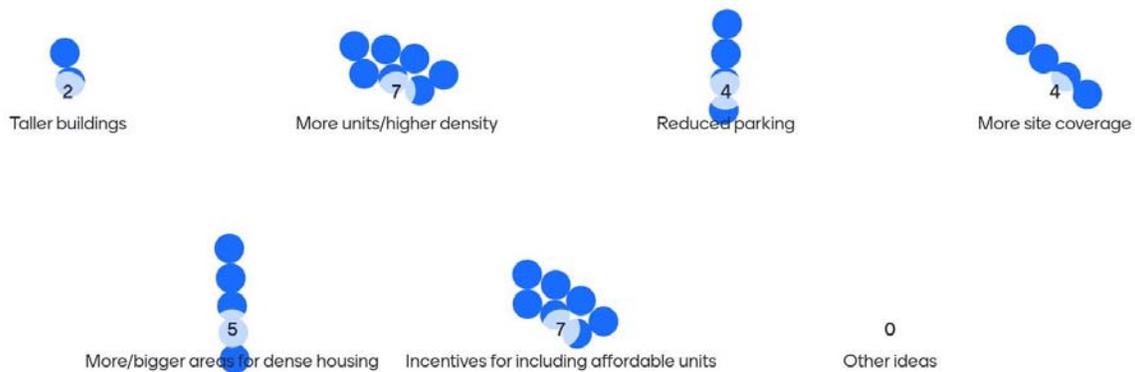


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# What design features are the most critical for infill?



# What tradeoffs are you willing to make to build more units?



# Supportive Actions



# Imagine a more equitable future







Home In Tacoma Project - DISCUSSION



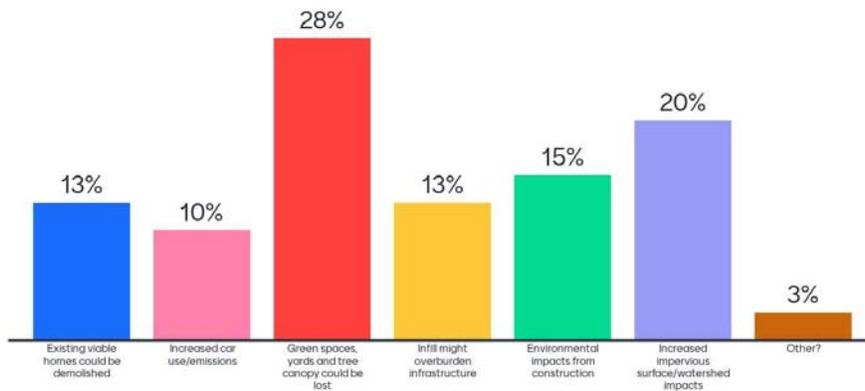
# Sustainable Tacoma Commission

## Nov. 19, 2020





# What potential concerns do you have about infill from an environmental perspective?



# How can sustainability and housing actions leverage each other?

Leverage TOD	Density and walkability directly tie into environmental outcomes, including lowering GHG impacts.	Density is green and is the best path forward to sustainability, so infill is essential.
By creating affordable housing for marginalized communities that also prioritizes environmental safety and quality of life.	Choice of housing actions directly impact energy use, pollution, equity and community.	Building up and while preserving green areas, and developing around transit hubs. Development and transit have to be done together as its difficult and expensive to retro fit transit to fit a landscape.
Make opportunities and development equitable. Center investments in low opportunity neighborhoods. Compensate Community members to be part of planning	but resources into the small business districts and encourage density in those areas	Carbon neutral buildings and homes that are self sustainable and have grocery stores and amenities nearby or at street level if building up.



# How can sustainability and housing actions leverage each other?

Create a culture of growing and raising food at home

Tiny house communities



## MEMORANDUM

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**To:** City of Tacoma  
**From:** Julia Jones  
**Re:** Notes from Developer Focus Group on 11/12/2020  
**Date:** November 13, 2020

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### Introductions

- *Ken Miller—we are DADU homes. We build better cities one small house a time. Build in people's backyard in Tacoma, Pierce County, and South Sound. Started in public housing has been around housing policy.*
- *Michael Mirra—Executive director of Tacoma Housing Authority the largest source of affordable housing dollars in South PS—focus on the neediest. Main way is help folks pay their rent through rental assistance (serve 4,000 households that way). Very much a demand-oriented program that is not working well in Tacoma—trouble with vouchers keeping up with rising rents, low vacancy rates. The 2<sup>nd</sup> way we help people is by building affordable housing developments—we serve 1,500 folks that way. The 3<sup>d</sup> way is we help nonprofits who share our mission to develop affordable housing—help to finance and develop it, sometimes we give land, sometimes we guarantee rents.*
- *Jill Sousa—Residential architect in Tacoma. I do mostly custom homes, working not on speculative market. Also designs ADUs and has worked with Ken Miller at DADU.*
- *Ryan Meacham—Real estate for 20 years in Tacoma and Pierce County. Recently, in the past 5 years, started building infill housing in small lot developments and small multifamily in neighborhood commercial zoning—squeezing in units typically less than 4 units. Working price range for single family homes is \$500-\$800 thousand and for multifamily 1-2-bedroom smaller units rents are \$1,000 to \$1,700 throughout Tacoma.*
- *Ken Miller—Jill is also working with the City of Renton to create ADU plans.*
- *Elliott—with long range planning at City of Tacoma.*
- *Debbie—City economic development multifamily tax exemption program.*
- *Reggie—Louis Rudolph homes. He has background in single family housing and is committed to building in Tacoma. Focus on what is known as missing middle duplexes, fourplexes, building on infill lots. Optimistic to make code changes as early as next spring. Supply and demand drive everything. The permitting process needs to work more efficiently to create more inventory.*
- *Kathy—Heads up real estate development for Tacoma Housing Authority. They are doing extensive work in hilltop—a number of people would like to take existing homes and*

*turn part of it into a rental unit and keep living there. Folks need help with how to go through permit process to build a small house on the lot. They look at this as an opportunity to build wealth. Give residents the tools they need to do this!*

- *Amanda—Executive Director of Tacoma-Pierce County Affordable Housing Consortia.*
- *Cathy Reines—With HOST development a multifamily developer. They have completed 2 projects in Tacoma one in district, one downtown. They broke ground on MLK recently and have a relationship with THA through CHAPS program—providing housing for students in the County looking to continue to expand in Tacoma market. Affordable housing is the primary mission for our company.*
- *Eric Greene—Pacific wall systems in Olympia. Working with other cities on ADU and affordable housing plans.*

## Housing Market/Demand

Let's first talk about Tacoma's housing market in general. In your opinion, where is the largest demand for housing in terms of price points, for rental and for sale housing?

- *This question has been extensively answered. The need is greatest the lower you go and layer of supportive services as well over top as well.*
- *For ownership there are needs at almost all price ranges. Entry price ranges are being pushed out to other communities anything under \$350,000 there is a huge shortage. There is also a shortage from \$350,000-\$500,000—outside of that you can largely find homes.*

## Developing Housing in Tacoma

What needs to change in the code?

- *A few tweaks could help: daylight plane, reactions of neighbors, carriage house models most wise, adds mass to backyards, people who want them are in northend and the lots are not big enough.*
- *Daylight plane, side setback and height—right now ADUs have to be below height of primary residence.*
- *Renton is going to try to have land use planner make these decisions if it will work, how high is your house etc. design compatibility is an issue, puts a lot of burden onto land use and planning to decide and give plan to the person, does it fit, does it fit setback?*
- *Would love to be able to build a plan, all the expertise is around site planning not building planning, architects and engineers are a choke point, Tacoma has a slobby slow process, absolutely no sense of momentum or urgency, its complex and needs expertise—opposite of the tone you want to convey.*
- *There are so many regulations. Can we have preapproved site plans for these things? Hard to get it done, get into the city and everyone is energetic about making it work then*

*it turns into a cumbersome process. You have to understand every nuance to get anything through code.*

Is this a criticism of the code itself or the process?

