



AGENDA

MEETING: Regular Meeting (Hybrid)
DATE/TIME: Wednesday, April 17, 2024, 5:00 p.m.
LOCATION: Council Chambers, 1st Floor of the Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
ZOOM INFO: Link: <https://www.zoom.us/j/84416624153>
Dial-in: +1 253 215 8782
ID: 844 1662 4153

A. Call to Order

- Quorum Call
- Land Acknowledgement

B. Approval of Agenda

C. Approval of Minutes

There are no meeting minutes to approve.

D. Public Comments

Comments are not accepted for Discussion Item #1, which is the subject of a recent public hearing.

E. Disclosure of Contacts and Recusals

F. Discussion Items

1. Home In Tacoma – Public Hearing Debrief Cont'd & Potential Amendments

- Description: Continue to review comments received during the public comment period from February 5 to March 8, 2024, discuss remaining topics and potential changes, and begin review of Commissioner-recommended amendments.
- Action: Review and Comment.
- Staff Contact: Elliott Barnett (EBarnett@cityoftacoma.org)

G. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the May 1, 2024, meeting includes:

- Capital Facilities Program
- Permitting LOS Code Amendment
- PC Annual Report & Work Program



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¿Necesitas información en español? Cần thông tin bằng tiếng Việt? 한국어로 정보가 필요하십니까? ត្រូវការព័ត៌មានជាភាសាខ្មែរ?

Нужна информация на русском? Потрібна інформація українською мовою? Contact TacomaFIRST 311 at (253) 591-5000.

(2) Agenda for the May 15, 2024, meeting includes:

- Home In Tacoma – Phase 2 – Amendments
- Capital Facilities Program

H. Communication Items

(1) **Reports/Communications from Staff**

(2) **Status Reports by Commissioners** – Housing Equity Taskforce, Picture Pac Ave, Facility Advisory Committee, and the TOD Task Force.

(1) **IPS Agenda** – The Infrastructure, Planning, and Sustainability Committee's next hybrid meeting is scheduled for Wednesday, April 24, 2024, at 4:30 p.m.; the agenda (tentatively) includes a presentation on Call-2-Haul. (Held at 747 Market Street, Tacoma, WA 98402, Conference Room 248 or virtually at <http://www.zoom.us/j/87829056704>, passcode 614650)

I. Adjournment



To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: Home In Tacoma Project – Phase 2
Memo Date: April 11, 2024
Meeting Date: April 17, 2024

Action Requested:

Continue debrief from the Public Hearing and comments process and begin amendment discussion

Discussion:

At the April 17, 2024, Planning Commission meeting, City staff will continue to debrief comments from the Home In Tacoma public comment period and discuss the remaining topics that were not completed in the last Planning Commission meeting. Topics remaining to review include Unit Lot Subdivision, Amenity Space and Tree Requirements, and Affordability and Building Retention Bonuses. For these topics, staff will provide general findings from public comments and discuss potential changes to be made, including suggestions for minor staff revisions and potential Commissioner amendments, policy decisions, and recommendations for future actions.

Following the completion of the debrief and initial discussion of remaining topics, City staff will begin review of Commissioner recommended amendments brought forward during the review and discussion of topics including Zoning, Housing Types and Building Design and Parking and Transportation, from the April 7th Planning Commission meeting. Commissioner amendments that have been submitted with sufficient detail and direction will be presented to the Commission for discussion and are included in this packet. Additional amendments that are not complete or require further guidance will be brought forward to the Commission at the May 15th meeting to be discussed and decided upon for inclusion in the final Home In Tacoma policy recommendation to City Council.

Home In Tacoma – Phase 2 Draft Recommendations:

Proposed Home In Tacoma zoning and standards changes, as well as on the Draft Environmental Impact Statement, were released for public review on February 5, 2024.

The Proposal includes:

- Home In Tacoma Phase 2 Project summaries
- Draft Zoning and Standards changes proposed for incorporation in the Tacoma Municipal Code
- Draft Urban Residential Zoning Districts map
- Draft Environmental Impact Statement
- Additional materials including project scoping report, studies, and FAQs

All materials are posted at www.cityoftacoma.org/homeintacoma.



Background:

Tacoma residents face increasing challenges in accessing housing they can afford that meets their needs. For many years, Tacoma’s housing rules for most neighborhoods have primarily allowed just one housing type—detached houses. On December 7, 2021, the City Council adopted Amended Ordinance 28793 approving the Home In Tacoma Project – Phase 1 package.

The Council’s action established a new housing growth vision for Tacoma supporting Missing Middle Housing options, designated Low-scale and Mid-scale Residential areas, and strengthened policies on infill design, affordability, anti-displacement and other goals. The action also initiated Home In Tacoma – Phase 2 to implement the new policies through changes to residential zoning and standards, along with actions to promote affordability and ensure that housing supports multiple community goals. The adopted package is available at www.cityoftacoma.org/homeintacoma.

Phase 2 began in 2022, with intensive planning and public engagement starting in January 2023. Following extensive community engagement and adjustments to the initial Home In Tacoma package to accommodate for state legislation, the Commission has focused over the past 6 months on making the detailed decisions regarding zoning, standards, bonuses and other components of the HIT package.

Prior Council, Commission, and Taskforce Actions:

- City Council Study Session (02/22/22, 12/06/22, 05/16/23, 06/20/23, 9/26/23, 11/21/23, 01/30/24)
- City Council IPS Committee (04/13/22, 05/25/22, 10/12/22, 01/25/23, 03/22/23, 10/25/23)
- Planning Commission (06/15/22, 09/21/22, 10/19/22, 01/04/23, 02/01/23, 03/15/23, 04/19/23, 05/17/23, 6/21/23, 9/6/23, 10/04/23, 10/18/23, 11/01/23, 12/06/23, 01/17/24, 03/06/24, 04/03/24)
- HIT Phase 1 - Planning Commission Public Hearing (04/20/22) and recommendations
- Housing Equity Taskforce (02/10/22, 03/10/22, 9/28/23, 10/26/23)

Project Information:

- Elliott Barnett, Senior Planner, ebarnett@cityoftacoma.org, (253) 312-4909
- Alyssa Torrez, Senior Planner, atorrez@cityoftacoma.org, (253) 878-3767
- Webpage: www.cityoftacoma.org/homeintacoma - *sign up for email updates!*
- Project email: homeintacoma@cityoftacoma.org

Attachments:

- Attachment 1 – Post Public Hearing Comments and Responses Report
- Attachment 2 – Planning Commission Proposed Amendments Table
- Attachment 3 – Commission Amendment Summary Forms

c. Peter Huffman, Director



HIT Post Public Hearing Comments and Responses

The Home In Tacoma Public Comment period ran from February 5 until March 8, 2024. The City received about 1,500 comments in total in writing, online, and through oral testimony at the March 6th Public Hearing. To view the comments, use the following links: [written](#), [oral testimony](#), [Social Pinpoint](#), and [Interactive Zoning Map](#). For more information visit www.cityoftacoma.org/homeintacoma.

This document seeks to summarize the comment themes and to provide initial options for changes to the proposals, in order to inform the Commission's ongoing deliberations regarding recommendations to the City Council. Staff are aiming for following objectives:

- Summarize comment themes both at a high level and, where possible, specifically
- Provide initial staff recommended changes intended to clarify, address unintended gaps, and make minor refinements
- Outline an initial list of more substantive potential changes that the Planning Commission could consider
- Cue up topics not directly included in the Zoning and Standards package, which the Commission could address in its recommendations letter

Comments received are organized by topics used for feedback gathering:

1. General comments
2. Zoning
3. Housing Types & Building Design
4. Parking & Transportation
5. Unit Lot Subdivision
6. Amenity Space and Tree Requirements
7. Bonuses (Affordability and Building Retention)

Given the number of comments and different comment platforms, this summary does not attribute who said each comment or quantify the frequency of comments received. Staff will seek to provide context on these topics at the April 3rd meeting.

1. OVERVIEW (GENERAL COMMENTS)

What we heard/comment themes

- Views on middle housing, growth and neighborhood change
- Relation to state zoning mandates—whether Tacoma should exceed (as proposed), or scale back to just meet the mandates
- Affordability, ownership/rentals, displacement risk
- Factors limiting growth besides zoning (such as private covenants)
- HIT planning process – Timing, notice, engagement, decision process
- Implementation/rollout
- Other parts of the housing supply chain – property taxes, property values, appraisals, corporations’ role in real estate
- Zoning’s relation to regional growth, housing supply, choice and affordability, health
- Density and crime, congestion, noise, pollution
- Relation to other City actions – housing, anti-displacement, rental rules, infrastructure, economic development, other policy initiatives
- Post adoption: Education, implementation, learning and adjusting, monitoring

Staff recommendations

- Acknowledge the range of views
- Address questions (FAQs, presentations)
- Seek Commission guidance on any potential changes to the HIT package
- Identify topics to address in the Commission’s letter of recommendation

Requesting Commission direction

2. ZONING

ZONING MAP

What we heard/comment themes

- Perspectives on HIT Phase 1 housing growth strategy (Low-scale and Mid-scale Residential Comprehensive Plan designations), state housing mandates, and where in the City housing growth should be prioritized
- Perspectives on which factors should be considered to designate UR-2 Districts
 - **Factors used in draft proposal to designate UR-2 Districts:** Areas within 1/8-mile of Complete Neighborhood features (parks, schools, Centers, Corridors, areas ¼-mile from Major Transit Stations and existing Planned Residential Districts (not including areas designated Parks and Open Space, separated by geography/barriers)
 - **Potential alternate factors cited for additional UR-2 designation:** Areas along streets with transit, areas abutting designated UR-3 or Commercial zones, areas near active business districts, Higher opportunity areas
 - **Potential alternate factors cited against UR-2 designation:** Historic Districts, areas with views, narrow streets, larger lots/lower residential densities, separated by arterials lacking pedestrian features, lacking infrastructure, private covenants, infrequent transit service, adjacent to natural features/areas, and/or mature trees
- Specific comments on the draft zoning map
 - Some Complete Neighborhood features inadvertently left off map (for example, Wapato Hills Park and Northshore Golf Course) or treated inconsistently (for example, some but not all public natural areas without public access were included)
 - Boundaries between UR-1 and UR-2 illogical in some locations (for example, a few parcels zoned differently than nearby parcels, boundaries not following streets or alleys, separated from complete neighborhood feature by barriers such as topography or infrastructure)
 - Some parcels left out or included inadvertently
 - General questions as to why some parcels were not 'up-zoned'
 - Comments on the limitations on growth from View Sensitive Districts, Historic Districts, private covenants

Minor changes/clarifications (staff recommends)

- For UR-2 District designation:
 - Add parks as intended (including Wapato Hills Park, Northshore Golf Course, Wright Park) as Complete Neighborhood Features and designate additional UR-2 within 1/8-mile
 - Change UR-2 areas separated by topographic/infrastructure boundaries to UR-1
 - Address inconsistencies (e.g., parcels left out inadvertently)
 - Address split blocks – UR-1 to UR-2 boundaries to follow: 1. Streets, 2. Alleys, or 3. Parcel lines

More significant policy choices

- For UR-2 designation:
 - Add more UR-2 by including additional features (e.g., transit lines)
 - Remove some UR-2 by removing/modifying features to qualify for UR-2 designation (e.g., natural areas without public access/recreation)
- Other changes?

