



AGENDA

MEETING: Special Meeting (Hybrid)
DATE/TIME: Wednesday, May 8, 2024, 5:00 p.m.
LOCATION: Conference Room 335, 3rd Floor of the Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
ZOOM INFO: Link: <https://www.zoom.us/j/89826327069>
Dial-in: +1 253 215 8782
ID: 898 2632 7069

A. Call to Order

- Quorum Call
- Land Acknowledgement

B. Approval of Agenda

C. Public Comments

Comments are not accepted for the discussion item, as it is the subject of a recent public hearing.

D. Disclosure of Contacts and Recusals

E. Discussion Item

1. Home In Tacoma – Potential Amendments

- Description: Continue the process of providing direction on the recommended amendments brought forward during the previous review and discussion.
- Action: Review and Comment.
- Staff Contact: Elliott Barnett (EBarnett@cityoftacoma.org);
Alyssa Torrez (ATorrez@cityoftacoma.org)

F. Adjournment



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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.



To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: Home In Tacoma Project – Phase 2
Memo Date: May 1, 2024
Meeting Date: May 8, 2024

Action Requested:

Continue to provide direction on changes to the Public Hearing package based on comments

Discussion:

At the May 8, 2024, Planning Commission meeting, the Commissioners will continue the process of providing direction on the recommended amendments brought forward during the review and discussion at the April 17th 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. The objective is to finalize the Commission's direction on changes to the HIT package in response to input received during the public hearing process, pursuant to preparing the full recommendations package for the June 5th Commission meeting.

At the April 3rd and April 17th meetings, the Commission debriefed on the public comments received during the Home In Tacoma public comment period and began to identify potential changes for the Commission's consideration. On April 17th, the Commission concluded its debrief and began the process of making decisions on changes proposed by Commission members. Thirteen specific amendments remained at the conclusion of the April 17th meeting. Since then, Commission members have submitted an additional six proposed amendments. These potential amendments (attached) will be the focus for the May 8th meeting. In addition, staff will present recommendations for changes to parking standards required by bills adopted by the State Legislature during the 2024 session.

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 No. 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 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, 04/17/24)
- 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 – Updated Planning Commission Proposed Amendments Table
- Attachment 2 – Commission Amendment Summary Forms (Original Amendments from the 4/17 meeting)
- Attachment 3 – New Amendment Summary forms

c: Peter Huffman, Director



Proposed post-Public Hearing Changes

05/01/24

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

TOPICS	Sponsors	Status
Zoning		
1. ZONING MAP - Measure UR-2 by walking distance rather than radius	Karnes	Withdrawn
2. ZONING MAP - Adjust UR-2 to apply only to active use parks	Santhuff	Commission voted against
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	Dorner	Withdrawn
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	Marlo, Martensen	

No summary received

HISTORIC – Is there any special treatment in historic districts? Steele

No summary received

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 |
| 16. | PARKING – Increase quantity requirements (to 50% of current quantities) | Steele |
| | PARKING – Pedestrian access standards, what should alleys look like, alleys shared different vision, green space | Karnes, Dorner, Marlo |
| | <i>Further discussion needed</i> | |
| | PARKING – Parking quantity flexibility On-street flexibility, bike parking (more bikes in exchange), parking study | Dorner |
| | <i>No summary received</i> | |
| | REDUCE PARKING AREA – Modify the intent statement | Karnes |
| | <i>No summary received</i> | |

Unit Lot Subdivisions

- | | | |
|--|---|-----------------|
| | Allow ULS subdivision for previously developed sites, even if they don't meet all current/new standards | Karnes, Sadalge |
| | <i>In discussion with staff</i> | |