- *Too many different aspects of code and different departments have different opinion about how things need to be done. Nothing consolidated into one section—code is too scattered out—intent of the planners are gracious.*
- *Example: fire department if you have a 100 foot lot you might have to sprinkler the ADU which comes from Curb—other jurisdictions are from the property line—also does a lot of attached ADUs because they were the first allowed—wise thing to do but takes some professional planning to figure out how to do it. A lot of people have them but people don't know about—allows people to stay in their home longer—give people a source of rental income would be a great policy.*
- *Redundancy in the review process on the site plan or building plan, we can easily today if a plan is approved through the city it does not need to be approved again. Don't review a plan more than once. The city is great the land use code is great best in the country the development department the way they look at stormwater management is excellent.*
- *Costs of permitting have gone up significantly over the last few years 25% to 30% within the top 5 line items in cost of construction. In February 2021, they may adopt new energy code which increases costs—difficulty in building inexpensive homes—boost prices up to cover these costs makes you lose entry level homes*
- *We haven't touched on the opportunities that rely on new technology waste management systems relieve the need for sewage hookup and excavation around the world developing new ways to build—not feasible in Tacoma.*
- *New stormwater management act add money to costs of development?*
- *Infiltration trench and splash box makes water go into the ground. Expensive items that have gone up in 2013 they were \$1,500 now \$4,000.*

## Tacoma's Existing Programs

Infill Pilot 2.0: Council updated the program in October 2020.

- *Read into existing pilot program and could not make the density map work couldn't make 1.5 cottages per lot could not make it work to sell OR keep as rentals. Currently, there is not enough of a bonus they had to build a single family home to get more money—was thinking 2.5 the density would make it worthwhile—open space requirements etc. are confusing.*
- *Without the recent changes, what did you think of the original pilot program?*

- *Density and open space were the issue—single family returned so much more it didn't make any sense also cannot build more contemporary—roof pitches etc were given.*
- *There is potential in multifamily to collaborate with single family and create a neighborhood with different types of housing units each of us tends to focus on what we do best, from regulators perspective just looks like one thing. How do we design in a more integrated way?*
- *Love the concept but have no idea how to make it happen*

If everything were aligned what is the minimum dollar amount to build a townhome?

- *\$140,000 to \$150,000*

Are there products that would be able to hit \$350,000 price point?

- *The city is currently considering upzoning R1 and R2 to R4 designation—that would be huge. The upzoning would create the opportunity to build more townhomes which is one answer to affordable housing at the entry level. This upzoning takes each lot and provides a 300% increase in the number of people that can reside on that lot. We would need to address parking for these lots. Personally, I think parking is overrated and units are more important than parking—parking will take care of itself.*

Would you deed restrict those units to ensure affordability?

- *Wouldn't have a problem if we did something similar to mixed use requirements. Could require up to 25% affordable without hurting the developer.*
- *There is an untapped market for townhomes—in entry level homebuyers would feel okay with shared walls. The other option is condominiums but liability is the issue there. Problem in Tacoma with townhomes is that land use is restrictive of them. For example, driveways are too wide. Overall, it seems to be a difficult path to design a siteplan to fit multiples townhomes in Tacoma.*

ADU update in 2019: Allowed detached ADUs in single-family zoning districts; Removed a requirement that the property owner occupy one of the dwellings; Reduced regulatory barriers and increased flexibility regarding lot size, building design, size and location; Included design, location and building controls intended to ensure that ADUs fit the scale and character of the surrounding neighborhood.

- *Offer a studio ADU that is 350 sq ft for \$75,000.*
- *Tacoma is the next city to really start moving, bigger projects coming to town, a lot of movement in larger markets, we need to get back into the smaller markets. ADU development is where we found a niche in southern Oregon to give lower rent to folks in an ADU. Residents are able to give affordable rent in their backyard, cities down there are waiving the fees for homeowners, enables people to build and get more product for their money.*

What price control is put in place?

- *These units don't have a rent cap but run with the common rent and ADUs rent a bit less, so it is more affordable \$800-\$1,100 a month virtually impossible in the city.*
- *Designing 20 some ADUs for rent to give to their citizens free. This takes cost of design out of it and getting fees eliminated for at least the first year.*
- *Similar 6 kits or plans in a kit style situation can buy it over the counter. These plans are proven and built multiple times cost and feasibility of that becomes much better.*
- *In Tacoma has been trying to warn people it is hard to put ADUs on the sites in Tacoma when you add restrictions up 50 foot wide lots can't fit some of the structures on, design compatibility—parking is one of the huge issues.*

Affordable Housing Incentives and Bonuses. Of the following initiatives the city has undertaken, with which do you have most experience? Have you considered taking advantage of the density bonuses? Why or why not? What would need to change to make you consider participating in the initiatives?

- *Commend MFTEP it allows us to push our rents down. All rents in these buildings are below 80% median income including utilities and high speed internet.*
- *We take advantage of the 12 year program. For us if we can get those costs out of annual operating expenses we can lower rents.*

Cost per door for multifamily units?

- *Close to the cost to build an ADU – come back to me to check*
- *Our costs depending on what we are building we are about \$130 to \$150 per square foot not including land.*
- *The city including Tacoma public utilities \$6-\$7k in permit fees \$9-\$10k utility hookups—these may be necessary but they are costs nonetheless – waiving some of these fees would be helpful.*
- *The people on the screen are not representative of the developer community. There is no guarantee for affordable rents.*
- *How does the city recapture some of the increase in value around public investment to avoid displacement? What percentage of resulting units affordable by requirement? What is the income target? What do you mean by affordability? What is the duration of the affordability?*
- *A project we just completed this year \$136,000 ALL COSTS INCLUDED per door average rent \$850 and 152 units.*

- *Another problem when Tacoma housing authority build units our costs are much higher than that due to the nature of financing. Private lenders and the City of Tacoma could bring down those costs if they chose to.*

What really moves the needle?

- *Use LIHTC program for multifamily and have a number of regulatory hoops. Have to pay prevailing wage rates, attorneys and accountants, highly regulated, requires a lot of oversight, local banks ladle fees on top of that.*
- *For us a simple change to be made—an extra floor of wood construction. This would be a building code change. Seattle has this and the potential is huge we could have generated another 30 units—most costs associate with that are fixed. This is a simple thing to be done in Tacoma if height limits support that. High rise building code is expensive no high rise really in Tacoma anyway not sure that is where they should go.*

Density bonuses—How much height? What could be changed?

- *With \$6,000 in waived fees, there is no direct correlation between that and a developer lowering their costs. If the city waived that \$6,000 what happens is the developer gets to inject xxx number into the local economy, that return on investment is huge. Right now we have a supply issue and we can't drive the price down if there is not more product. The tax incentive and ADU program have great value—also for the local jobs created here there are tons of subs in Tacoma/Pierce County going all the way to Seattle because not as much work here.*

How has the pandemic changed demand? Development costs? Program effectiveness?