Requesting Commission direction

<p>DENSITIES (NUMBER OF HOUSING UNITS ALLOWED)</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Differing perspectives on densities, impacts of those densities • Relation to state zoning mandates—whether Tacoma should exceed (as proposed), or scale back to just meet the state mandates • Whether other factors should influence permitted densities (for example, arterials lacking pedestrian features) • Whether it is financially feasible and/or feasible from a development perspective to develop to the allowed densities – particularly the bonus densities 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • None identified <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Increase maximum densities (allow more units on each parcel) • Decrease maximum permitted densities (allow fewer units on each parcel, provided the minimums mandated by the state are met) • Reduce maximum densities permitted in UR-3 • Other changes? <p>Requesting Commission direction</p>
<p>FLOOR AREA RATIO (FAR)</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Different perspectives on how big buildings should be allowed to be <ul style="list-style-type: none"> ○ Support for City controls on scale through FAR standards ○ Opposition to City using FAR standards (e.g., it's complicated, other standards also control scale) ○ Comments on changing the FAR approach/standards 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • Revise FAR definition to exempt covered unenclosed areas (porches, balconies), basements, areas that don't meet min. ceiling height and accessory structures that do not require a building permit <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Remove FAR as a development standard • Reduce FAR allowances below what has been proposed • Other changes? <p>Requesting Commission direction</p>
<p>HEIGHT</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Different perspectives on the appropriate maximum building height <ul style="list-style-type: none"> ○ Remove the rear yard lower height limit (allow 35 feet throughout) to promote development opportunities ○ Limit height to 25 ft (concerns about shading, impressions of bulk) ○ Limit height in UR-3 (concerns about 45 ft/5 stories bonus height) ○ Specifically, limit height in areas with views (View Sensitive Districts) • Residential transitions – further limit height at zoning district transitions (start at height of the adjacent zone) • Increase allowed accessory structures height from 15 to 18 ft 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • None identified (note – existing View Sensitive Districts height not proposed to change) <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Increase height (in rear yards) • Reduce baseline or bonus height maximums • Make residential transitions heights more restrictive • Increase height of accessory structures • Other changes?

<p>SETBACKS</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Different perspectives on setback requirements <ul style="list-style-type: none"> ○ Further reduce setbacks (to promote housing development) ○ Remove separation between buildings standards (use Building Code only) ○ Don't require additional (8 ft) side setback when that side used for pedestrian access ○ Retain existing zoning setbacks, rather than reducing them (to promote infill compatibility) ○ Retain larger front setbacks as typical in existing large lot areas ○ Tie front setbacks to the existing front setbacks of abutting lots ○ Increase flexibility for building appurtenances (such as heat pumps, rain barrels) to be located in side yards • Current zoning code includes setback averaging for a range of different situations. The draft HIT package has those deleted. Meanwhile, staff have identified circumstances when they would still make sense in terms of matching neighborhood patterns and removing barriers. For example, a newly platted lot with a front property line abutting a side property line – the front would be allowed to match the side setback to maintain a consistent pattern. • 	<p>Requesting Commission direction</p> <p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • Restore setback averaging (proposed to be deleted in the current draft package) to allow reduced front setback adjacent to an abutting side yard <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Further reduce setbacks (front, side, or rear) • Increase required front setbacks (e.g., in areas with larger existing lots) • Increase front setbacks by tying them to the average setbacks of the abutting lots • Other changes? <p>Requesting Commission direction</p>
<p>NON-RESIDENTIAL USES (IN RESIDENTIAL ZONES)</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Different perspectives regarding the proposed expansion of flexibilities for non-residential uses in residential zones <ul style="list-style-type: none"> ○ Supportive: Walkability, neighborhood assets, economic opportunities, adaptive reuse of buildings opportunities ○ Opposed: Neighborhood impacts ○ Should they meet the standard commercial parking requirements? 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • None identified <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Reduce required parking compared to standard commercial uses • Expand non-residential allowances/reduce limitations (e.g., uses, size, hours of operation) • Reduce non-residential allowances/increase limitations (e.g., uses, size, hours of operation) <p>Requesting Commission direction</p>
<p>SHORT-TERM RENTALS</p> <p><u>What we heard/comment themes</u></p>	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • None identified

<ul style="list-style-type: none"> • Concern about the potential proliferation of Short-term Rentals with middle housing (neighborhood impacts, reduce supply of affordable housing) • Add restrictions (limit length of stays, number of times rented per year) 	<p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Add restrictions to Short-term Rentals (e.g., limit duration of stays, number of times rented per year) • Improve tracking of STRs in support of a future evaluation (currently underway) • Other changes? <p>Requesting Commission direction</p>
<p>LAND USES / CONSTRUCTION TYPES</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • <u>Group housing</u>: Differing perspectives (supportive – offers housing choices, opposed – neighborhood impacts), concerns regarding how many people can live in a single group household • <u>Tiny houses, manufactured housing</u>: Support increases housing choice and affordability • <u>Alternative building materials</u>: Support for innovative building materials, particularly for sustainable building materials, aesthetic concern about use of shipping containers. 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • None identified (zoning already generally allows these within the bounds of state law, Building Code) <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Call for future evaluation of non-zoning actions to promote these uses/housing types • Other changes? <p>Requesting Commission direction</p>
<p>PERMITTING PROCESS AND CODE IMPROVEMENTS</p> <p><u>What we heard/staff identified issues</u></p> <ul style="list-style-type: none"> • New standards add complexity which could impact permit review time, require more professional support for applicants. There will be confusion and questions. • Differences between zoning and private covenants could increase uncertainty and neighborhood conflicts – the City should provide a courtesy notification when permits are submitted in these areas • SEPA Code – clarify purpose of proposed soil testing requirement • Clarify how discretionary land use permits initiated under the current zoning will be treated after HIT adoption • Specific questions and wording suggestions throughout draft code • Apply new regulations solely to the area of the property being developed (TPAG) 	<p><u>Minor changes/clarifications (staff recommends):</u></p> <ul style="list-style-type: none"> • Clarify SEPA code – soil testing relates to Asarco Plume (most frequent condition when SEPA review is required) • Clarify that pre-existing discretionary land use permits (such as Infill Pilot Program approvals) remain in effect after HIT adoption • Minor edits and clarifications throughout the code • Administrative actions (education, permit support, preapproved plans, etc.) <p><u>More significant policy choices:</u></p> <ul style="list-style-type: none"> • Advocate for administrative actions • Other changes? <p>Requesting Commission direction</p>

AMNESTY FOR EXISTING MIDDLE HOUSINGStaff identified issue:

- While we don't know the extent, staff believe that over the years middle housing has been constructed (or single-family units have been converted) without obtaining the required City permits.
- Since these units did not go through City review, it is likely that there are instances when they do not meet Zoning and/or Building Code requirements.
- It is likely in the public interest to create a permit pathway for them to be legalized, provided they meet the Building Code to address health and safety concerns and improve energy efficiency, even if they do not meet the other land use, building design and site development standards.
- The City used this approach when ADUs became permitted uses, so there is a precedent for this approach.

Minor changes/clarifications (staff recommends):

- Add a Middle Housing Amnesty provision allowing unpermitted middle housing to be legalized, provided:
 - It is brought into compliance with Building, Energy Code requirements
 - Otherwise, not required to meet building design and site requirements, provided there is no increase in nonconformity
 - Amnesty set to expire 5 years after adoption of the HIT package

Requesting Commission direction

3. HOUSING TYPES & BUILDING DESIGN

BUILDING DESIGN

What we heard/comment themes

- Construction methods
 - Enable use of pre-fabricated materials, manufactured homes
 - Promote sustainable/green building
 - Ban/allow shipping containers
- Architectural Design
 - Standards should require consistency/match with architectural style of existing structures
 - Light plane/residential transitions
 - Consider requiring third floors to have sloped roofs
 - Look at adjacent lots- (for setbacks, lot width)
 - Transition/bulk standards – start the transition at the height of the adjacent zone
 - Habitable space – requirement nearly prohibits frontloaded garages
 - Concerns about whether design standards as proposed are adequate
- Other
 - Desire for a Design Review Board
 - Incentivize family size units
 - Require dog waste stations for middle housing (in order to protect water quality)

Comments about overall height/bulk of structures (see Zoning section)

HISTORIC DISTRICTS

What we heard/comment themes

- Historic Districts should not be zoned UR-2 or UR-3, it creates additional development pressure
- Infill is not always compatible with historic districts character
- Historic Districts standards not adequate to protect historic character
- Historic Districts tend to already be dense and have a mix of housing types
- More protections are needed to prevent demolition and to promote salvage
- Some areas have historic buildings but are not protected by Historic Districts

Minor changes/clarifications (staff recommends):

- None identified

More significant policy choices:

- Increase context sensitivity to promote neighborhood compatibility based on adjacent development patterns (e.g., larger lot widths or greater setbacks)
- Make it easier to build a front-loaded parking/garages (for sites without alleys)
- Incentivize green building methods and technologies (update the bonus structure)
- Incentivize larger “family-sized” units (update the bonus structure)
- Require dog waste receptacles (for larger developments)
- Other changes?

Requesting Commission direction

Minor changes/clarifications (staff recommends):

- None identified (see DEIS for future recommended actions)

More significant policy choices:

- Reduce the proposed UR zoning within Historic Districts (for example, only UR-1 or UR-2)
- Call for additional future non-zoning actions (such as demolition and salvage, Historic District standards updates)
- Other changes?