Trees and Amenity Space

- | | | |
|-----|--|------------------------------------|
| 17. | TREE CREDITS- Change the measure of compliance from tree credits to tree canopy coverage; require that each parcel not go below 20% tree canopy coverage in an Urban Residential (UR) zone. Developers disallowed from going below minimum level of canopy coverage using either a tree fee-in-lieu or canopy-cover-removal fee. To go below 20% canopy cover, the developer would need a variance, which must be approved by both a city arborist and Director of Planning. Canopy cover minimums for UR-3 would be changed to be the same as UR-2 (starting with 30% canopy cover, allowing a reduction to 25% for Bonus 1 and 20% for Bonus 2). | Krehbiel, Karnes, Marlo, Martensen |
| 18. | TREE RETENTION/CANOPY COVER FEE – Change variance requirements- required for any tree over 18” DBH. Remove language that exempts fruit trees from tree retention requirements- removal regulated based on DBH. Clarify fee will be assessed on the removal of any tree over 6” DBH. Change the word ‘caliper’ to DBH. | Krehbiel, Karnes, Marlo, Martensen |

Tree removal above the required canopy minimum for anything that increases impervious surfaces on the site, other than an additional housing unit, (i.e. garages, sheds, driveways, patios, etc.), apply the canopy loss fee for the removal of those trees at 50% of the normal fee.

Add in language "Applicants must demonstrate to the satisfaction of both a certified arborists in the City's Urban Forestry department and the Director of Planning via a Variance..." to include a non-biased, subject matter expert in the decision-making process.

19.	TREE REQUIREMENTS – FLEXIBILITY/EXCEPTIONS – Aligns city code with state law that tree retention should be prioritized over parking requirements. Provides more guidance on determining if a tree is limiting development. Requires that a city arborist also approve all variances along with the Director of Planning.	Krehbiel, Karnes, Marlo, Martensen
20.	TREE RETENTION/MAINTENANCE – Requires bonding language for trees (pending staff input), requires a landscaping checklist/maintenance plan be provided by the developer.	Krehbiel, Karnes, Marlo, Martensen
21.	PARKING LOT LANDSCAPING REQUIREMENTS – Require landscaping requirements when parking lot alterations affect at least either 25% of the lot or 500 SF of the parking lot (whichever is less). Require parking lots collect at least 51% of their stormwater runoff with green stormwater infrastructure. Only allow medium and large trees to be used to meet tree requirements in and around parking lots.	Krehbiel, Karnes, Marlo, Martensen
22.	REMOVAL OF SECTIONS OF THE TREE AND LANDSCAPING CODE – Removes a section about tree incentives (this would eliminate the evergreen tree incentive; the other two incentives mentioned in this section are mentioned elsewhere in code, so removing them is more for clean up) and one that removes the exemption for "self-managed agencies".	Krehbiel, Karnes, Marlo, Martensen
23.	LANDSCAPING CHANGES – Requires that all plant species used in landscaping must be considered "climate adapted" (defined in Urban Forestry Manual) and that 50% be native or near-native species (this near-native/native-adjacent grouping would be a new category of plants that would need to be added into the Urban Forestry Manual). Requires 100% of the plants (excluding trees) to be native/near-native species for landscaping adjacent to open space and/or within 100 feet of a fish and wildlife habitat conservation area. Requires 75% of plants (excluding trees) to be native/near-native when within 50 ft. of open space.	Krehbiel, Karnes, Marlo, Martensen
24.	AMENITY SPACE – Modify amenity space requirement from sq. ft./unit methodology to % of lot methodology (or if further discussion makes that not workable, maybe do a cap on the amenity space requirement).	Marlo, Martensen

- | | |
|--|--------|
| 25. Tree mandated percentages will only apply to remaining space on lots “after” building, parking, and amenity space has been developed. Remove Tree Bonuses. | Steele |
|--|--------|

Bonuses (Affordability and Building Retention)

- | | |
|---|---------------|
| 26. Establish a required affordability bonus program review every 3 years. | Krehbiel |
| Modify requirements around how much of a building must be retained in order to qualify for Building Retention Bonus
<i>No summary received</i> | Karnes, Marlo |
| Integrate visitability into Affordability Bonus proposal
<i>No summary received</i> | Karnes |
| RESIDENTIAL TARGET AREA – Modify the intent statement
<i>No summary received</i> | Karnes |

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)?

az, 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.