- *For us demand has been fine, but driven by the fact they offer affordability. Delinquencies are a challenge—it's the retail workers by and large the group suffering with layoffs and furloughs, has been a challenge. There is a commitment from that group to maintain their housing. Because we manage our own properties, we are working with those individuals on payment plans and keeping people in units. Definitely seeing an uptick in delinquencies. No movements in development costs seeing some costs going up lumber for example probably stabilized because some went up some went down.*
- *Pandemics main impact: newly impoverished families, displacement and homelessness that is unprecedented, large real estate investment funds ready to buy out distressed properties, private subsidized market will turn to speculative out of state and exasperate the difficulties describing and put a greater premium of policies that need to resist market trends, market trends are unfavorable and going to get worse.*
- *THA main renter family is 25% of AMI really low and there are more of those families now they need 2 bedroom apartment rents of \$550-\$700 per month.*

- *Challenge for more and more as people are unemployed*
- *Need Mortgage lenders and landlords to give grace in this time—small landlords really struggling.*
- *Some of the other impacts of pandemic, lenders are not lending unless they have established relationships and they are cherry picking those projects, banks have capital but worried about the market, value of tax credits have dropped, but still have high construction costs supply chain breaking down.*
- *Every dime matters*
- *City of Tacoma is backing into a long term definition of itself affordability is a function of supply/demand increase supply or reduce demand—need to increase supply those who can will remove themselves from the market, leaving behind populations who cant go and are more expensive to serve.*

## Solutions to Specific Needs

- *Creating density near transportation is critical. With density comes lower costs because developers are able to maximize on the density and get rents down. Anything we can do to push rents down and put units near transit.*
- *Should also be talking about the terrible condition of Public Transportation in the city—unrealistic to have a no car environment in Tacoma at this time.*

## Closing

Thank you for your time.

- *How are we different from the BERK group who has studied this in the past? How are we different?*



## GOALS + POLICIES

### CITYWIDE DESIGN + DEVELOPMENT

.....

#### **GOAL UF-1 Guide development, growth, and infrastructure investment to support positive outcomes for all Tacomans.**

**Policy UF-1.1** Ensure that the Comprehensive Plan Land Use Map establishes and maintains land use designations that can accommodate planned population and employment growth. See Figure 2, Comprehensive Plan Future Land Use Map.

*Tacoma's growth target is for **127,000 NEW RESIDENTS** and **97,000 NEW JOBS** by 2040.*

#### **LAND USE DESIGNATIONS**

The Future Land Use Map illustrates the City's intended future land use pattern through the geographic distribution of residential and commercial areas, the designation of mixed-use and manufacturing/industrial centers, as well as shoreline and single-family detached designations. This land use distribution was a result of analysis of the urban form policies, existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals. Various types of zoning and land use may be permitted within each of the designations. The map is to be used in conjunction with the adopted policies of the Comprehensive Plan for any land use decision.

The land use designations are established by adoption of the Comprehensive Plan and amendments thereof. The Future Land Use Map is the official land use map of the City, and is maintained by the Planning and Development Services Department in an electronic format to facilitate its accurate use and implementation.

The Future Land Use Map and the designations in Table 3 on page 2-7 provide a basis for applying zoning districts and for making land use decisions. Policies should be considered and interpreted in accordance with the geographic characteristics of the mapped areas. Table 3 depicts the relationship between the land use designations and zoning classifications.

**Policy UF-1.2** Implement Comprehensive Plan land use designations through zoning designations and target densities shown in Table 3, Comprehensive Plan Land Use Designations and Corresponding Zoning.

**Policy UF-1.3** Promote the development of compact, complete and connected neighborhoods where residents have easy, convenient access to many of the places and services they use daily including grocery stores, restaurants, schools and parks, that support a variety of transportation options, and which are characterized by a vibrant mix of commercial and residential uses within an easy walk of home.