Requesting Commission direction

4. PARKING & TRANSPORTATION

PARKING REQUIREMENTS

What we heard/comment themes

- Differing perspectives on proposed parking reductions
 - Some people want more parking to be required
 - Some people want no parking to be required at all
 - Areas with narrower streets, major arterials or other conditions limiting on-street parking or impacting walkability need on-site parking
 - If no alley present, and only 1 parking stall required, then exempt it so doesn't gobble up lots of the site
 - Increase availability of accessible parking
 - EV Charging – how to prevent conflicts, how to not use up street parking?
 - Need more tools to deal with parking neighborhood impacts
 - What about new lots that do not have viable vehicular access?
 - Stop requiring that parking for other existing structure be replaced when an ADU is built
- General support for proposed driveway width reductions and parking stall dimension reductions

Minor changes/clarifications (staff recommends)

- Change parking stall standards applicability to apply to Middle Housing (from 1 to 5 stalls)

More significant policy choices

- Require more parking (increase per zone requirement potentially up to state limit)
- Require less parking (without fully eliminating requirements)
- Stop requiring replacement of lost parking due to ADU construction
- Find ways to reduce impacts when no alley is present (for example, waive vehicular parking requirement for non-alley lots when only one stall is required)
- Other changes?

Requesting Commission direction

REDUCED PARKING AREA

What we heard/comment themes

- Differing perspectives on whether parking should be required and on the proposed RPA
 - Support expanding the RPA further
 - Oppose expanding the RPA
 - Reduce size of the RPA (in order to retain parking requirements in more areas)
 - Expand the RPA and/or eliminate vehicular parking requirements
 - There are barriers which mean the walking distance to the transit stop/corridor may be further than shown
 - Include non-residential and/or other zones than UR (this is beyond the scope of HIT)
 - S. 19th St is not confirmed as the de facto alignment for the future LINK extension yet

Minor changes/clarifications (staff recommends):

- Adjust RPA boundaries to follow streets or alleys

More significant policy choices:

- Reduce RPA size (while at a minimum meeting state mandates) – for example, only include required “Major Transit Stops”, or apply a shorter distance from the additional transit lines included (6th Ave, S. 19th St)
- Reduce RPA size by adjusting how distance is measured (for example, use walking distance rather than as-the-crow-flies)
- Other changes?

Requesting Commission direction

OFFSITE IMPROVEMENTS

Minor changes/clarifications (staff recommends)

<p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Prevent conflicts between housing development and sidewalks and bike facilities (such as solid waste receptacles in bike lanes) • Find ways for developers to contribute to the cost of building new infrastructure • Reduce offsite improvement requirements for affordable housing projects 	<ul style="list-style-type: none"> • None identified <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Call for additional funding and financing tools for infrastructure • Provide recommendations to City Council regarding ways to reduce infrastructure costs for affordable housing • Other changes? <p><i>Requesting Commission direction</i></p>
<p>PEDESTRIAN ACCESS</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Reduce pedestrian walkway/access widths (rely on the Building Code) • Allow pedestrian paths to cross driveways (current standards allow this) • Allow alleys to be used for pedestrian access 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • None identified (the package was developed with input from Public Works Dept staff) <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Call for further study of changes to pedestrian access standards (such as narrower pathways, pedestrian access via alleys) • Other changes? <p><i>Requesting Commission direction</i></p>
<p>BICYCLE PARKING</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Support for promoting transportation choices and using best industry practices • Concern regarding cost and competing for limited space • General support for the proposal to allow long-term bike parking to be met in the unit 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • None identified <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Reduce bike parking requirements (quantity or standards short-term or long-term bike parking standards) • Other changes? <p><i>Requesting Commission direction</i></p>

5. UNIT LOT SUBDIVISIONS

UNIT LOT SUBDIVISIONS (ULS)

What we heard/comment themes

- Different perspectives on the density/number of housing units allowed, but general support for increased ownership opportunities through ULS
- ULS code should provide for future shared maintenance responsibilities, with the least possible added complexity, liability and upfront costs
- Range of perspectives on Home Owners' Associations (HOAs) as a method to coordinate future shared maintenance responsibilities
 - HOAs are better than condominiums, but still require up front cost and ongoing maintenance, some legal liability, and they can fail
 - Don't mandate HOA's for ULS in every case (such as townhouses)
- ULS code should clarify how owners will coordinate on future actions (such as Right Of Way permit applications)
- Clarify that most standards apply to parent lots, not Unit Lots (for example, setbacks do not apply to internal s ULS lot lines, only to the exterior property lines of the parent lot)
- There are two different ULS definitions in the draft code
- Allow ULS subdivision of existing buildings that do not meet all current zoning or building code standards
- Existing Subdivision Code standards on "Meandering Lot Lines" may complicate ULS

Minor changes/clarifications (staff recommends):

- Delete redundant ULS definition
- Clarify "Meandering Lot Lines" to facilitate ULS subdivisions
- Give City authority to require a "tract" to be held in common ownership
- Clarify HOAs are not necessarily required, but may be required when there are shared facilities

More significant policy choices:

- Allow someone to apply for a ULS for previously developed lots that don't meet all current standards, provided they do not increase degree of nonconformity
- Other changes?

Requesting Commission direction

6. AMENITY SPACE & TREES

<p>AMENITY SPACE <u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Differing views on amenity space (yards, balconies, rooftop decks, etc) – it is important for livability, but also competes with other features on the site and affects costs • Differing views on how much amenity space should be required and how it should be calculated <ul style="list-style-type: none"> ○ Requirements should be based on lot size rather than number of units (as currently proposed) ○ Amenity space should not be required for existing units ○ Reduce amenity space dimensions from the current 15 ft for common amenity space and 10 ft for private amenity space (such as to 8 ft) ○ Offer a fee in lieu option ○ Don't count schools as open space (they are not proposed to count in UR Districts) 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • None identified <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Increase the amount of amenity space required • Decrease the amount of amenity space required • Change the methodology for calculating amenity space (e.g., to a per lot basis – could be different for each zone) <p>Requesting Commission direction</p>
<p>TREE CREDITS <u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Differing perspectives on requiring trees and the tree credits proposal <ul style="list-style-type: none"> ○ Trees are important for livability, sustainability, urban forestry, infill compatibility, and other goals ○ Trees compete with other site features and affect development capacity/costs ○ Trees can conflict with views, utilities, parking, sun/solar access, overhang property lines ○ Staffing will be needed to support implementation • Differing perspectives on how many tree credits should be required, and how they should be calculated, including: <ul style="list-style-type: none"> ○ Tree credit requirements should be reduced/increased ○ The proposed reduction in tree credits for affordability bonuses should be removed (so lower income households/neighborhoods have more equitable tree access) ○ Street trees and on-site tree credit requirements – comments that street trees should count towards required tree credits, and comments that they should not count 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • Clarify distinctions between the fee in lieu and canopy fee, edits for clarity <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Increase required tree credit amounts • Decrease the tree credit amounts • Allow street trees to be counted/partially counted/not counted in some circumstances toward required on-site tree credits • Modify or remove the proposed tree credits reduction for bonus projects (for affordability bonuses and/or building retention) • Provide input on implementation (such as staffing, enforcement, technical support) • Other topics? <p>Requesting Commission direction</p>
<p>TREE RETENTION REQUIREMENTS <u>What we heard/comment themes</u></p>	<p><u>Minor changes/clarifications (staff recommends)</u></p>

<ul style="list-style-type: none"> • Differing perspectives on requiring tree retention as proposed, including: <ul style="list-style-type: none"> ○ Retaining mature trees should be a high (or the top) priority in terms of competing use of site area (supports urban forestry, climate change, health, infill compatibility and other goals) ○ Tree retention requirements as proposed should be modified or eliminated (will limit housing development/increase housing costs) ○ Establishing tree retention requirements (to the extent it limits development potential) affects the value of properties and could create an incentive to cut down mature trees before adoption or to covertly harm them after adoption ○ Tree retention should be required beginning at 5 inches Diameter at Breast Height (rather than 6 inches as proposed) ○ More clarity is needed in determining when a tree can be removed versus when an application to remove a tree will be denied ○ Remove the “canopy loss fee waiver” in the draft code and instead refer to the variance process ○ Staffing will be needed to support implementation 	<ul style="list-style-type: none"> • Clarify review process for evaluating reductions based on Commission’s guidance (see below) <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Provide policy guidance regarding when a mature tree can be removed so that can inform the tree flexibility/exceptions approach (see below) • Modify the specifics of the draft tree retention proposal (such as 5 vs 6 inches DBH permit threshold) • Provide input on implementation (such as staffing, enforcement, technical support) • Other topics? <p><i>Requesting Commission direction</i></p>
<p>TREE STANDARDS – HEALTH AND LONGEVITY/GENERAL STANDARDS</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Differing perspectives on general tree standards, including: <ul style="list-style-type: none"> ○ Support for tree standards that promote tree canopy, health and longevity ○ Support for more minimal standards to reduce spatial conflicts ○ Tree type and species (evergreen, fruit, etc) ○ Lower height trees in areas with views ○ Trees can conflict with views, utilities, parking, sun/solar access, overhang property lines ○ Add enforcement/bonding mechanism to ensure tree survival or replacement • Remove the (existing) Critical Areas density bonus option • The City should take responsibility for maintenance of street trees in support of expanding right-of-way canopy coverage and tree health 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • Minor edits for clarity <p><u>More significant policy choices</u></p> <ul style="list-style-type: none"> • Modify the proposed general tree standards (e.g., reduce required soil volumes, spacing, species) • Provide input on implementation (such as staffing, enforcement, street tree responsibility, technical support) • Other changes? <p><i>Requesting Commission direction</i></p>
<p>TREE REQUIREMENTS – FLEXIBILITY/EXCEPTIONS</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • General agreement that more clarity is needed regarding when flexibility will be granted for tree credits and retention requirements – <i>STC, TPAG</i> • Differing perspectives on what the priorities should be between competing goals, as well as what the process should be to determine when flexibility should be allowed: 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • Clarify review process for evaluating reductions based on Commission’s guidance (see below) <p><u>More significant policy choices</u></p>