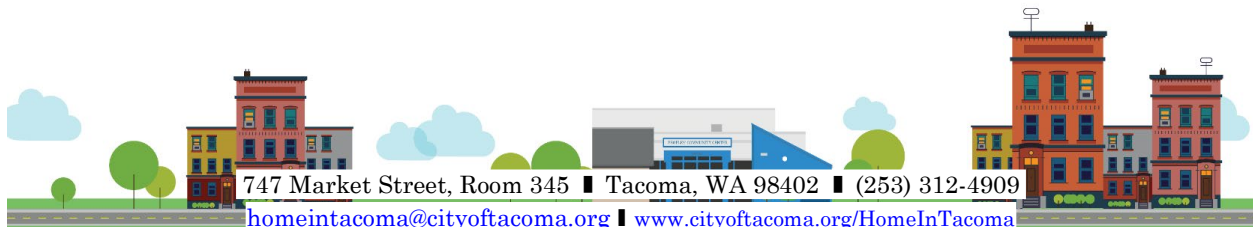
13.06.090.C.2(a)

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?)



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homeintacoma@cityoftacoma.org ■ www.cityoftacoma.org/HomeInTacoma

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

Draft Parkii

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

Bonus 1
Bonus 2

Draft Parking - Sandesh Proposal

Draft Parkii

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



Bonus 1

Bonus 2

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

ng - Sandesh Proposal % Of Units

<u>UR1</u>	<u>UR2</u>	<u>UR3</u>
100%	100%	100%
100%	100%	50%
100%	67%	67%
100%	75%	50%
80%	80%	60%
67%	83%	50%
0%	71%	57%
0%	63%	50%
	0%	44%
	0%	40%
	0%	36%
	0%	33%
		0%
		0%
		0%
		0%

Bonus 1

Bonus 2

ng - Sandesh Proposal % Of Units

<u>UR1</u>	<u>UR2</u>	<u>UR3</u>
100%	100%	100%
100%	100%	100%
100%	100%	100%
100%	100%	100%
80%	80%	80%
67%	67%	67%
71%	71%	71%
63%	63%	63%
	67%	67%
	60%	60%
	55%	55%
	50%	50%
		54%
		50%
		53%



Bonus 1

Bonus 2

Draft Parking - Round UP

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

Number of Units Built

Bonus 1
Bonus 2

Draft Parking - Round DOWN

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

Number of Units Built

Bonus 1
Bonus 2

Today's Requirement

UR3

UR1

UR2

UR3

50%

0
1
1
2
2
3
3
4
4
4
4
4
4?
4?
4?
4?

Number of Units Built

1	2.00	2.00	2.00
2	2.50	2.50	2.50
3	3.75	3.75	3.75
4	5.00	5.00	5.00
5	6.25	6.25	6.25
6	7.50	7.50	7.50
7	8.75	8.75	8.75
8	10.00	10.00	10.00
9		11.25	11.25
10		12.50	12.50
11		13.75	13.75
12		15.00	15.00
13			16.25
14			17.50
15			18.75
16			20.00

Bonus 1
 Bonus 2

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 ~~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.**

Home In Tacoma – Potential Changes Submittal Form

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)

Parking requirements for new construction units

What the current draft does on this topic

The current draft allows for no more than 4 parking spaces required for UR-2 and UR-3 regardless of the size of the project even UR-3 that would not provide a sufficient amount of parking spaces for an exponentially larger number of inhabitants of the said building.

What the proposed change would do

DESCRIBE: I am proposing a 50% reduction of the current parking requirement for UR-1, UR-2, and UR-3.

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

Background/why?

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

The current proposed zoning would keep the required total parking spaces at 4 for UR-2 and UR-3 projects, even beyond the threshold of 9 units built. As the number of units built increases the negative impact is exponential.