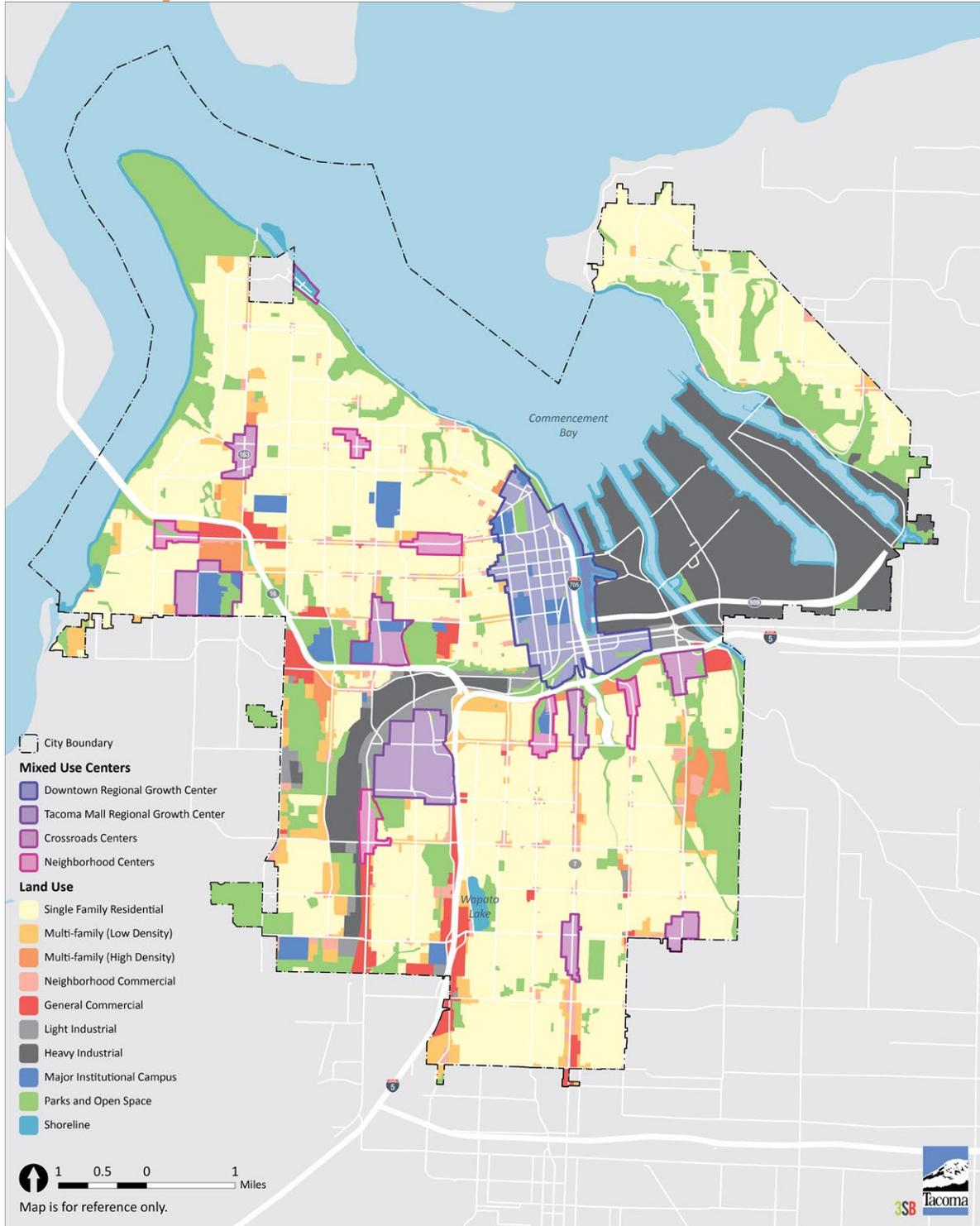


FIGURE 2. Comprehensive Plan Future Land Use Map

**TABLE 3.** Comprehensive Plan Future Land Use Designations and Corresponding Zoning

COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS	CORRESPONDING ZONING
<p><b>Single Family Residential</b></p> <p>Qualities associated with single-family residential designations that are desirable include: low noise levels, limited traffic, large setbacks, private yards, small scale buildings, and low-density development. Community facilities, such as parks, schools, day cares, and religious facilities are also desirable components of residential neighborhoods. Limited allowances for other types of residential development are also provided for in the single family designation with additional review to ensure compatibility with the desired, overarching single-family character. In some instances, such as the HMR-SRD, areas designated for single family residential development have an historic mix of residential densities and housing types which should be maintained while allowing for continued expansion of housing options consistent with the single family designation.</p> <p><i>Target Development Density: 6–12 dwelling units/net acre</i></p>	<p><b>R-1</b> Single-Family Dwelling District</p> <p><b>R-2</b> Single-Family Dwelling District</p> <p><b>R-2SRD</b> Residential Special Review District</p> <p><b>HMR-SRD</b> Historic Mixed Residential Special Review District</p>
<p><b>Multi-Family (low-density)</b></p> <p>This district enjoys many of the same qualities as single-family neighborhoods such as low traffic volumes and noise, larger setbacks, and small-scale development, while allowing for multi-family uses and increased density along with community facilities and institutions. The Multi-Family (low-density) district can often act as a transition between the single-family designation and the greater density and higher intensity uses that can be found in the Multi-Family (high density designation) or commercial or mixed-use designations. This designation is more transit-supportive than the Single Family Residential areas and is appropriate along transit routes and within walking distance of transit station areas.</p> <p><i>Target Development Density: 14–36 dwelling units/net acre</i></p>	<p><b>R-3</b> Two-Family Dwelling District</p> <p><b>R-4L</b> Low-Density Multiple-Family Dwelling District</p>
<p><b>Multi-Family (high-density)</b></p> <p>This designation allows for a wide range of residential housing types at medium and higher density levels, along with community facilities and institutions, and some limited commercial uses and mixed-use buildings. It is characterized by taller buildings, higher traffic volumes, reduced setbacks, limited private yard space, and greater noise levels. These areas are generally found in the central city and along major transportation corridors where there is increased access to public transportation and to employment centers.</p> <p><i>Target Development Density: 45–75 dwelling units/net acre</i></p>	<p><b>R-4</b> Multiple-Family Dwelling District</p> <p><b>R-5</b> Multiple-Family Dwelling District</p>

**COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS**

**CORRESPONDING ZONING**

**Neighborhood Commercial**

This designation is characterized primarily by small-scale neighborhood businesses with some residential and institutional uses. Uses within these areas have low to moderate traffic generation, shorter operating hours, smaller buildings and sites, and less signage than general commercial or mixed-use areas. There is a greater emphasis on small businesses and development that is compatible with nearby, lower intensity residential areas.

*Target Development Density: 14–36 dwelling units/net acre*

- C-1** General Neighborhood Commercial District
- T** Transitional District

**General Commercial**

This designation encompasses areas for medium to high intensity commercial uses which serves a large community base with a broad range of larger scale uses. These areas also allow for a wide variety of residential development, community facilities, institutional uses, and some limited production and storage uses. These areas are generally located along major transportation corridors, often with reasonably direct access to a highway. This designation is characterized by larger-scale buildings, longer operating hours, and moderate to high traffic generation.

*Target Development Density: 45–75 dwelling units/net acre*

- PDB** Planned Development Business District
- HM** Hospital Medical District
- C-2** General Community Commercial District

**Downtown Regional Growth Center**

The downtown center is the highest concentration of urban growth found anywhere in the city. It is the focal point for the city, the center of government, cultural, office, financial, transportation and other activities. This variety of day and night activities attracts visitors from throughout the city and region. The interstate freeway, major arterials, provides access and the center has both local and regional transit connections. Larger, often historic, buildings fronting on the sidewalk characterize the area. Pedestrian orientation is high. Parking is found along the street and within structures.

- DR** Downtown Residential District
- DMU** Downtown Mixed-Use District
- WR** Warehouse/Residential District
- DCC** Downtown Commercial Core District
- UCX-TD** Downtown Mixed-Use District

**Tacoma Mall Regional Growth Center**

The Tacoma Mall is a highly dense self-sufficient concentration of urban development. Buildings can range from one to twelve stories and activity is greater than in most areas of the city. It is an area of regional attraction and a focus for both the local and regional transit systems. Many major city arterials connect to the Tacoma Mall Regional Growth Center and nearby freeway access is present. Parking is provided both in surface lots and within structures. Internal streets and pathways provide connections among the developments within the center.

*Minimum Allowable Site Density: 25 dwelling units/net acre*

- UCX** Urban Center Mixed-Use District
- RCX** Residential Commercial Mixed-Use District
- URX** Urban Residential Mixed-Use District

## COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS

## CORRESPONDING ZONING

### Crossroads Center

The crossroads center is a concentration of commercial and/or institutional development that serves many nearby neighborhoods and generally includes a unique attraction that draws people from throughout the city. Some residential development may already be present, and there is a goal to have more residential development. It is directly accessible by arterials and local transit. Pedestrian accessibility is important within the center, but because of its focus on larger scale commercial development, the crossroads center continues to provide for automobile parking, preferably within structures.

*Minimum Allowable Development Density: 25 dwelling units/net acre*

**CCX** Community Commercial Mixed-Use District

**RCX** Residential Commercial Mixed-Use District

**HMX** Hospital Medical Mixed-Use District

**URX** Urban Residential Mixed-Use District

### Neighborhood Center

The neighborhood center is a concentrated mix of small- to medium-scale development that serves the daily needs of center residents, the immediate neighborhood, and areas beyond. Development contains a mix of residential and commercial uses, and the majority of parking is provided within structures. Buildings are generally up to six stories along the commercial corridors, up to three stories at the periphery of the centers near single-family districts, and up to four stories in areas between the core and the periphery. They are designed with a compatible character to adjacent residential neighborhoods. The design of the neighborhood center encourages pedestrians and bicyclists and its location on a major arterial makes it a convenient and frequent stop for local transit. The regional transit network also may directly serve some neighborhood centers.

*Minimum Allowable Development Density: 25 dwelling units/net acre*

**NCX** Neighborhood Commercial Mixed-Use District

**RCX** Residential Commercial Mixed-Use District

**CIX** Commercial Industrial Mixed-Use District

**HMX** Hospital Medical Mixed-Use District

**URX** Urban Residential Mixed-Use District

**NRX** Neighborhood Residential Mixed-Use District

### Light Industrial

This designation allows for a variety of industrial uses that are moderate in scale and impact, with lower noise, odors and traffic generation than heavy industrial uses. This designation may include various types of light manufacturing and warehousing and newer, clean and high-tech industries, along with commercial and some limited residential uses. These areas are often utilized as a buffer or transition between heavy industrial areas and less intensive commercial and/or residential areas.

**M-1** Light Industrial District

### Heavy Industrial

This designation is characterized by higher levels of noise and odors, large-scale production, large buildings and sites, extended operating hours, and heavy truck traffic. This designation requires access to major transportation corridors, often including heavy-haul truck routes and rail facilities. Commercial and institutional uses are limited and residential uses are generally prohibited.

**M-2** Heavy Industrial District

**PMI** Port Maritime & Industrial District

## COMPREHENSIVE PLAN FUTURE LAND USE DESIGNATIONS

## CORRESPONDING ZONING

### Parks and Open Space

This designation is intended to conserve and enhance open, natural and improved areas valuable for their environmental, recreational, green infrastructure and scenic character and the benefits they provide. The designation encompasses public and private parks and open space lands, with lands set aside for these purposes by the City of Tacoma and the Metropolitan Parks District forming the core of the designation. As more land is placed in conservation status by these agencies as well as other public and private entities, the extent of the designation will be expanded to include them.