- | | |
|---|---|
| <ul style="list-style-type: none"> ○ Prioritize housing development and affordability vs. tree canopy, health and retention ○ More accountability needed (e.g., Tree Commission, require consultation with Urban Forestry staff) – which would have staffing implications ○ The fees should be high enough to not only replace the value of the trees as infrastructure, but also to provide adequate staffing for enforcement and planning ○ The “canopy reduction fee” is a buyout for the requirement of preserving trees. If allowed, all trees should be assessed a fee, not just the ones over the tree credit requirement ○ The tree credit fee should be increased to 5x the cost of planting and maintaining a tree – the current 1.5x the cost is inadequate to consider the costs of administration for managing tree planting and maintenance ○ The city should take over or partially take over responsibility for right-of-way trees in order to adequately implement code flexibilities to offset development impacts ○ Clarify how fees collected would be used, offer exceptions for low income households ○ Allow offsite trees to count (e.g., mini-forests), private purchase of parcels to be held as “tree banks”, and held in conservation ○ Clarify how requirements affect sites that are fully/mostly forested ○ Require a floor for required tree credits, regardless of variance or fee in-lieu ○ What about existing trees planted close to buildings/foundations – can they be removed without a variance? | <ul style="list-style-type: none"> ● Adjust/clarify the variance process to reflect community priorities regarding site elements (e.g., housing units, unit size, trees, amenity space, parking, driveways, stormwater facilities) - for example, if the existing tree keeps you from building one more unit is that enough to allow a removal? ● Provide direction on whether fees will be accepted, and how they would be used (e.g., tree planting in low canopy neighborhoods? Or, within the same neighborhood?) ● Establish a “floor” in terms of the minimum amount of tree credits that will be accepted through a variance/exception process (e.g., minimum 200 tree credits) ● Provide input on whether the City should develop a more robust process for exceptions in the future (e.g., Green Factor?) <p><i>Requesting Commission direction</i></p> |
|---|---|

7. BONUSES (AFFORDABILITY & BUILDING RETENTION)

<p>RESIDENTIAL TARGET AREAS (MFTE APPLICABILITY AREAS)</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Reduce or increase the areas where the MFTE can be used • Clarify the purpose of RTAs and how they relate to city goals • Some UR-3 areas were inadvertently left out of the RTA 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • Map corrections (add UR-3 areas left out) <p><u>More significant changes/policy changes</u></p> <ul style="list-style-type: none"> • Clarify RTA purpose statement (consistent with state law) <p>Seeking Commission direction</p>
<p>VISITABILITY REQUIREMENTS</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Support for visitability goals • Support for more/additional steps to create accessible housing • There is a legal challenge to adopting changes to the Building Code related to accessibility. State law prohibits cities from adopting accessibility amendments to the Building Code, meaning that such requirements would need to be approved by the state Building Code Council or failing that, by the State Legislature 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • Clarify that visitability will not be part of the HIT package, pending state action <p><u>More significant changes/policy changes</u></p> <ul style="list-style-type: none"> • Integrate visitability with HIT affordability bonuses (require 1 visitable unit with bonus projects) • Recommend to City Council that the Multifamily Tax Exemption Program integrate visitability requirements • Advocate for state level action to more broadly allow visitability, along with other accessibility actions <p>Seeking Commission direction</p>
<p>AFFORDABILITY BONUSES</p> <p><u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Make affordability mandatory in some cases • Remove the fee in lieu option for affordability • Change the amount of the fee in lieu option • Conduct regular review and monitoring of outcomes • Expand affordability requirements for other areas (Downtown, Mixed-Use Centers) • Offer different/additional bonus options (such as infrastructure improvement waivers, right of way reductions, financial support) 	<p><u>Minor changes/clarifications (staff recommends)</u></p> <ul style="list-style-type: none"> • None identified <p><u>More significant changes/policy changes</u></p> <ul style="list-style-type: none"> • Designate number of years at which bonuses need to be reviewed (such as every 3 to 5 years) • Recommend future updates to affordability bonuses in Downtown and Centers

	<ul style="list-style-type: none"> • Recommend ongoing evaluation of infrastructure, financial and other City incentives to promote affordability <p><i>Seeking Commission direction</i></p>
<p>BUILDING RETENTION BONUS <u>What we heard/comment themes</u></p> <ul style="list-style-type: none"> • Support for actions that help retain existing buildings • Differing views on which goals should be the priority (historic preservation, neighborhood character, style compatibility, embodied carbon/sustainability) • Increase the area/amount of the building to be required to be retained to qualify for the bonus • Reduce the area/amount of the building in order to allow more flexibility and incentivize reuse of portions of the structure • Consider carbon calculation, tools 	<p><u>Minor changes/clarifications (staff recommends):</u></p> <ul style="list-style-type: none"> • None identified <p><u>More significant changes/policy changes:</u></p> <ul style="list-style-type: none"> • Increase the area of the building that must be retained to qualify for the bonus (for example, require retention of at least 50% of building area, instead of building footprint) • Reduce the area/amount of the building required to be retained to qualify for the bonus (for example, reduce required front façade to 75% from 100% retained) • Advocate for deconstruction and salvage of materials <p><i>Seeking Commission direction</i></p>

END



Proposed post-Public Hearing Changes

04/11/24

The Planning Commission will consider the following proposed changes to the draft HIT zoning and standards package (see attached summaries).

TOPICS	SPONSORS
Zoning	
1. ZONING MAP - Measure UR-2 by walking distance rather than radius	Karnes
2. ZONING MAP - Adjust UR-2 to apply only to active use parks	Santhuff
3. ZONING MAP- Adjust UR-2 to apply only to parks 10 acres and active use	Steele
4. SETBACKS – Modify front setbacks to no less than 10 feet in all zones/bonuses	Steele
5. AMNESTY FOR MIDDLE HOUSING – Add a Middle Housing Amnesty provision for existing, unpermitted middle housing to be legalized	Sadalge
6. RESIDENTIAL BUSINESSES – Definition	Marlo
7. DEFINITION – Middle Housing	Marlo
8. ACCESSORY BUILDINGS – Clarification	Marlo
ZONING MAP - Adjust UR-2 by “narrow streets”, streets without parking, etc. <i>No summary received</i>	Steele
HEIGHT - Building Height Limits potential height bonus for green building <i>No summary received</i>	Karnes, Marlo
SETBACKS - Reduce setbacks in UR-2 and 3 <i>No summary received</i>	Karnes
SETBACKS – Reduce the 8 ft side setback with ped access <i>No summary received</i>	Dorner
NON-RESIDENTIAL – Home occupation clarification, terminology <i>No summary received</i>	Sadalge
Housing Types & Building Design	
9. BUILDING DESIGN – Habitable space definition	Marlo
10. BUILDING DESIGN – Prohibited materials (delete section)	Marlo
BUILDING DESIGN – Make it easier to have front-loaded parking <i>No summary received</i>	Marlo, Martensen
HISTORIC – Is there any special treatment in historic districts? <i>No summary received</i>	Steele
Parking and Transportation	
11. PARKING – Revise parking quantities (round down)	Karnes

12.	PARKING – No replacement of parking for ADUs, parking for Non-residential Uses	Karnes, Marlo?
13.	PARKING – Revise parking quantity requirements	Sadalge
14.	PARKING – Waive parking requirement if only one stall required, no alley	Santhuff
15.	REDUCED PARKING AREA – Measure RPA by walking distance rather than radius	Karnes
	PARKING – Increase quantity requirements (to 50% of current quantities?) <i>Further discussion needed</i>	Steele
	PARKING – Pedestrian access standards, what should alleys look like, alleys shared different vision, green space <i>Further discussion needed</i>	Karnes, Dorner, Marlo
	PARKING – Parking quantity flexibility On-street flexibility, bike parking (more bikes in exchange), parking study <i>No summary received</i>	Dorner

Unit Lot Subdivisions

Debrief will take place 04/17/24

Trees and Amenity Space

Debrief will take place 04/17/24

Bonuses (Affordability and Building Retention)

Debrief will take place 04/17/24

Home In Tacoma – Potential Changes Submittal Form (#1)

Planning Commissioner: Chair Karnes

Date: 04/10/24

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Zoning map – Measure UR-2 by walking distance

What the current draft does on this topic

- In current draft, UR-2 is designated 1/8-mile from Complete Neighborhood Features, ¼-mile from Major transit stations, and existing PRDs (unless barriers intervene, Parks and Open Space FLUM)

What the proposed change would do

DESCRIBE:

- This approach would replace the “as-the-crow-flies” distances with walking distance (following street networks)

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? Yes
- What policies would this support? Walkability/complete neighborhoods
- What would be the impact (any pro’s and con’s)?
 - Pro’s: Could potentially be more accurate in terms of actual connectivity
 - Con’s: There are limitations in the City’s GIS capacity to accurately map connected networks (e.g., we don’t have an accurate sidewalks data set); The current draft does already account for connectivity to some extent (e.g., by removing areas separated by barriers); Could substantially reduce the overall amount of UR-2; would represent a significant shift from the draft zoning map; would require substantial staff and Commission work to review and perfect the new map.



Home In Tacoma – Potential Changes Submittal Form (#2)

Planning Commissioner: Santhuff

Date: 04/10/24

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Remove City of Tacoma identified Passive Open Space(s) and MetroParks Tacoma classified “Natural Areas” and “Other Facilities” from Parks and Open Space proximity triggering upzone from UR1 to UR2.

What the current draft does on this topic

Under the current proposal, proximity to “complete neighborhood features” including schools, parks, and open space is a trigger for mapping low-scale residential from UR-1 to UR-2 designation. This is currently mapped as 1/8-mile and is intended to encourage further development in proximities to amenities and promote walkability.

What the proposed change would do

DESCRIBE:

Modify mapping of UR-2 designation to exclude parks and open spaces which are considered natural areas and passive open space or do not regularly provide opportunity for active recreation or which do to topography or other barriers have limited access. Note – UR-2 designation would still apply to existing zoned Planned Residential Districts (PRD) which happen to be adjacent these features.