This 50% reduction, across the board, of the current requirement offers a reasonable compromise and considers the great deal of public input, both written and in person comment, surrounding the provision of off-street parking for HIT.

This provision of off-street parking prevents less need for dwellers to park away from their homes at night or early morning, and would reduce strain on the city's emergency services, street maintenance, and waste management as an aversion to crime, bodily harm, street degradation, in addition to bus and waste service encumbrance.



Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: Karnes, Krehbiel, Martenson, Marlo

Date: April 22, 2024

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

17. Trees - Credits

What the current draft does on this topic

The current draft uses tree credits to measure compliance with tree canopy requirements. The code language has a minimum of 200 tree credits required for all development, with varying minimums based on each zone. Code currently disallows developers to count ROW trees towards the tree requirements for the site.

What the proposed change would do

DESCRIBE:

This amendment would change the measure of compliance from tree credits to tree canopy coverage and would require that each parcel not go below 20% tree canopy coverage in an Urban Residential (UR) zone. This would support Tacoma’s city-wide goal of enhancing tree canopy cover to 30%, would ensure that such coverage is equitably distributed across the city, and confirm that each and every Urban Residential zone, district, and development positively contributes to this goal.

Section 13.06.090.B.3.g.(4)(a), amend the language to read, “A minimum of 20% canopy cover must be met on site...” This replaces the minimum of 200 tree credits currently in code.

Developers would be disallowed from going below this minimum level of canopy coverage using either a tree fee-in-lieu or canopy-cover-removal fee. Planning and Development Services staff/the Planning Director would not be given sole discretion to allow proposals to go below this threshold. To go below 20% canopy cover, the developer would need a variance, which must be approved by both a city arborist and Director of Planning (refer to other amendment below).

Amend code to allow developers to count ROW trees towards the required tree canopy cover percentage for the site. Also allow ROW soil to count towards tree soil provided that the soil volumes are connected (either through adjacent planting or subsurface soil cells/structures). This should be subject to a proximity requirement and should follow the tree soil rules already in place.

Canopy cover minimums for UR-3 would be changed to be the same as UR-2 (starting with 30% canopy cover, allowing a reduction to 25% for Bonus 1 and 20% for Bonus 2).

Developers would have the option to base tree canopy calculations on multiple adjacent lots if they are under the same ownership/project.

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

Background/why?

- In response to public comments? **Partially. Public comment was supportive of more trees and more tree protections. A % minimum wasn’t specifically asked for, but this feels like a**

reasonable floor to set. This is critical to ensuring other site elements do not take precedence over the minimum.

- What policies would this support? **Urban forestry/canopy cover goals.**
- What would be the impact (any pro's and con's)? **More trees. Potentially reduces size and/or increase costs of some developments.**
- **Allowing calculations to be based on multiple adjacent lots will allow flexibility in development while also ensuring tree canopy goals are achieved for the project as a whole.**

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

18. Trees - Retention/Canopy Cover Fee

What the current draft does on this topic

13.06.090.B.3.e.3, page 158, tree removal is regulated (although the code says that tree retention is required, the language is really about limiting/managing tree removal). Trees under 6" DBH may be removed; trees between 6" and 12" may be removed but are subject to a canopy loss fee; trees between 12" and 24" may be removed if they limit development but are subject to a canopy loss fee; trees over 24" DBH may only be removed with a variance under 13.05.010.B.

The canopy loss fee, section 13.06.090.B.3.g.(4)(b) on page 162, is calculated by: Removed tree DBH - new tree DBH = canopy loss. The fee is charged for every inch of canopy removed below the required minimum. This section of the code does not specify what that dollar amount is (that's in urban forestry code).

What the proposed change would do

DESCRIBE:

Change the requirements so that a variance is required for any tree over 18" DBH.

Remove language that exempts fruit trees from tree retention requirements. This means fruit tree removal will be regulated like all other trees: based on DBH.