The designation supports Tacoma's vision of an integrated parks and open space system that defines and enhances the built and natural environment, supports and nurtures plant and wildlife habitat, enhances and protects trees and the urban forest, preserves the capacity and water quality of the stormwater drainage system, offers recreational opportunities, and provides pedestrian and bicycle connections. Lands within this designation include both natural open space areas and active use parks and recreational areas. Natural open space is intended to be conserved and enhanced through habitat restoration and vegetation management to maximize its environmental and stormwater benefits, along with low-impact public access such as natural area trails and viewpoints, when appropriate. Parks and recreation lands are intended to provide opportunities for active recreation such as playfields and sports facilities, and urban amenities such as plazas, pocket parks and community gardens.

Additional, more specific policy direction regarding these types of areas is contained within the Environment and Watershed Health Element.

This designation is appropriate in all zoning classifications.

### Major Institutional Campus

This designation is intended for large institutional campuses that are centers of employment and that service a broader population than that of the neighborhood in which it is located. This designation includes hospitals, medical centers, colleges, universities, and high schools typically greater than 10 acres in size. The designation recognizes the unique characteristics of these institutions and is intended to accommodate the changing needs of the institution while enhancing the livability of surrounding residential neighborhoods and the viability of nearby business areas.

This designation is appropriate in all zoning classifications.



**To:** Planning Commission  
**From:** Mesa Sherriff, Senior Planner, Planning and Development Services  
**Subject:** **Urban Design Studio**  
**Meeting Date:** December 16, 2020  
**Memo Date:** December 3, 2020

**Action Requested**

Comment and Guidance.

**Discussion:**

At the previous meeting on November 4<sup>th</sup>, 2020, the project team led a workshop discussion with the Planning Commission on the operation of the Design Review Program and the content of Design Review once it is implemented. Specific themes discussed throughout the presentation were:

- a) Context + Scale
- b) Public Realm
- c) Built Form
- d) Sustainability

Building upon the workshop, on December 16<sup>th</sup>, 2020 the project team will present the draft design guidelines (attached for review) to the commission for comment and guidance. Fundamental to design review in Tacoma is the interpretation of these guidelines. This will be the role of the Design Review Board as they apply the guidelines to the specifics of each project reviewed through the program.

Staff will be providing the complete set of program documents, including the guidelines, for the Commission to review prior to the January 20<sup>th</sup>, 2021 meeting, at which time the Commission would consider releasing the package for public review and setting a public hearing on, tentatively, February 17<sup>th</sup>, 2021.

**Project Summary:**

The City of Tacoma has studied the idea of developing a comprehensive design review program to enhance the quality of the built environment throughout the City. The City currently operates two narrowly focused design review systems, one for historic districts and buildings, and the other for the Foss Waterway redevelopment area.

The focus of The Urban Design Studio is to work with the community, development partners, and other departments and agencies to advance the design quality of places citywide. The program's mission is to build upon Tacoma's unique setting and history, our special character and our changing population, to elevate the quality of public and private spaces and create a more vibrant, livable, walkable, and sustainable city. The program will oversee a design review process and will work to translate visions and ideas into policy and objectives that result in guidelines and projects, with the intention of forwarding community-supported design.

**Prior Actions:**

- November 4<sup>th</sup>, 2020 – Program operations + design Standards workshop
- October 7<sup>th</sup>, 2020 – Project Update



**Staff Contact:**

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

**Attachment:**

1. Design Guidelines

cc. Peter Huffman, Director

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**CS.1 Sustainability and Design**

**GUIDELINES**

**G-1 Energy Use**

- 1) Energy Choices:** At the earliest phase of project development, examine how energy choices may influence building orientation, form, siting, and factor in the findings when making design decisions.
- 2) Heat Island Effect:** Provide shaded, permeable pavement surfaces and high-reflectance (high SRI) surfaces where this is not viable. Consider vegetation, including vegetated roofs.
- 3) Locally Sourced and Sustainable Materials:** Use local and regional products in new construction to minimize transportation impacts generated by construction whenever possible. Prefer materials that have lower environmental costs to produce.
- 4) Long Term Resiliency:** Develop and implement a sustainable site management policy and plan to address long-term resiliency toward climate change, such as the ability to adjust to weather extremes sea-level rise.

**G-2 Water**

- 1) **Natural Water Features:** Consider ways to incorporate on-site natural water features into project design to help contribute toward citywide environmental objectives.
- 2) **Ground Water:** Minimize impervious pavement where possible and promote ground water recharge strategies.
- 3) **Rainwater Collection:** Incorporate creative on-site drainage and storm event systems holistically through low impact development strategies such as rain gardens, permeable surfaces, green roofs, bio-retention and runoff filtered through landscape where possible.
- 4) **Landscape Management:** Develop and implement a sustainable landscape management plan to address water conservation and long-term maintenance and operations to optimize ecological health.

### **G-3 Multi-Modal Mobility**

- 1) **Non-Motorized Connections:** Promote multimodal access throughout the development by including well-lit paved walkways, trails and pathways.
- 2) **Micromobility Parking:** Promote micromobility trips by providing visible, attractive, and secure micromobility parking at convenient locations throughout the district.
- 3) **Shared Parking:** Where applicable, consider shared-parking systems as a way to promote on-site parking efficiencies.

## **CS.2 Natural Systems and Site Feature**

### **G-1 Sunlight and Natural Ventilation**

- 1) **Sun and Wind:** Take advantage of solar exposure and natural ventilation available onsite where possible. Use local wind patterns and solar heat gain as a means of reducing the need for mechanical ventilation and heating where possible.
- 2) **Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the sensitive placement and/or design of structures on site.
- 3) **Managing Solar Gain:** Manage direct sunlight to south and west facing facades through integrated architectural shading devices and planting deciduous trees.

### **G-2 Plants and Habitat**

- 1) **On-Site Features:** Incorporate on-site natural habitats and landscape elements such as existing trees, native plant species or other vegetation into the project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation on site if retention is not feasible.
- 2) **Off-Site Features:** Provide connections to off-site habitat areas as riparian corridors and urban forest corridors and promote urban forest and eco-system connectivity where possible. Incorporate bird and wildlife-friendly design strategies.

## **CS.3 Topography**

### **GUIDELINES**

#### **G-1 Land Form**

Use natural topography and desirable landforms to guide project design.

## **G-2 Elevation Changes**

Work with the existing site topography to the greatest extent possible when locating structures and open spaces on the site. Consider creating level terraces at hillsides to accommodate significant changes in elevation

## **G-3 Site Walls**

Site walls facing streets and through block connections shall be attractive and constructed of high-quality materials.

# CS.4 Urban Pattern and Form

## GUIDELINES

### **G-1 Place Specific Locations in the City**

Emphasize distinctive design attributes that give the project a visual and aesthetic consistency within the neighborhood and city context:

- 1) Sense of Place:** Design buildings and open spaces to enhance the neighborhood public realm, and create a sense of place where the existing physical context is less established.
- 2) Architectural Presence:** Evaluate the architectural character of the neighborhood and the surrounding context and provide an appropriate and complementary design response.

### **G-2 Adjacent Sites, Streets, and Open Spaces**

Embrace site characteristics as a way to guide the design, especially when the street grid and topography create unusually shaped lots that can add distinction to the building massing.