Specifically exclude as trigger for UR-2 designation, proximity to MetroParks Tacoma classified “Natural Areas” and “Other Facilities” as well as City of Tacoma identified Passive Open Spaces – See Attachments

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? Yes
- What policies would this support? Urban Form, Environment & Watershed Health

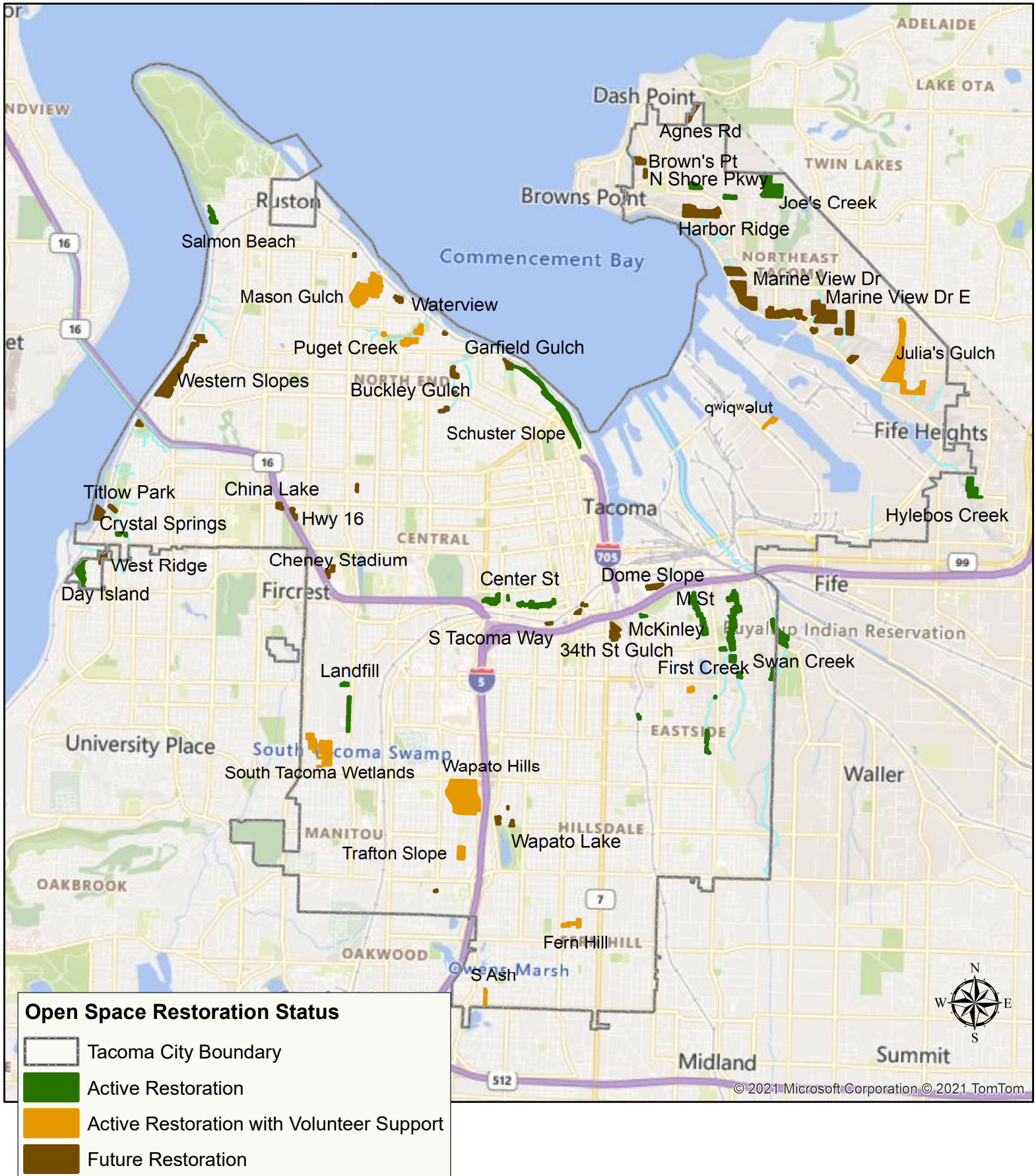


- What would be the impact (any pro's and con's)?
 - Pro's:
 - Recognizes that Natural Areas and Passive Open Spaces provide valuable habitat and ecological function that ensure a healthy and sustainable environment.
 - Acknowledges that many of these Natural Areas and Passive Open Spaces exist due to topography and critical area considerations, such as gulches, which also tend to limit the opportunity for public access and make them less likely to have amenities other than trails and a connection to nature.
 - Adjacent to such areas, regular street grid patterns are interrupted, or streets exist in narrower circuitous configurations, such that areas might be inherently less walkable or less able to accommodate development that isn't reliant on cars.
 - Added housing and development in proximity to these areas may cause unintended harm to ecological function, such as hydrologic or reduced tree canopy adjacent to these natural areas.
 - Could result in focused development of housing in other UR-2 mapped areas with greater walkability and access to transit.
 - Con's:
 - Would likely result in fewer housing units overall.

SOURCE:

https://www.cityoftacoma.org/government/city_departments/environmentalservices/surface_water/open_space_program²⁶
https://www.cityoftacoma.org/UserFiles/Servers/Server_6/File/cms/enviro/OpenSpace/GeneralMapUpdated10_21.pdf

City of Tacoma Passive Open Space



SOURCE:

<https://www.metroparkstacoma.org/about/agency-plans-partnerships/strategic-plan/>

<https://www.metroparkstacoma.org/wp-content/uploads/2019/05/Strategic-Master-Plan-2018-chapter-5.pdf>

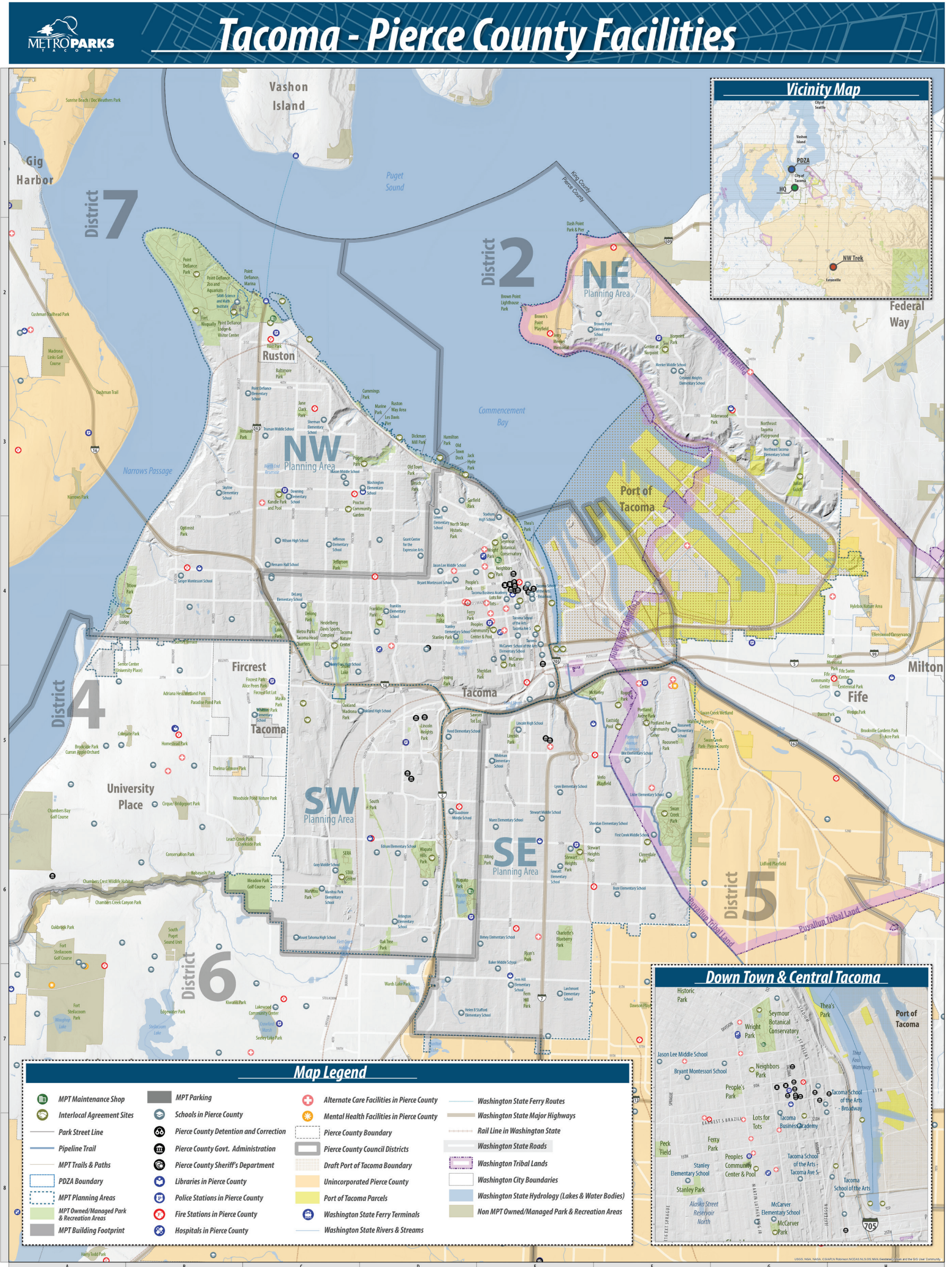


Figure 9. Tacoma and Pierce County Facilities

5. Natural Area

a. Definition:

Natural Areas, which primarily lie within the habitat corridors as defined in the City's Comprehensive Plan, contain natural resources that are managed for recreation or natural resource conservation values, such as a desire to protect and support wildlife habitat and water quality. Natural Areas also provide opportunities for nature-based, low-impact recreational opportunities, such as walking and nature viewing.

b. Natural Area amenities:

i. Provide:

01. Interpretive signage

02. On or off-street parking (Amount is dependent on the facilities provided in the Natural Area)

ii. Consider:

01. Shelters

02. Picnic Areas

03. Trash receptacles, and leash and scoop dispensers, where applicable

04. Trail and pathway system

05. Trailheads and/or entry kiosks

06. Viewpoints or viewing blinds

07. Seasonal or permanent restrooms

08. Interpretive or educational facilities

09. Amenities provided should be limited to the numbers and types of visitors the area can accommodate while retaining its resource value, natural character, and the intended level of solitude

10. Restoration of the natural resource values of the site

iii. Avoid:

01. Turf areas

02. Ornamental plantings

6. Other Park Lands:

a. Definition:

This category includes other land owned by the District for administrative/support purposes and undeveloped properties not needed for park purposes.