13.06.090.B.3.e.3.b, the end of this section says that a canopy loss fee may be assessed. Should be amended to say shall be assessed. It should be clear that this fee will be assessed on the removal of any tree over 6" DBH. Right now, it's not clear that this loss fee would be applied to trees over 6" DBH.

Section 13.06.090.B.3.g.(4)(b), in the equation, change the word 'caliper' to DBH. Caliper is the instrument used for small trees to find DBH.

When trees are being removed above the required canopy minimum for anything that increases impervious surfaces on the site, other than an additional housing unit, (i.e. garages, sheds, driveways, patios, etc.), apply the canopy loss fee for the removal of those trees at 50% of the normal fee.

Section 13.06.090.B.3.g.(4)(b), add in language “Applicants must demonstrate to the satisfaction of both a certified arborists in the City’s Urban Forestry department and the Director of Planning via a Variance...” The intent is to include a non-biased, subject matter expert in the decision making process. The code could require an arborist report from the proposer for this variance.

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

Background/why?

- In response to public comments? **Partially. These changes are intended to increase tree retention.**
- What policies would this support? **Urban forestry/canopy cover goals.**
- What would be the impact (any pro’s and con’s)? **More trees retained. Potentially limits development size, that is mitigated by changes to other permitting requirements per State law.**

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

29. Trees - requirements, flexibility, and exceptions

What the current draft does on this topic

There are several places in the code where the Director of Planning is able to make unilateral decisions about variances for trees. This Director is not necessarily a subject matter expert on trees. As written, there’s no guarantee in the code that a certified arborist is involved in reviewing and approving requests to deviate from the tree code.

In most jurisdictions, the code is either very specific about what exemptions are/are not allowed OR they have a commission/board to review these exemptions. Creating more code will take more time and creating a board will require a lot of staff time/resources.

The current draft does not account for the passage of SB 6015, which requires under section 1(f) that “cities within those counties with a population greater than 6,000, may not require off-street parking as a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible.” The law also disallows cities from requiring structured parking or carports to meet residential parking requirements.

What the proposed change would do

DESCRIBE:

This amendment would add in language including “a certified arborist in the City’s Urban Forestry department” in various parts of the code. Deviations from the forestry code would first get approval from the arborist and then go to the Planning Director for review and approval.

A more thorough sweep through code is needed to insert language about requiring an arborist to also approve variance and exceptions. Some places where the change would be needed are:
13.06.090.B.3.g.(4)(a), add in language “Applicants must demonstrate to the satisfaction of both a certified arborists in the City’s Urban Forestry department and the Director of Planning via a Variance...”

13.06.090.B.4.g.8.b (page 167) says that flexibility on trees may be granted based on topography.

13.06.090.B.3.f.3 (page 160) allows for exceptions to be made with approval of staff but doesn’t say who.

13.06.090.B.3.g.4.a (page 162) discusses granting a variance for the fee in lieu program.

13.06.090.B.3.g.4.b (page 162) discusses granting a variance for the canopy loss fee.

13.06.090.B.3.f.4 (page 161) states that exceptions can be made to plant trees in pots instead of in the ground, but does not state who grants the exception.

Existing trees over 6” in the required setback area do not qualify as limiting development capacity.

In UR-3 zones, allow for 10% of canopy cover to be satisfied through tree fee-in-lieu implemented at sites in the right of way within 1/8th mile of the site, without a variance, but with adjoining property owner approval. This is intended to support vegetative buffering of zoning transitions in the same neighborhood, while improving site feasibility for housing near transit.

The following subsection would ensure compliance with SB 6015, without inadvertently removing trees to trigger the effect of the law’s section 1(f).

New subsection: Prioritization of Tree Retention and Tree Canopy

1) Purpose

A development is deemed infeasible for complying with tree retention and tree canopy requirements if accommodating both trees and off-street vehicle parking would compromise the maximum Floor Area Ratio (FAR) permitted within the zone. In such cases, developments are not exempt from tree requirements, rather, to prioritize tree retention and tree canopy, the development may be exempt from residential off-street vehicle parking requirements as per RCW 36.70a. This reduction in parking requirements may occur during permit review.