- 1) Connection to the Street:** Buildings should make a strong connection to the street and to the public realm.
- 2) Character of Open Space:** New projects should contribute to and enhance the character and hierarchy of surrounding existing open spaces. Built form and open spaces should be complementary, creating definition and legibility appropriate to their urban context.
- 3) Pedestrian-friendly Streetscapes:** Activate the public environment and support local businesses through pedestrian-friendly streetscapes. Design public sidewalks appropriately to accommodate the anticipated function of landscape, circulation, and public-private transitions.
- 4) Streets as Public Spaces:** Street edges and public spaces should be clearly designed to encourage public use. Minimize the image or appearance of privatization.
- 5) Public Private Transitions:** Clearly delineate the difference between the public and private realms at residential ground floor transition zones with landscaped spaces, low walls, stoops, porches, or recessed entries.
- 6) Side Yard Setback:** Provide a sensitive interface with adjacent properties to maintain privacy and, where appropriate, create a private connection from the front to rear of the property for residential uses.
- 7) Security:** Encourage ground level residential uses to locate a private terrace, garden, or patio space in the ground level setback zone and adjacent to the public sidewalk to ensure adequate separation from the ground floor unit and the pedestrian way. This should create the desired effect of natural surveillance without excessive gating or fencing.

### **G-3 Relationship to the Block**

Spaces between buildings should be designed to focus on the human scale and encourage pedestrian movement between buildings.

- 1) **Full-Block Sites:** Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human-scale at street level, and include repeating elements to add variety and rhythm to the façade and overall building design.
- 2) **Through-Block Connections:** Pedestrian ways are encouraged to break down existing large blocks and promote greater pedestrian access. Encourage the application of through-block pedestrian ways, public plazas, courtyards and gardens within and in between buildings.
- 3) **Infill Sites:** When designing a building infill project, consider adjacent buildings for clues about how to respond in massing, height, and in architectural design. Continue a strong street-edge where it is already present, and respond to datum lines of adjacent buildings, especially at the first three floors.
- 4) **Corner Sites:** Corner sites can serve as gateways or focal points when adjacent to open spaces or located at visually prominent locations; these sites should have careful detailing due to their high visibility from two or more streets and long distances.

#### **G-4 Zone Transitions**

Strive for a sensitive transition between zones where a project abuts a less intense zone.

- 1) **Adjacent Zone Transition:** For projects located at the edge of different zones, provide an appropriate transition in built form or complement to the adjacent zone(s). Projects should respond to perceived heights, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development. One example of how to do this is by stepping down in height or setting back from the property edge.
- 2) **Respect for Adjacent Sites:** Respect adjacent properties with site planning and building design to minimize disrupting the privacy of residents in adjacent buildings. For example; avoid locating outdoor terraces on upper floors that directly overlook single family lots.
- 3) **Setbacks and Upper Level Stepbacks:** Buildings should strive to create consistency along the streetscape by responding to local context, setbacks, and massing. Ground level setbacks and upper level stepbacks should be applied to achieve scale and proportion compatibility with entitled context and to create interest along the streetscape.
- 4) **Site Features:** Use change in topography, site configuration, vegetation or structures to help make a successful fit with adjacent properties.

## **CS.5 Architectural Context and Character**

#### **G-1 Emphasizing Compatible Neighborhood Attributes**

Create compatibility between new projects, and existing architectural context, including historic and modern designs, through building articulation, scale and proportion, detailing, fenestration pattern, and/or the use of complimentary materials.

- 1) **Contemporary Design:** Explore how contemporary design can contribute to the development of attractive new forms and architecture styles expressed through use of new materials or other means that are complementary to adjacent buildings.
- 2) **Established Neighborhoods:** In existing neighborhoods with a well-defined architectural character, encourage designers to identify the primary architectural styles or language in the area and position and design new structures to complement the architectural style and patterns of these adjacent neighborhood buildings.

**3) Evolving Neighborhoods:** In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context as a catalyst for others to respond to in the future.

## **G-2 Local History and Culture**

Reference the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

**1) Adaptive Reuse:** Enhance the city's quality of life, economic vibrancy and environmental sustainability by preserving and adaptively reusing historic resources.

**2) Historical/Cultural Resources:** Reuse existing structures on the site where feasible as a means to incorporate historic or cultural elements into the new project.

## **PR.1 Access and Connections (Continued)**

### **G-1 Vehicle Access Location and Design**

Vehicle access, service uses, and delivery areas should be located to minimize conflict between vehicles and non-motorists wherever possible.

### **G-2 Alleyways**

In addition to functional requirements, alleyway edges and surfaces are encouraged to create variety and interest to the pedestrian, such as permeable paving at entrances and exits to city streets. Alleys should serve as pedestrian connectors through the neighborhood and be thoughtfully considered after allowing for service uses.

### **G-3 Prioritize Non-Motorized Mobility**

Provide a safe, well-connected and enjoyable environment that includes sidewalks, pathways, alleyways, mews, micromobility paths, and internal streets throughout each district and corridor balancing pedestrian and other non-motorized mobility.

**1) Pedestrian Street System:** Emphasize a safe, well-connected, multi-modal and pedestrian-oriented environment on all designated pedestrian streets throughout each neighborhood center and the downtown urban center.

**2) Internal Streets:** Design internal streets to provide a safe, multi-modal function consistent with the character and context of adjacent uses.

**3) Sidewalks:** Provide a safe, well-connected and pedestrian-oriented environment that includes sidewalks on both sides of the street and connecting pathways throughout the development.

**4) Traffic Calming:** Create a safe, comfortable neighborhood that balances the needs of people using all types of mobility.

### **G-4 Facilities for Alternative Transportation**

Locate facilities for alternative transportation such as shared vehicles, carpooling and electric vehicle charging stations in locations that are convenient and readily accessible to expected users. Consider designing pick up and drop off areas for ride-hailing services that are clearly marked, easy, and safe to use.

### **G-5 Streetscape**

Buildings, internal streets, and the private edges of public streets, should create interest and a variety of spatial experiences at different scales to enhance the diversity of the streetscape.

**1) Inclusive Design:** Provide a well designed, safe, and enjoyable pedestrian environment that integrates streetscape materials that are well-designed, responds to cultural and historic references of the neighborhood, and is accessible for all ages and abilities.

**2) Urban Amenities:** Provide urban amenities and site furniture that encourage public use and soften the hardscape including seating, planter boxes, vegetation, lighting, and public art that create an engaging and visually interesting streetscape.

**3) Activation:** Integrate features such as frequent entrances, outdoor cafe seating, patios, multiple storefronts, residential lobbies, publicly accessible plazas, and architectural elements as important features to the internal street network.

## PR.2 Landscape

### G-1 Outdoor Experience

Define and enhance the outdoor experience and environment through landscape materials and context-sensitive design. Outdoor seating areas are encouraged to be oriented toward the south and west (for solar exposure) and toward optimal views where possible.

### G-2 Plant and Tree Selection

Develop a planting plan that responds to the natural environment of surrounding areas.

**1) Landscape Materials:** Reinforce overall architectural and open space design concepts through the selection of appropriate landscape materials for each place and situation.

**2) Native and Adaptive Plant Species:** Apply preferred native and adaptive plant species as a primary resource for all planting areas. Landscape planting design should meet project intent while responding to the adjacent surrounding natural areas.

**3) Tree Protection:** Protect all healthy and mature existing street trees on site wherever possible.

**4) Street Trees:** Follow best practice standards in street tree planting design for new street trees, including irrigation, soil cell modules, and proper drainage. Tree grates should be provided only where high pedestrian activity and/or on-street parking is present; otherwise, under-canopy planting is encouraged.

### G-3 Green Infrastructure

Ensure green infrastructure elements, such as rain gardens, cisterns, permeable pavements, and bioretention basins are visible to the public when possible. These facilities encourage educational opportunities and provide an understanding of environmental systems.

### G-4 Hardscape Materials

Provide exterior courtyards, plazas, and other hard-surfaced areas as an opportunity to create public areas through the use of distinctive and durable paving materials, color, texture and/or patterns. Use permeable materials whenever feasible.