5.2 MPT PARKS – CLASSIFICATIONS

1) Neighborhood Park

- | | | |
|----------------------------|--------------------|--------------------|
| a. Alling | l. Irving | w. Puget |
| b. Alderwood | m. Jane Clark | x. Rogers |
| c. Baltimore | n. Lincoln Heights | y. Roosevelt |
| d. Blueberry | o. Lots for Tots | z. Ryan's |
| e. Browns Point Playfield | p. Manitou | aa. Sawyer Tot Lot |
| f. Browns Point Lighthouse | q. McCarver | ab. Sheridan |
| g. Cloverdale | r. Neighbors | ac. Stanley |
| h. Delong | s. North Slope | ad. Wapato Hills |
| i. Fern Hill | t. Oakland-Madrona | |
| j. Ferry | u. Oak Tree | |
| k. Garfield | v. Optimist | |

2) Community Parks:

- | | | |
|---------------|---------------------|-------------|
| a. Dash Point | e. Verlo Playfield | i. Vassault |
| b. Franklin | f. Northeast Tacoma | |
| c. Jefferson | g. Portland Avenue | |
| d. McKinley | h. South Park | |

3) Signature Community Parks:

- | | | |
|--------------------------------|--------------------------|-----------|
| a. Heidelberg Athletic Complex | e. Peck Athletic Complex | i. Titlow |
| b. Kandle | f. SERA Campus | j. Wapato |
| c. Meadow Park Golf Course | g. Stewart Heights | k. Wright |
| d. Norpoint | h. Tacoma Nature Center | |

4) Regional Parks:

- | | |
|-------------------|-------------------|
| a. Northwest Trek | c. Point Defiance |
| b. Ruston Way | d. Swan Creek |

5) Urban Parks:

- | | | |
|-------------|-------------|-----------|
| a. Old Town | b. People's | c. Thea's |
|-------------|-------------|-----------|

6) Natural Areas

- | | | |
|---------------|-----------------------------|-----------|
| a. China Lake | b. Puget Creek Natural Area | c. Ursich |
|---------------|-----------------------------|-----------|

7) Other Park Lands:

- | | |
|---------------------|--------------------|
| a. MPT Headquarters | b. Meeker Memorial |
|---------------------|--------------------|

NOTE: LOCATED IN BROWN'S POINT,
OUTSIDE OF CITY OF TACOMA LIMITS.

MPT strives to maintain an adequate and equitable level of service (LOS) for all of its park land and amenities. This Strategic Master Plan brings forward the idea of park access via walkability. It should be noted that the 2018 Parks & Facilities Level of Service Plan will provide in depth LOS analysis and the findings of that plan will be incorporated into this Strategic Master Plan update. Additionally, **Figure 9** on the following page represents all of the parks and recreation facilities located within Tacoma and Pierce County.

Home In Tacoma – Potential Changes Submittal Form (#3)

Planning Commissioner: STEELE

Date: 4/10/24

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

UR-2 Zoning based on park proximity.

What the current draft does on this topic

The current draft allows for UR-2 designation for areas within 1/8-mile of a park and does not distinguish between sizes or types of parks.

What the proposed change would do

DESCRIBE: I am proposing that UR-2 should be designated for proximity to a park be only allowed for projects that are within the prescribed distance to parks that only have 10 acres and that it be intended as more of “Active” use space.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

The current proposed zoning only says “parks” but not all parks in the city of Tacoma are the same size. The size of the potential projects and the unlimited number of said projects that are allowed in any area could negatively impact areas with small parks that may be capacity for existing neighborhoods.

- In response to public comments?
- What policies would this support?



- What would be the impact (any pro's and con's)?

The influx of UR-2 and UR-3 projects with no onsite open or amenity spaces have the potential placing a strain on existing parks waste management, maintenance, and emergency services. Moreover, based on the number of projects allowed in any given area, smaller parks may not provide the adequate amount of required open and amenity space for the total number of projects in proximity to the park.

Home In Tacoma – Potential Changes Submittal Form (#4)

Planning Commissioner: STEELE

Date: 4/10/24

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Front setbacks no less than 10 feet in all zones/bonuses

What the current draft does on this topic

The current draft allows for developments in all three UR zones to have front setbacks less than 10 feet through use of bonuses.

What the proposed change would do

DESCRIBE: I am proposing an amendment to prohibit front setbacks less than 10 feet in all UR zones including through use of bonuses.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

This is a matter of safety for adjacent pedestrian traffic. Based on the size and height of UR-3 projects, this would protect the public from a drop hazard of potential injurious or fatal items.

- In response to public comments? Yes
- What policies would this support?
- What would be the impact (any pro's and con's)?

This would increase public safety and avert the potential placing a strain on waste management, street maintenance, and emergency services.



Home In Tacoma – Potential Changes Submittal Form (#5)

Planning Commissioner: Sadalge

Date: 04/10/24

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Amnesty for existing, unpermitted middle housing

What the current draft does on this topic

The current HIT package would legalize middle housing, but would not fully address the circumstance of existing middle housing that was built without obtaining permits. For example, a house that was converted to up to 4 units (in the UR-1 District) would now be permitted as to land use. However, it might not meet current Building Code requirements or zoning requirements related to building size (FAR), setbacks, etc.

What the proposed change would do

DESCRIBE:

- **Add a Middle Housing Amnesty provision for existing, unpermitted middle housing to be legalized, provided:**
 - It is brought into compliance with Building and Energy Code requirements
 - Otherwise, not required to meet building design and site requirements, provided there is no increase in nonconformity
 - Amnesty set to expire 5 years after adoption of the HIT package

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? No
- What policies would this support? Housing, sustainability, reducing neighborhood disruption
- What would be the impact (any pro's and con's)?
 - Pro's: Would allow existing, occupied housing units to continue to be occupied without the need to tear down or substantially alter their location or construction; would create



an incentive to make them safer and more efficient by bringing them into compliance with Building and Energy Code

- Con's: Would allow existing structures that do not fully comply with Zoning Code standards for building and site design to continue to exist

Home In Tacoma – Potential Changes Submittal Form (#6)

Planning Commissioner: Brett Marlo

Date: 4-1-24

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

G. Residential Business 1.

What the current draft does on this topic

f. ~~No person other than members of the family residing~~ No more than two people who do not reside on the premises shall be engaged in the ~~home occupation~~ residential business at the dwelling. ~~Non-related employees~~ Additional people are allowed to be engaged in a ~~home occupation~~ Residential Business provided they work at a jobsite other than the dwelling during the workday.

What the proposed change would do

DESCRIBE:

The number of people that do not reside on the premises that are engaged in the residential business at the dwelling is not limited, so long as any negative impacts are found to be sufficiently mitigated consistent with the criteria set forth above.

Text change

Background/why?

- In response to public comments?
- What policies would this support?
- What would be the impact (any pro's and con's)?

Conflict of definition on page 135, versus page 131....why are these different?

See page 31 Residential Business 2

(6) The number of people that do not reside on the premises that are engaged in the residential business at the dwelling is not limited, so long as any negative impacts are found to be sufficiently mitigated consistent with the criteria set forth above.

Please align both RB1 and RB2 definitions.

Home In Tacoma – Potential Changes Submittal Form (#7)

Planning Commissioner: Brett Marlo

Date: 4-1-24

Topic
13.01.060.M Definition
<p>What the current draft does on this topic</p> <p>“Middle housing.” Buildings that are compatible in scale, form, and character with single unit houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Within Urban Residential Districts, middle housing types have been further refined—see TMC 13.06.020.F.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p>“Middle housing.” Buildings that are compatible in scale, form, and character with single unit houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Within Urban Residential Districts, middle housing types have been further refined—see TMC 13.06.020.F.</p> <p>OR</p> <p>“Middle housing.” Buildings that are either compatible in scale, form, and or character with single unit houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Within Urban Residential Districts, middle housing types have been further refined—see TMC 13.06.020.F.</p> <p><input type="checkbox"/> Text change</p>
<p>Background/why?</p> <p>For clarity as it doesn’t make sense as it is written; middle housing is not the same as a single unit house by definition.</p>

Home In Tacoma – Potential Changes Submittal Form (#8)

Planning Commissioner: Brett Marlo

Date: 4-1-24

Topic
H. Accessory building standards.
<p>What the current draft does on this topic</p> <p>Accessory buildings permitted per Section 13.06.020, such as garages, sheds, common utility and laundry facilities, and business offices and recreational facilities for mobile home/trailer courts and multi-unit residential uses, are subject to the following location and development standards: 1. The total square footage of all accessory building footprints shall be no more than 85 percent of the square footage of the main building footprint and no more than 15 percent of the square footage of the lot, not to exceed 1,000 square feet. For lots greater than 10,000 square feet, the total square footage of all accessory building footprints shall be no more than 10 percent of the square footage of the lot (the other limitations applicable to smaller properties outlined above shall not apply). If one of the accessory buildings is a Detached ADU, the total allowed square footage of accessory structures is increased by 500 square feet, provided that the additional 500 square feet is non-habitable and detached from all other structures. 2. A stable shall be located at least 25 feet from any street right-of-way line and at least seven and one-half feet from any side lot line. The capacity of a private stable shall not exceed one horse for each 20,000 square feet of lot area. 3. An accessory building shall contain no habitable space. Plumbing shall not be permitted in an accessory building without a finding by the Building Official that such plumbing is not to be utilized in conjunction with habitable space within</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p>Accessory buildings permitted per Section 13.06.020, such as garages, sheds, common utility and laundry facilities, and business offices and recreational facilities for mobile home/trailer courts and multi-unit residential uses, are subject to the following location and development standards:</p> <p>1. The total square footage of all accessory building footprints shall be no more than 85 percent of the square footage of the main building footprint and no more than 15 percent of the square footage of the lot, not to exceed 1,000 square feet. For lots greater than 10,000 square feet, the total square footage of all accessory building footprints shall be no more than 10 percent of the square footage of the lot (the other limitations applicable to smaller</p>

properties outlined above shall not apply). ~~If one of the accessory buildings is a Detached ADU, the total allowed square footage of accessory structures is increased by 500 square feet, provided that the additional 500 square feet is non-habitable and detached from all other structures.~~

2. A stable shall be located at least 25 feet from any street right-of-way line and at least seven and one-half feet from any side lot line. The capacity of a private stable shall not exceed one horse for each 20,000 square feet of lot area.

3. An accessory building shall contain no habitable space. Plumbing shall not be permitted in an accessory building without a finding by the Building Official that such plumbing is not to be utilized in conjunction with habitable space within

Text change and Diagram change- please review Accessory Building Diagram for DADU language.

Background/why?

In response to public comments?

What policies would this support?

What would be the impact (any pro's and con's)?

A DADU is no longer defined as an accessory structure, look at the definition 3. An accessory building shall contain no habitable space.