2) Criteria:

A development is exempt from residential off-street vehicle parking requirements, both surface and structured, if the applicant demonstrates that without such an exemption, at least one the following would be necessary:

- a) Removal of a tree exceeding 18 inches in diameter at breast height (DBH) despite exploration of all viable site layouts;
- b) Removal of trees exceeding 6 inches in diameter to create space for vehicle driveways, parking, or pedestrian access;
- c) Removal of trees in the public right of way for driveway construction; or,
- d) Purchase of off-site tree canopy credits to meet tree canopy requirements.

3) Tree preservation

Variances for tree removal shall not be granted if an alternative site plan that preserves the maximum Floor Area Ratio (FAR), with fewer off-street vehicle parking spaces, would preserve trees >18" in diameter or tree groves.

Specifically:

- a) No variance shall be granted for trees exceeding 18 inches in DBH where parking reductions could enable their retention.
- b) No variance shall be granted for the removal of tree groves if reducing parking would suffice to preserve them.
- c) Tree removal in public right-of-ways for driveways will not be permitted if feasible alternatives involving reduced parking are available.

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

Background/why?

- In response to public comments? **Partially. The community expressed appreciation for urban forestry and the desire to see more staff in this department. The community also expressed some distrust with the planning department.**
- What policies would this support? **Urban forestry/canopy cover goals.**
- What would be the impact (any pro's and con's)? **Fewer variance granted and more accountability within the city. This may begin to rebuild community trust.**

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

20. Trees - Retention and maintenance.

What the current draft does on this topic

Section 13.06.090.B.3.f (page 16) has the planting and maintenance requirements for trees. Generally, this section of code is good. A gap, though, is that there is no enforcement or bonding mechanism for if planted trees die or if trees intended to be retained are damaged and killed. New trees are often planted improperly and die within a few years. Some development projects impact roots of existing trees that damage them significantly and lead to the slow, gradual premature death. Public comments have requested bonding language that holds developers financially liable for the replacement of trees that died or were killed during construction.

What the proposed change would do
DESCRIBE:

Staff mentioned that there was intended to be bonding language for planted trees. Bonding language should include the scenario of retained trees (in the event they are damaged during construction).

A Landscape Checklist and Maintenance Plan is needed for a city issued Certificate of Occupancy. The checklist must be signed off on by the proposers' landscape architect/professional and serve as a written confirmation that the landscape was installed per the approved plans. This same checklist will be used by the City's UF team for post-construction follow-ups and if any issues arise, holding the designer responsible too.

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

Background/why?

- In response to public comments? **Partially. The public supported more protections for trees.**
- What policies would this support? **Urban forestry/canopy cover goals**
- What would be the impact (any pro's and con's)? **Would help increase tree retention and longevity. Would be an added cost to developers.**

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

21. Parking lot landscaping

What the current draft does on this topic

Section 13.06.090.B.4.g (page 165) talks about parking lot landscaping. As written, code requires a certain number of trees be planted based on the size of the parking lot. It also requires landscaping around the perimeter of some parking lots (although there are several exemptions) and has requirements for the number of trees needed in interior landscaping cells. This approach helps to direct trees to places that will cover parking lots. Trees planted in parking lots count towards the tree canopy requirements for the entire lot/site (including buildings).

What the proposed change would do
DESCRIBE:

Somewhere in section 13.06.090.B.4.g (page 165) add language that states: When parking lot alterations affect at least either 25% of the lot or 500 SF of the parking lot (whichever is less), landscaping requirements apply to the entire parking lot.

Strike 13.06.090.B.4.g.6 (page 166), the distribution flexibility bonuses. All of these bonuses allow for bigger parking lots, which we want to discourage.