### G-5 Site Furnishings

Incorporate a high quality, coordinated palette of appropriate site furnishings that invite use by occupants and visitors. On-site amenities should define and reinforce key pedestrian spaces and circulation patterns. Site furniture should fit into the architectural character of the surrounding landscapes. Corner parcel developments should consider creating public spaces that blend with the right-of-way space and encourage pedestrian flow and social interaction.

#### **G-6 Site Lighting**

Create a safe and comfortable dusk to dawn environment that also enhances the appeal and identity of the project. Consider lighting steps, grade transitions, low walls, pathway intersections, service areas, and areas where pedestrians congregate or cross vehicular ways

#### **G-7 Transitions to Sensitive Uses**

Provide thoughtful transitions to abutting land uses, particularly along sensitive edges. For example, consider evergreen screening, fencing, and low walls to soften incompatible uses.

#### **G-8 Vegetative Roofs**

Encourage vegetative roofs to mitigate stormwater run-off.

### **PR.3 Open Space Concept**

#### **G-1 Open Space Programming**

Plan the size, uses, activities, and features of each open space to meet the need of expected users, ensuring each space has a purpose and function.

**1) Matching Uses to Conditions:** Provide design sensitive to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

**2) Connections to Other Open Space:** Create open spaces to connect with and enhance the uses and activities of other nearby public open space.

**3) Activation:** Surround open spaces with ground level activated building spaces where possible. Open spaces may include a hierarchy of gathering areas, interactive play/water features, adjacent outdoor seating areas and public art. Encourage vendor carts, food trucks, or kiosks within designated urban park areas where appropriate. Program neighborhood and pocket parks to accommodate age-appropriate play areas, with seating and landscaping..

**4) Multi-Family Open Space:** Design common and private open spaces in multifamily projects for use by all residents to encourage physical activities and social interaction.

### **PR.3 Open Space**

#### **G-2 Design**

Design neighborhood pocket parks and open spaces to be appropriately scaled and contextual to relate to adjacent uses. Frame public spaces, pathways, and open spaces with active uses such as transparent building facades and entries, retail or commercial activity, residential entries and stoops, and well-lighted landscape transition areas.

**1) Context Design:** Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street features, tree planting, buffers, or other unique features. Where no strong patterns exist, consider initiating a compelling open space concept that other projects can build upon in the future.

**2) Amenities/Features:** Create attractive outdoor public spaces suited to the users envisioned. Open spaces should be designed to create opportunities for seating and gathering with benches, limited lawn areas, shade trees, and flexible in design to accommodate multiple purposes. Incorporation of artwork, lighting, and unique features should be high quality and complementary to the surrounding areas. Consider a continuity of materials through connected places.

**3) Support Natural Areas:** Create an open space design that retains and enhances on-site natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

**4) Diversity:** Design public spaces that are inclusive. These spaces should be welcoming to a diverse population and should serve a broader purpose and specific needs of the neighborhood and community. The design of public spaces should include references to the history, heritage, and culture of the neighborhood and district where possible.

**5) Playful Design & Active Uses:** Open spaces should encourage creative designs that are welcoming to users of all ages and demographics. Public spaces, including parks, plazas, and portions of primary active alleyways should be framed by active commercial retail uses whenever possible.

**6) Hierarchy of Open Spaces:** Consider a variety of formal and informal public spaces including plazas, passageways, mews, and courtyard spaces. Each space should be designed with appropriate materials that convey a unique sense of place, scale, and function.

**7) Privatization:** Public spaces, particularly plazas, should reflect their intended public use and accessibility. Avoid designing public spaces that may suggest an image of privatization.

**8) Community Engagement:** Coordinate with local stakeholders in the design of public spaces to create appropriately programmed open spaces with amenities, site furniture, and public art for events and activation (farmers market and weekend events for example).

**9) Durability:** Encourage quality, durable paving materials and features that use color and texture to distinguish different functional uses. The design should be high quality and complementary to the surrounding areas.

## BF.1 Project Uses and Activities

### G-1 Arrangement of Uses

Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**1) Common Amenity Spaces:** Encourage a hierarchy of social gathering spaces in architectural design.

**2) Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**3) Activation Opportunities and Connections:** Locate interior uses and activities to take advantage of connections and activation opportunities to exterior spaces and uses, particularly activities along sidewalks, parks or other public spaces.

## **G-2 Flexible & Adaptive Parking**

**1) Surface Parking:** Design surface parking areas to serve multiple uses or functions such as outdoor gathering areas, weekly markets, sports courts, play areas, or common space in multifamily projects.

**2) Structured Parking:** Design structured parking with level floors, higher floor-to-floor heights, and other features to allow for future adaptive re-use opportunities.

## **BF2 Massing + Scale**

### **GUIDELINES**

#### **G-1 Massing**

Provide for a building massing and scale consistent with the context of the neighborhood, block, and adjacent streets. The apparent mass and scale of large buildings should be reduced through the use of modulation, articulation, and/or materials to provide an appropriate pedestrian scale, maintain view corridors from the site and nearby properties, mitigate visual impacts, and create variation.

**1) Tripartite Articulation:** For buildings over 3 stories, provide bipartite articulation (express a building's top and base). For buildings over 5 stories, Provide tripartite building articulation (express a building's top, middle, and base) to create architectural interest.

**2) Site Characteristics and Uses:** Arrange the massing of the building to reflect unique site characteristics and the proposed uses of the building and its open space.

**3) Reduce Perceived Mass:** Use a variety of building volumes, modulation, facade articulation, setback and secondary architectural elements to reduce the perceived mass of larger structures. For large block or multi-block developments adjacent to single-family residential zones, taller structures and buildings with perceived greater massing should be located in the core of the block, and allow buildings to step down to the perimeter.

#### **G-2 Ground Level Experience**

Incorporate design diversity along a block so a building type does not become excessively repetitive within a neighborhood or larger scale development.

**1) Scale:** Incorporate architectural features, elements, and details that are human scaled in the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

**2) Texture:** Design buildings to express a fine-grained scale or texture particularly at the street or lower levels.

**3) Comfort:** Building configuration and orientation should optimize solar gain in a way that maximizes human comfort with massing that responds to environmental conditions.

#### **G-3 Legibility**

Built structures should demonstrate the following design principles:

**1) Use:** The building's primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. For example, a parking garage should not be "masked" as an office

building with misleading design features and materials. Balance this with designing flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

**2) Material:** A building's form should express integral structural properties and be consistent with its material expression.

## BF.3 Modulation + Facade Articulation

### G-1 Building Modulation and Facade Articulation

Building façades should establish a sense of human scale and visual interest, prevent monotonous walls and enhance access to light and views, relate to the street, public space, and its context.

Large buildings should integrate features along their facades visible from the public right-of-way, and pedestrian routes and entries, to reduce the apparent building mass and achieve an architectural scale consistent with adjacent structures.

**1) Human-Scale:** Promote a balance of interest and functional design through building facades and architectural concepts that relate to human-scale and appropriately respond to the street and building context. Express different uses within the building to break up monolithic forms.

**2) Façade Composition:** Design all building facades—including those facing alleys. Consider the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

**3) Materiality:** Encourage building material and details in transitions, soffits, overhangs, exterior architectural features, ventilation systems, solar shades, and awning connections that articulate quality construction techniques and longevity. Use high quality and durable materials integrated into design details, particularly at street level.

### G-2 Four Sided Architecture

Buildings shall have four sided architecture, where design is addressed in every area visible from the public realm.

### G-3 Horizontal Modulation

Endeavor to create consistency in different buildings across the block face, while adding interest along the street frontage.

**1) Building Massing and Volume:** Reduce the perceived mass and volume of a building through ground level and upper level setbacks.