Home In Tacoma – Potential Changes Submittal Form (#9)

Planning Commissioner: Brett Marlo

Date: 4-1-24

<p>Topic</p> <p>13.01.060.H Definition</p>
<p>What the current draft does on this topic</p> <p>“Habitable Space.” A room used for habitation. May include residential spaces such as foyers, entries, living rooms, dining rooms, kitchens, bedrooms, dens, home offices, lobbies, mailrooms, common amenity spaces, playrooms, and mudrooms, as well as non-residential spaces such as cafes or commercial spaces. May not include spaces such as garages, storage spaces, loading, mechanical, electrical or other utility rooms.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p>“Habitable Space.” A room space used for habitation. May include residential spaces such as foyers, entries, living rooms, dining rooms, kitchens, bedrooms, dens, lofts, home offices, lobbies, mailrooms, common amenity spaces, playrooms, and mudrooms, as well as non-residential spaces such as lobbies, mailrooms, cafes or commercial spaces. May not include spaces such as garages, storage spaces, loading, mechanical, electrical or other utility rooms.</p> <p><input type="checkbox"/> Text change</p>
<p>Background/why?</p> <p>In response to public comments?</p> <p>What policies would this support?</p> <p>What would be the impact (any pro’s and con’s)?</p> <p>These spaces are not all defined as “rooms.” Lofts can be habitable spaces as well. While this edit may appear insignificant, we will be requiring a design standard that involves placement of these spaces as primary to the street based on this definition.</p>

Home In Tacoma – Potential Changes Submittal Form (#10)

Planning Commissioner: Brett Marlo

Date: 4-1-24

Topic
13.06.100 Building design standards. E. Prohibited Materials
<p>What the current draft does on this topic</p> <p>e. Prohibited Materials (1) Plywood and other similar sheet siding materials, such as T1-11 siding, shall not be used for street-facing facades, except that board and batten siding shall be allowed for façade variation up to 40 percent of the front façade facing the street.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p>e. Prohibited Materials (1) Plywood and other similar sheet siding materials, such as T1-11 siding, shall not be used for street facing facades, except that board and batten siding shall be allowed for façade variation up to 40 percent of the front façade facing the street.</p> <p><input type="checkbox"/> Text change</p>
<p>Background/why?</p> <ul style="list-style-type: none"> • In response to public comments? • What policies would this support? • What would be the impact (any pro's and con's)? <p>I strongly encourage you to discard the prohibited material section. This is too subjective.</p> <p>Siding is often determined by the marketplace and trends. To set preference, opens a can of worms. In addition, batt and board makes houses more affordable, which is the goal.</p>

Home In Tacoma – Potential Changes Submittal Form (#11)

Planning Commissioner: Christopher Karnes – Amendment 3

Date: 03/14/2024

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Parking requirements - Rounding to whole numbers

What the current draft does on this topic

The existing code calls for fractions from required parking calculations to be rounded “up or down” to the nearest whole number.

What the proposed change would do

DESCRIBE:

The proposed change would round parking requirements down to the nearest whole number.

13.06.090.C.2(a)

Fractions resulting from required parking calculations will be rounded ~~up or~~ down to the nearest whole number.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **Yes, comment indicated that affordable housing is necessary and that current parking requirements are a barrier to constructing that housing at scale.**
- What policies would this support?
 - **Parking requirement reductions (Housing–Policy 1.7, 3.7)**
 - **Equity in transportation (TMP-Policy 3.8);**
 - **Parking Management (TMP-Policy 6.10).**
 - **Green Transportation Hierarchy (TMP-3.2)**
 - **Transit-oriented development (TMP-Policy 6.8);**



- What would be the impact (any pro's and con's)? **Pros include consistency with right-sizing parking facilities and yielding substantive differences between UR-1 and UR-2 parking requirements for smaller-scale buildings. Cons include potential under provision of off-street parking facilities in UR-2 zones if a developer chooses to not provide more parking and none is readily available on-street. This change may be related to impact fees for reconfiguring public right of way to support additional angled parking spaces near a developing parcel.**

These changes are in response to Commissioner review of the package by the Public Transportation seat in relation to adopted State law, regional transportation and land use plans and long range plans at Pierce Transit and Sound transit.

Current language for UR-1 and UR-2 parking requirements without bonuses are largely equivalent because rounding up occurs four times and rounding down only occurs once. With requirements for 1.0 spaces per unit and 0.75 spaces per unit, the following scenario occurs:

- 1 Unit, UR-1: 1 space, UR-2: 1 space (0.75 rounded up)
- 2 Units, UR-1: 2 spaces, UR-2: 2 spaces (1.5 rounded up)
- 3 Units, UR-1: 3 spaces, UR-2: 2 spaces (2.25 rounded down)
- 4 Units, UR-1: 4 spaces, UR-2: 3 spaces
- 5 Units, UR-1: 5 spaces, UR-2: 4 spaces (3.75 rounded up)
- 6 Units, UR-1: 6 spaces, UR-2: 5 spaces. (4.5 rounded up)

For the most common scenarios a maximum reduction of only ONE space per parcel occurs, while UR-2 allows an increase of TWO potential housing units (without a bonus). This will result in a proportionally larger mandated off-street parking facility on the site while the zoning intent is to allow more housing instead.

In a scenario for when parking requirements are rounded down to the nearest whole number, the following scenario occurs, yielding a comparably-sized parking facility for six units in UR-2 versus a four-unit housing configuration in UR-1.

- 1 Unit, UR-1: 1 space, UR-2: 0 spaces (0.75 rounded down)
- 2 Units, UR-1: 2 spaces, UR-2: 1 space (1.5 rounded down)
- 3 Units, UR-1: 3 spaces, UR-2: 2 spaces (2.25 rounded down)
- 4 Units, UR-1: 4 spaces, UR-2: 3 spaces (3.25 rounded down)
- 5 Units, UR-1: 5 spaces, UR-2: 3 spaces (3.75 rounded down)
- 6 Units, UR-1: 6 spaces, UR-2: 4 spaces. (4.5 rounded down)

This is the intent of right-sizing off-street parking requirements in Home in Tacoma nearby walkable complete neighborhood features such as schools and mixed use centers and implies a heavier reliance on on-street facilities and transportation options nearby neighborhood commercial nodes, corridors, and centers consistent with policy around UR-2 and UR-3. A UR-3 lot would have a similar parking configuration as a UR-2 lot with fewer housing units.

Home In Tacoma – Potential Changes Submittal Form (#12)

Planning Commissioner: Christopher Karnes – Amendment 4

Date: 03/27/2024

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Residential District and Special Use Standards - Parking

What the current draft does on this topic

The existing code requires that any parking spaces replaced by an ADU be replaced on the site. This runs counter to the concept of urban infill and reduces site flexibility. Tacoma's parking requirements are by use, so for non-residential uses the number of spaces required could be as large as 6 spaces per 1,000 square feet, which makes infeasible compact, walkable urban form envisioned for UR-2 and UR-3 zones. The current draft also requires that all garage conversions to non-vehicular space must replace off-street parking, making it less feasible to accommodate infill.

What the proposed change would do

DESCRIBE:

This outline of code changes would remove the requirement to replace parking spaces that are infilled by an ADU or a garage conversion to non-vehicular space. It also exempts the first 3,000 square feet of limited commercial from parking requirements for the retention and adaptive reuse of heritage buildings and for limited mixed-use residential development. It removes the corner-site requirement for limited mixed-use residential on corridors. To compensate for potential impacts, the amendment would retain a maximum of 3,000 square feet cap for commercial on a site in order to retain more room for housing in UR districts.

13.06.080 Special Use Standards

A. Accessory Dwelling Units

3.b Inspection

The City shall inspect the property to confirm that zoning, minimum and maximum size limits, ~~required parking~~, site development, and design standards, and all applicable building, health, safety, energy, and electrical code standards are met.

4.d Parking.



No off-street parking is required for the ADUs. ~~However, it is not permitted to remove existing required off-street parking spaces unless the required parking is replaced elsewhere on the property per City standards.~~ It is permitted to remove existing off-street parking spaces for the purpose of siting an accessory dwelling unit. If additional ADU parking is provided, such parking shall be located in the rear portion of the lot and shall not be accessed from the front if there is a developable alley.

"I". Live/Work and Work/Live

b. Exemptions from development standards.

(1) No additional parking shall be required for live/work or work/live units, ~~within buildings lawfully in existence prior to December 5, 1989.~~

T. Adaptive Reuse of a Heritage Building

4. Exemptions from development standards.

(c). No additional parking shall be required for the limited uses in 4b that area less than 3,000 square feet in area.

U. Mixed-use residential development, limited

4. Exemptions from development standards.

(1). No additional parking shall be required for the limited uses in 4b that area less than 3,000 square feet in area.

5. Permitted Special Use and Conditional Use Standards comparison.

1. For special use, by-right, remove the corner-site requirement.

For the conditional use option, retain the maximum 3,000 square feet limit on commercial.

13.06.020F(3).c4) Garages. Unless deemed necessary to meet off-street parking requirements, Conversion of existing garages to enclosed or semi-enclosed non-vehicular space is permitted when there is access to a paved alley or a walking path to the street.

13.06.020F(1).e4) Garages. Unless deemed necessary to meet off-street parking requirements, Conversion of existing garages to enclosed or semi-enclosed non-vehicular space is permitted when there is access to a paved alley or a walking path to the street.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **Yes, comment indicated that affordable housing is**

necessary and that current parking requirements are a barrier to constructing that housing at scale. Commission comments about supportive retail for urban neighborhoods and addressing food deserts were also mentioned.

- What policies would this support?
- **Parking requirement reductions (Housing–Policy 1.7, 3.7)**
- **Equity in transportation (TMP-Policy 3.8);**
- **Parking Management (TMP-Policy 6.10).**
- **Green Transportation Hierarchy (TMP-3.2)**
- **Transit-oriented development (TMP-Policy 6.8);**
- What would be the impact (any pro's and con's)?

Pros: Supports housing infill for ADUs by improving site flexibility. Supports limited-mixed use in areas of the City that are targeted for more activity, supporting 15-minute neighborhoods and multimodal transportation options. Reduces average trip distances by providing more neighborhood amenities. Also from an equity perspective expands potential goods and services that are walkable from more areas. Also matches the exemption that Old Town receives for limited commercial without parking requirements. Commercial development with existing parking requirements can easily be twice the area of structure itself, lending to the creation of strip malls with driveways, counter to the intent of compact walkable neighborhoods.

