



**PRESENTATION(S)**

**Meeting on April 3, 2024**

<b><u>Agenda Item(s)</u></b>	<b><u>Page</u></b>
<b>1. Home In Tacoma – Public Hearing Debrief</b> (PowerPoint slides for Discussion Item F1)	<b>3 – 46</b>



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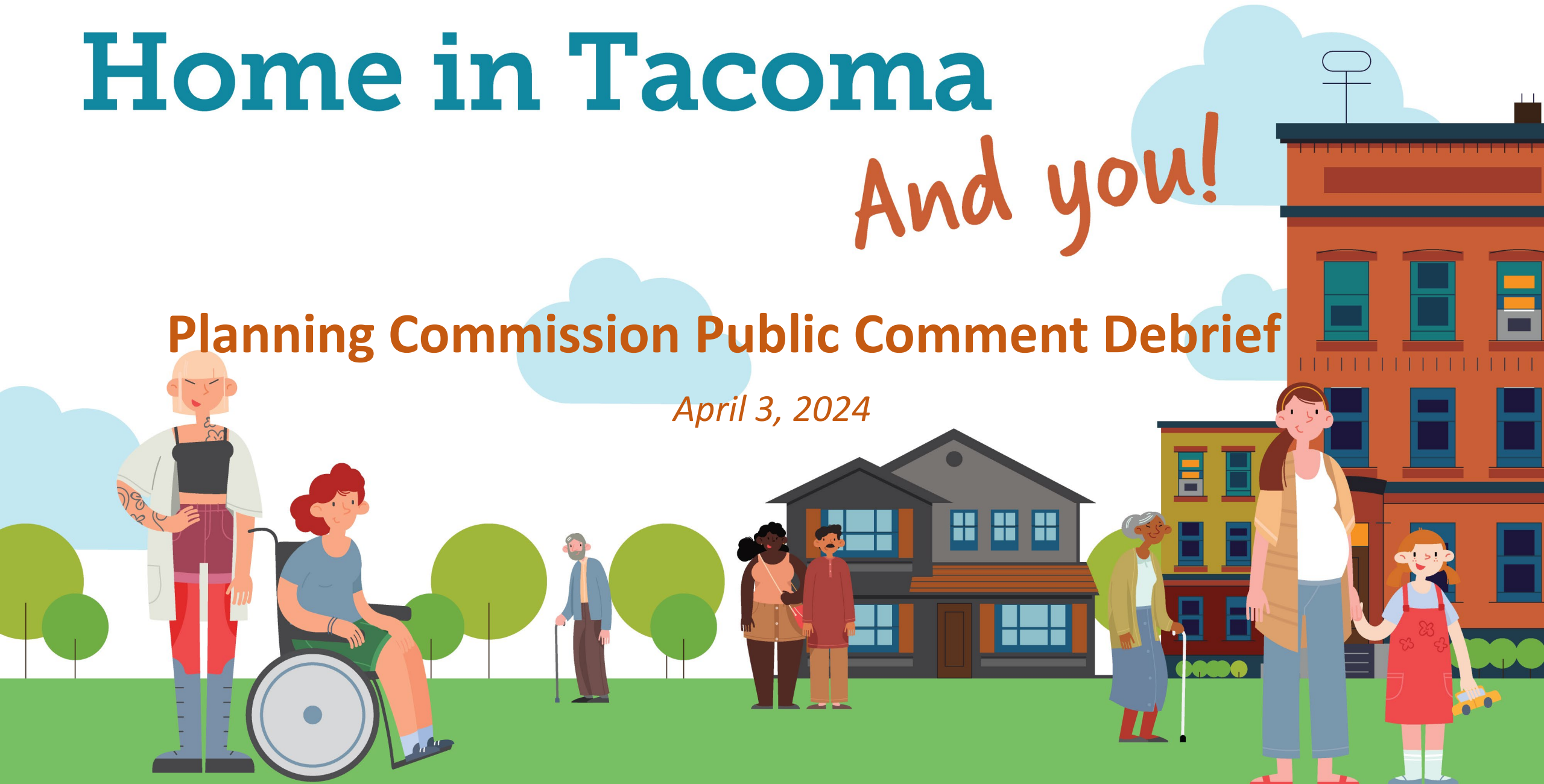


# Home in Tacoma

And you!

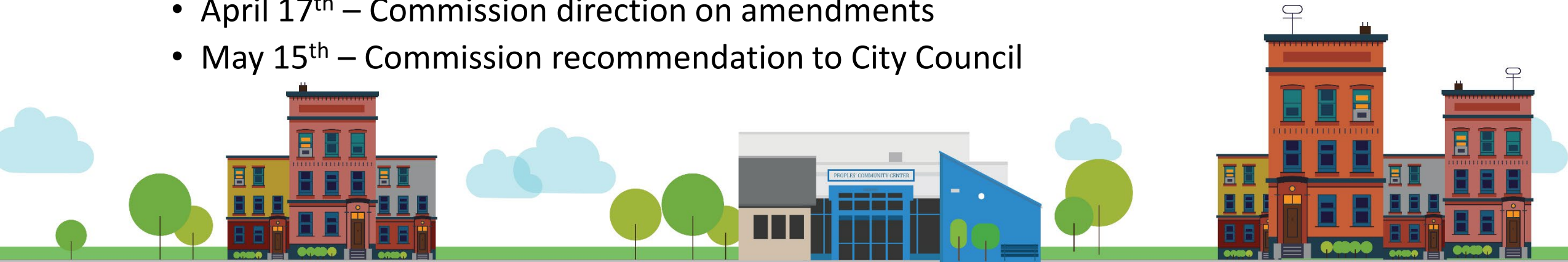
Planning Commission Public Comment Debrief