Add a new section in 13.06.090.B.4.g titled “Parking Lot Low Impact Development Requirements” and require that parking lots over a certain size must utilize Low Impact Development (LID) techniques as defined in the City of Tacoma Stormwater Management Manual as their primary stormwater management approach (defined as capturing at least 51% of the runoff from the parking lot). LID landscaping may count towards interior and perimeter landscaping requirements. Environmental Services can grant a waiver on this requirement if the parking lot’s runoff is going into a city-managed stormwater treatment facility that has the capacity to accept the additional runoff.

Strike the second bullet from 13.06.090.B.4.g.8.a (page 167) that allows masonry walls to be used instead of shrubs to meet landscaping requirements in downtown districts.

Insert language that disallows small trees to be used to meet tree planting requirements for parking lots. Only medium and large trees may be used in and around parking lots.

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

Background/why?

- In response to public comments? **No**
- What policies would this support? **Stormwater policies; urban forestry/canopy cover policies.**
- What would be the impact (any pro’s and con’s)? **Parking lots are rare in residential zones. These changes would minimize the impact of those that are in UR areas. These changes could also be applied to parking lot requirements in other zones in the city.**

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

22. Tree incentives and self-managed agencies

What the current draft does on this topic

Section 13.06.090.B.3.g, page 161, has incentives to plant evergreen trees, retain groves of trees, and to pair trees with low impact development/stormwater BMPs.

Section 13.06.090.B.3.g.5, page 162, removes requirements for “self-managed agencies.” This essentially is for Metro Parks and allows them to “opt out” of the city’s code. MPT has never taken advantage of this code.

What the proposed change would do

DESCRIBE:

Strike section 13.06.090.B.3.g.1. The intent of the evergreen incentive is because evergreens have slightly more stormwater benefit than deciduous trees do. Conifers, though, don’t often contribute as much to canopy cover. I also worry about incentivizing only evergreens and what that does to the diversity of our urban forest. I don’t think that this incentive is ready (maybe in the future).

Strike section 13.06.090.B.3.g.2. I like the tree grove retention incentive, but I don’t think it’s needed here. We already note the specific bonuses in URs and Residential Districts for retaining groves of trees. This section just says “those bonuses exist” but doesn’t have any additional or new bonuses in this section.

Strike section 13.06.090.B.3.g.3. I also think the LID bonus isn’t needed. I think the code is pretty clear that only street trees cannot be counted towards the tree credits required for a site. The LID bonus referenced here is also in other sections of the code (and it’s a bonus I’m not a fan of that grants more parking lot space in exchange for LID).

Strike section 13.06.090.B.3.g.5, page 162, that exempts self-managed agencies from code.

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

Background/why?

- In response to public comments? **No.**
- What policies would this support? **Urban forestry/canopy cover goals.**
- What would be the impact (any pro’s and con’s)? **Pros would be a more diverse urban forest (by not incentivizing evergreens). Code would also be more cleaned up by removing unnecessary text that is elsewhere in code. And it removes a bonus that allows for expanded parking lot space.**

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

23. Landscaping

What the current draft does on this topic

Section 13.06.090.B.3 has general landscaping requirements, which includes rules for trees and other plants.

What the proposed change would do

DESCRIBE:

Strike 13.06.090.B.3.c.6 (page 156), that allows the planning director to alter landscaping plans. As written, code gives the director unilateral authority where they are not a subject matter expert.

Strike the end of 13.06.090.B.3.c.9 (page 156), "unless otherwise approved by the director." As written, code gives the director unilateral authority where they are not a subject matter expert.

Amend section 13.06.090.B.3.d.2 (page 156) on "native species" to include "native and near-native species." Define this as species whose range naturally occurs in Pierce County, WA and those whose home range naturally occurs anywhere in WA, OR, ID, or northern CA.

Amend section 13.06.090.B.3.d.2 (page 156) to change quantities required:

100 percent of all required plants for landscaping development activities in this code must be climate adapted, and 50% must be native or near native plant species. A minimum of 50-100 percent of plants (excluding trees) required for landscaping located within Comprehensive Plan designated Open Space Corridors, and a minimum of 25-75 percent in adjacent areas within 20-50 feet of Open Space Corridors, must be native or near native plant species. A minimum of 50-100 percent of plants (excluding trees) required for landscaping located within 50-100 feet of designated Fish and Wildlife Habitat Conservation Areas must be native or near native plant species. Reductions are permitted when necessary to follow coordinated plans to address slope stability, habitat health, streetscape or area-wide plans.