Cons: Potentially less space for vehicle storage, compensated by access to more walkable features.

Home In Tacoma – Potential Changes Submittal Form (#13)

Planning Commissioner: Sadalge

Date: 04/11/24

Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Parking – increase quantity requirements

What the current draft does on this topic

The current HIT package would reduce parking requirements to from 1.0 to 0.5 stalls per dwelling, along with further reductions for Bonus 1 and Bonus 2, and exempting ADUs from providing parking.

What the proposed change would do

DESCRIBE:

Propose to change the quantity requirements to whole numbers based on the number of units, and to require slightly higher quantities than the current proposal. The range of stalls required would be from 1.0 to 0.5, depending on the number of dwelling units. The parking requirements would be the same for all UR zones. Rounding would not be necessary because the standards call for whole numbers.

- 1-4 dwellings requires 1 stall per dwelling
- 5-6 dwellings requires 4 stalls total
- 7-8 dwellings requires 5 stalls total
- 9-12 dwellings requires 6 stalls total
- 13-14 dwellings requires 7 stalls total
- 15-16 dwellings requires 8 stalls total
- 17+ dwellings requires 0.5 stalls per dwelling

In addition, for the Bonus 2 there would be an option to conduct a traffic study demonstrating that there is ample parking in the vicinity, which could result in a reduced parking quantity requirement.

Parking requirements may be further reduced since ADU's are exempt up to two of the required spots.

This approach addresses rounding & simplifies things by providing an easy to read chart for reference.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)



Background/why?

- ❖ We got a lot of comments about parking, it's a major concern to residents.
 - ❖ There are large economic centers around Tacoma that require you to drive so cars are a necessity (e.g. JBLM, Port of Tacoma, Lacey, industrial areas in the Puyallup and Auburn valleys)
 - ❖ Creating a scarcity of anything makes it a commodity. If we make the requirement zero it will be expensive, especially for households in the affordable range. The increased expense maybe in the form of high parking fees but also in more subtle ways such as higher car insurance rates for street parked cars vs. off street, the cost of dealing with the higher incidence of vandalism/break-ins for street parked cars vs off street.
 - ❖ Too many cars parked on the street is cited as a detriment to neighborhood character.
 - ❖ At the end of the day, this proposal still reduces the requirement by at least 50% and often more than the current requirements.
-
- In response to public comments? Yes
 - What policies would this support? Parking, transportation choices, reducing theft
 - What would be the impact (any pro's and con's)?

Draft Parking - From Elliot

	<u>UR1</u>	<u>UR2</u>	<u>UR3</u>
Parking Factor	100%	75%	50%
1	1	1	1
2	2	2	1
3	3	2	2
4	4	3	2
5	4	4	3
6	4	5	3
7	0	5	4
8	0	5	4
9		0	4
10		0	4
11		0	4
12		0	4
13			0
14			0
15			0
16			0

Bonus 1

Bonus 2

Draft Parking - Sandesh Proposal % Of Units

	<u>UR1</u>	<u>UR2</u>	<u>UR3</u>
1	100%	100%	100%
2	100%	100%	50%
3	100%	67%	67%
4	100%	75%	50%
5	80%	80%	60%
6	67%	83%	50%
7	0%	71%	57%
8	0%	63%	50%
9		0%	44%
10		0%	40%
11		0%	36%
12		0%	33%
13			0%
14			0%
15			0%
16			0%

Bonus 1

Bonus 2

Draft Parking - Sandesh Proposal

	<u>UR1</u>	<u>UR2</u>	<u>UR3</u>
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	4	4	4
6	4	4	4
7	5	5	5
8	5	5	5
9		6	6
10		6	6
11		6	6
12		6	6
13			7
14			7
15			8
16			8

Bonus 1

Bonus 2

Draft Parking - Sandesh Proposal % Of Units

	<u>UR1</u>	<u>UR2</u>	<u>UR3</u>
1	100%	100%	100%
2	100%	100%	100%
3	100%	100%	100%
4	100%	100%	100%
5	80%	80%	80%
6	67%	67%	67%
7	71%	71%	71%
8	63%	63%	63%
9		67%	67%
10		60%	60%
11		55%	55%
12		50%	50%
13			54%
14			50%
15			53%
16			50%

Bonus 1

Bonus 2

Bonus 2 can reduce parking if study is conducted and shows ample parking is available.

Home In Tacoma – Potential Changes Submittal Form (#14)

Planning Commissioner: Santhuff

Date: 04/10/24

Topic (zoning, **parking/transportation**, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Non-alley lots with only 1 stall required exempt from parking requirement

What the current draft does on this topic

Under the current proposal, it is possible that middle housing developments could be required to provide as few as a single onsite parking stall (whether for one dwelling, or more than one in a zone requiring a fractional number of stalls per unit). This would apply irrespective of whether the site has an alley or parking would be front-loaded. Since parking is required to be in the rear of the site, a longer driveway would typically be needed.

What the proposed change would do

DESCRIBE:

Where no alley is present to provide vehicular access to the rear of the site, and where the required parking would be one (1) onsite stall, that requirement would become zero (the development would be exempt from onsite parking requirements).

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? Yes
- What policies would this support? Housing supply/affordability, reduced onsite pavement
- What would be the impact (any pro's and con's)?
 - Pro's: Would further reduce the circumstances/amount of parking required in support of housing infill; would substantially reduce the amount of paved surface required.
 - Con's: Would likely result in less onsite parking.



Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: Christopher Karnes – Amendment 1

Date: 03/27/2024

Topic (zoning, **parking/transportation**, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)

Reduced Parking Area – Major Transit Stop Definition

What the current draft does on this topic

The draft Reduced Parking Area (RPA) map, per Planning Commission direction, which emphasized consistency with the Comprehensive Plan and regional land use and transportation planning, includes Transit Streets designated by the Director of Public Works. The term “Major Transit Stop” is defined in WA HB1110 and requires that cities not impose parking requirements within a ½ mile “walking distance” of those stops. The code definition of a Major Transit Stop is missing the reference to transit streets, a geographic feature that functionally contributed to shaping the RPA map.

What the proposed change would do

DESCRIBE:

The updated definition makes the code clearer, reduces duplication of references, and corrects terminology to be consistent with State law. It retains all State-mandated Major Transit Stop criteria in WA HB1110. It reflects the intent of the Planning Commission’s Reduced Parking Area map by including stops on Transit Streets previously designated by the Director of Public Works and adopted by the City Council (Ord. 27079 § 6; passed Apr. 29, 2003; Ord. 25893 § 3; passed Jun. 4, 1996). The amendment also implements specific language around “walking distance” rather than “radius” and “Stop” vs “Station” in State law. The use of walking distance versus radius gives the City flexibility to identify geographic barriers to walking in the map.

13.06.090 C.3. Table 2 19.i

(b.) Urban Residential Districts RPA. The Urban Residential RPA is generally delineated by areas within a one-half mile ~~radius~~ walking distance of Major Transit ~~Stops~~ Stations, ~~and of Pacific Avenue, 6th Avenue and Southn 19th Street~~

13.01.060.M

“Major Transit Stop” means (a) a stop on a high capacity transportation service funded or expanded under the provisions of chapter 81.104 RCW; (b) commuter rail stops; (c) stops on rail or fixed guideway systems, including transit-ways; (d) stops on bus rapid transit routes or routes that run on high



occupancy vehicle lanes; or, (e) stops on Transit Streets designated in TMC 11.05.492.

Text change Map change (Zoning, Reduced Parking Area, MFTE map?)

Background/why?

- In response to public comments? **Yes, comment indicated that transportation options and the parking requirements should be logically tied together to support compact development, access to affordable housing, and mobility without a private motor vehicle. Specific comment from Downtown on the Go, League of Women Voters of Tacoma-Pierce County, and Transportation Commission. The change in language from “radius” to “walking distance” is supported by the Parking Technical Advisory Group.**
- What policies would this support?

City Council Resolution 41195 (TOD Task Force):

“...the City's growth strategy is centered around coordinating new growth and development with public transportation investments to maximize the impact and use of transit services, reduce the need for and use of single-occupancy vehicles, and connect communities to jobs and services with more affordable transportation options”

Tacoma Municipal Code 11.05.492 Transit streets designated:

“a primary network of transit streets is established. Those portions of the following streets are designated as transit streets, shall be designated to accommodate transit vehicles and right-of-way for future transit improvements, if established by Pierce Transit, and shall be reserved or dedicated...

A. Incentive Transit.

Commerce Between 9th and 17th
Pacific Between 17th and 24th

B. Transit.

Pacific 24th to the City limits
6th Avenue Between Tacoma and Mildred
South 19th Between State and Orchard”

Tacoma Municipal Code 13.01.040.T

“Transit street” shall mean a street on which regularly scheduled bus service operates at frequencies of 15 minutes or less during peak travel periods. Transit streets are designated by the Director of Public Works in consultation with Pierce Transit and include streets designated in Section 11.05.492 of the Tacoma Municipal Code.

- Parking requirement reductions (Housing–Policy 1.7, 3.7)
- Equity in transportation (TMP-Policy 3.8);

- Parking Management (TMP-Policy 6.10).
 - Green Transportation Hierarchy (TMP-3.2)
 - Transit-oriented development (TMP-Policy 6.8);
 - Pierce Transit Destination 2040 Long Range Plan (Frequent Routes, p. 86)
 - Pierce Transit Transit Development Plan 2023-2028 - 6th Avenue – BRT Features
 - Pierce Transit Stream System Expansion Study
 - Sound Transit Long-Range Plan Update Issue Paper S.4: Potential Tacoma Link Extension West
 - Transportation 2050 Plan
 - VISION 2050 Regional Land Use Plan – High Capacity Transit Station Areas
-
- What would be the impact (any pro's and con's)? **Pros include code that operates by reference rather than replication of street geography already outlined in code. As per current code, transit streets would be designated by the Director of Public Works in consultation with Pierce Transit and would be subject to City Council approval, allowing coordinated future updates. Further, expansion of the RPA along full portions of streets allows pedestrian-friendly design standards to apply to parcels in the area of applicability. Additional land is available for affordable housing and tree canopy near transit. Terminology used in State law is replicated to reduce confusion.**
 - **Cons include reduced vehicle parking requirements for the affected area explicitly identified by HB 1110, potentially limiting point-to-point mobility without improvements in the transit network.**