**2) Adjacencies to Parks and Open Spaces:** Buildings adjacent to parks and open spaces should consider an upper level stepback for outdoor terraces to take advantage of views. The design of buildings should consider natural day lighting and shading conditions to maximize sunlight and minimize negative shade and shadow impacts beyond the property line.

**3) Small-Scale Massing Elements:** In retail areas, small-scale massing elements with active uses can reduce the apparent bulk of larger structures attached to them.

## BF.4 Secondary Architectural Features

### G-1 Architectural Integration

Incorporate architectural design features to add visual interest, establish human scale and relate to the design context

**1) Visual Depth and Interest:** Add depth to facades by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping in mixed use retail zones.

**2) Dual Purpose Elements:** Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions.

**3) Fit with Neighborhood Buildings:** Use architectural design elements and materials to achieve a successful fit between a building and existing adjacent uses.

**4) Architectural Elements:** The mass of long or large-scale buildings can be made more visually interesting by incorporating architectural elements, such as arcades, balconies, bay windows, dormers, or columns.

## **G-2 Shared Balconies**

Shared balconies are encouraged, provided they have partitions for individual units.

## **G-3 Shared Outdoor Amenity Spaces**

Shared outdoor amenity spaces are encouraged. Quality landscaping and allowance for flexible programming is encouraged for these spaces. Family-friendly accommodations are encouraged where appropriate.

## **G-4 Public/Private Transition Spaces**

Quality landscaping is encouraged for public-private transition spaces.

## **G-5 Recessed Building Entrances**

Commercial and retail building entries should be recessed back from the building face a minimum of 3'-0" to provide visual clarity, weather protection, and door swing movement.

## **G-6 Corner Treatments**

Buildings located at important gateways, view terminus or adjacent to open spaces should include articulated architectural treatments to enhance the building design and pedestrian experience. Buildings should apply thoughtfully designed architectural features, materials or color to help frame views and highlight terminating views along corridors and at key intersections.

## **G-7 Window Treatments**

Provide window treatments in facades visible from streets and public spaces for architectural interest and human scale.

## **G-8 Clerestory (Transom) Windows**

Windows extending to the full height of a ground level active use space are encouraged as well as clerestory windows in general.

## **G-9 Exterior Shading**

Exterior shading devices are encouraged to be used on south, west, and possibly east facing facades to create shade from the summer sun while providing solar access in the winter months.

## **G-10 Roof Form**

Provide a variety of roof forms to achieve a diversity of architectural expression in wide-scale projects. A roof form shall complement the context.

## **G-11 Active Roofs**

Active roofs are encouraged. Activated community spaces as roof deck amenity are encouraged where possible. Three foot setbacks are encouraged for railing systems, and roof spaces should not overlook single family residential zones or uses.

## BF.5 Exterior Building Materials and Finishes

### **G-1 Material Composition**

Select appropriate building materials and apply material choices to create a cohesive composition for the entire building. Consider all building elevations when applying selected materials and applications.

### **G-2 Quality and Durability**

Incorporate high-quality and durable materials throughout the building, particularly at the ground level façade while addressing;

Building façade

Window treatments

Transom and display windows, roll-up windows/doors

Entries

Recessed entries, decorative door

Weather protection, arcades

Landscape, lighting, artworks, & signage

### **G-3 Window Details**

Encourage high-quality, insulated window glazing designed to maximize thermal efficiencies. Window trim details should be non-vinyl.

### **G-4 Change of Materials**

When there is a change in the building plane, a change in the building materials, color, or patterns may be appropriate. Conversely, a change of materials is discouraged in a single plane.

### **G-5 Climate Appropriateness**

Select durable and attractive materials that will age well in Tacoma's climate, taking care to detail corners, edges, and transition. Highly visible features, such as balconies, grilles and railings should be attractive, well-crafted and easy to maintain.

## BF.6 Color

### **G-1 Use of Color**

A range of color choices may be applied on architectural facades in order to create visibly pleasing and cohesive expressions in the built environment.

### **G-2 Accent Colors**

Color composition on a building façade may explore a range of tones and highlight architectural features. Piecemeal embellishment and frequent color changes are to be avoided. Accent colors are encouraged to avoid overly bland or homogenous building color palettes. Color may be used to accentuate and create contrast in the architectural massing and modulation.

### **G-3 Color Tone Combination**

Light and dark color tones should reinforce the massing concept.

## **BF.7 Signage**

### **G-1 Scale and Character**

Provide a cohesive and intuitive system of signage, wayfinding, and branding. Clear and identifiable wayfinding shall be incorporated into urban design, streetscapes, and public space designs.

### **G-2 Coordination with Project Design**

Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with facade design, lighting, and other project features such as entries, signs, canopies, landscape and art, to compliment the project as a whole in consideration of the surrounding context.

### **G-3 Durability**

Incorporate signage that is constructed of high quality, durable materials.

## **BF.8 Lighting**

### **G-1 Lighting Comfort**

Design project lighting based upon the uses on and off-site, taking care to provide illumination to serve human needs, program, safety, and facilitate wayfinding. Provide different lighting levels and quality appropriate to specific zones and places. For example:

- Civic Plazas: lighting for evening events, concerts
- Retail streets: animated evening lighting
- Quiet neighborhood streets: low level lighting, privacy
- Large parks & open spaces: lighting key areas
- Courtyards and small plazas: low level lighting

### **G-2 Lighting Scale**

Incorporate site and street light poles and fixtures that respond to the scale and context of the street right-of-way and spaces in between buildings. For example, neighborhood collector street lighting has different output requirements than on-site pathways and alleys.

## BF.9 Public Art

### **G-1 Value of Public Art**

Create a vibrant neighborhood through the integration of art and involvement of artists throughout the built environment as an expression of the cultural, historic, social, and environmental values of Tacoma.

### **G-2 Artist Diversity**

Encourage a diversity of local, regional and national artists to engage in the implementation of artworks. Integrate the school district and youth to be engaged in defining the vision of art in Tacoma.

### **G-3 Integration of Public Art into Infrastructure**

Integrate public art into infrastructure while balancing form and function. For example, green infrastructure, utilities, micromobility parking, sewer covers, etc.

## BF.10 Utilities and Service

### **G-1 Utility Clearances**

Utility clearance restrictions affecting design should be addressed so as to not highlight the clearance envelope.

### **G-2 Equipment Screening**

Utilities should be located on rooftops, below grade, in vaults, or inside buildings or landscape features where feasible. If not feasible, they should be located on alleys and away from pedestrian streets. Utilities that would be visible from a pedestrian street should be screened appropriately. Consider designing utility elements such as ventilation in a way that is integrated with the design concept.

### **G-3 Venting System**

Ensure venting of air exhaust and mechanical building systems is away from pedestrian streets, major pedestrian areas and residential units. Ensure the venting system is architecturally incorporated into buildings.

### **G-4 Wall-Mounted Utilities**

Utilities mounted on building walls shall not intrude on the public right-of-way space adjacent to a pedestrian path of travel. They should also be screened and/or buffered.

## BF.11 Parking

### **G-1 Surface Parking**

Provide for safe pedestrian-access and attractive design features as trees for shade, landscaping and lighting for all surface parking lots to enhance the neighborhood and business district context.

### **G-2 Visual Impacts**

Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible. Screen any above grade parking from public view, and leverage screening to enhance building design through the use of art, green walls, and innovative materials.

**G-3 Shared Parking**

Encourage shared parking wherever possible.

**G-4 Parking Location**

Locate parking below grade whenever possible. Where a surface parking lot is the only alternative, locate the parking area in the rear or side yards, or on lower or less visible portions of the site.