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

Background/why?

- In response to public comments? **Partially. Some comments supported the use of more native species.**
- What policies would this support? **Open space goals.**
- What would be the impact (any pro's and con's)? **Would increase use of native species and enhance monitoring of nonnative species.**

Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: Marlo, Martenson

Date: 4/29/2024

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

Amenity Space

What the current draft does on this topic:

Establishes amenity space requirements using a per unit basis.

What the proposed change would do:

DESCRIBE:

Establish minimum amenity space requirements using site area as a basis.

- **UR-1: Amenity Space to be 10% of lot area (equivalent to 600 SF on a standard lot)**
- **UR-2: Amenity Space to be 7.5% of lot area (equivalent to 450 SF on a standard lot)**
- **UR-3: Amenity Space to be 5% of lot area (equivalent to 300 SF on a standard lot).**

Amend amenity space requirements to include/revise:

- **Minimum dimension of amenity space shall be 7 feet.**
- **All amenity space may be shared.**
- **A minimum of 50% of required amenity space shall be shared.**
- **Amenity space may overlap tree canopy area.**
- **Amenity space required is capped at 1000 square feet.**

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

Background/why?

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

This change is made in response to public comment and TPAG recommendation letter.

- **Intended to offer projects more flexibility to incorporate amenity space.**



- **Intended to ensure projects have common amenity space available to every unit.**
- **Right-sizes the amenity space requirements, increasing the amount of amenity space required per unit for single-family homes and decreasing the amount required for denser unit types.**
- **Eliminates the incentive to build fewer units to maximize developable space.**
- **Creates a more uniform and predictable amount of amenity space in each zone.**
- **contributing to neighborhood cohesion.**

Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: **STEELE**

Date: **5/1/24**

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

Tree requirements and bonuses under Home In Tacoma (HIT).

What the current draft does on this topic

Tree requirements, credits, and bonuses for UR-1, UR-2, and UR-3 consideration from 35%-15%.

What the proposed change would do

DESCRIBE:

Tree mandated percentages will only apply to remaining space on lots “after” building, parking, and amenity space has been developed. Remove Tree Bonuses.

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

Background/why?

- In response to public comments? **This is in response to public comment toward development space and the ability to reasonably create the density needed to make projects pencil.**
- What policies would this support? **Home In Tacoma was designed to provide housing for people, not trees. A tree mandate concurrently or prior to the development of lots for the housing of people would negatively impact the ability to give the developer the maximum potential of creating the most units for properties.**
- What would be the impact (any pro’s and con’s)? **This change gives positive ability to create housing, that is in line with the project mission of Home In Tacoma without loss of units.**



Home In Tacoma – Potential Changes Submittal Form

Planning Commissioner: Krehbiel

Date: 4/23/24

<p>Topic (zoning, parking/transportation, housing types/design, amenity space & trees, affordability/building retention bonuses, Unit Lot Subdivisions, other)</p> <p>Affordability</p>
<p>What the current draft does on this topic</p> <p>Does not have a review period.</p>
<p>What the proposed change would do</p> <p>DESCRIBE:</p> <p>Include a minimum Affordability Bonus program review cycle every 3 years.</p> <p><input type="checkbox"/> Text change <input type="checkbox"/> Map change (Zoning, Reduced Parking Area, MFTE map?)</p>
<p>Background/why?</p> <ul style="list-style-type: none"> • In response to public comments? Partially. • What policies would this support? Ensures affordability programs are being used and providing us with more affordable units. • What would be the impact (any pro's and con's)? Would increase demand on staff time to do this sort of review and to provide recommendations for updating affordability programs/bonsuses.