*April 3, 2024*



# Agenda

- Debrief input from public hearing process (February 5 to March 8, 2024)
- Identify potential changes to HIT package (review by topic)
  - What we heard
  - Minor staff changes/clarifications
  - Planning Commission options
    - Move forward as-is
    - Create Amendment to change draft code
    - Incorporate into Commission Recommendations
- Next steps
  - April 17<sup>th</sup> – Commission direction on amendments
  - May 15<sup>th</sup> – Commission recommendation to City Council



# Project Schedule

July to  
Dec 2023

- Develop full package
- EIS Consultation



Jan to  
May 2024

- Planning Commission Public Hearing
- Release Draft EIS
- **Planning Commission recommendation**

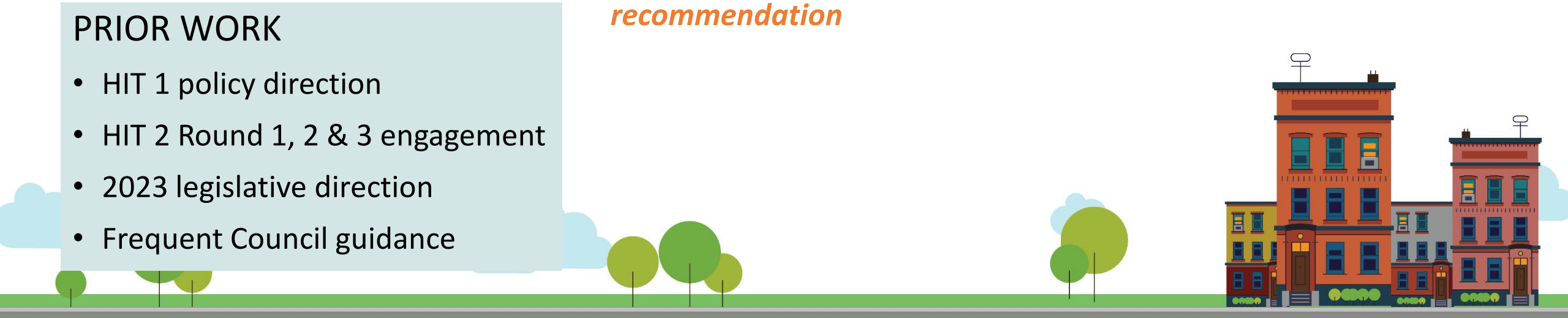


June to  
Aug 2024

- City Council review
- Release Final EIS
- Council Public Hearing
- Council action

## PRIOR WORK

- HIT 1 policy direction
- HIT 2 Round 1, 2 & 3 engagement
- 2023 legislative direction
- Frequent Council guidance



# Community Engagement

## Online

- **City of Tacoma website**
  - Full code
  - Draft Environmental Impact Statement
  - Interactive Map
  - One page Summary Documents
  - Studies, FAQs, Benchmarking
- **Social PinPoint-** Online Engagement forum

## Notifications

- **Mail-** 100,000+ notifications
- **Social media-** City and Planning Pages
- **Email-** 2,400+ HIT Listserv
- **News-** Press Release, The Urbanist, KNKX, CityLine, Tacoma Reports
- **Language-** Translations, event with language ambassadors, VT Radio
- SEPA and GMA notice

## Events

- 4 Information events- 300+ participants
- 10 City Commission and Taskforce presentations
- 6 Neighborhood Council presentations
- 8 Group presentations
- 7 Community Events

# What We Heard

## 1500+ total comments

- 44 Public Hearing
- 800 Online Forum
- 248 Written Comments
- 426 Interactive Map

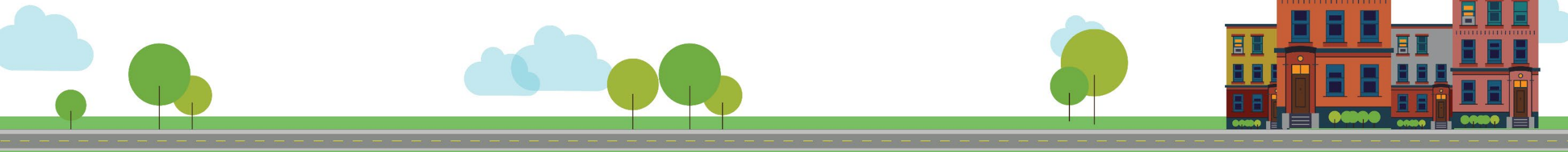
## Top Map

- North End
- West End
- North East Tacoma



## Top Forum Topics

- Zoning
- Parking
- Amenity Space and Tree Requirements
- Housing Types (design)
- Affordability



# State Legislative Housing Bills

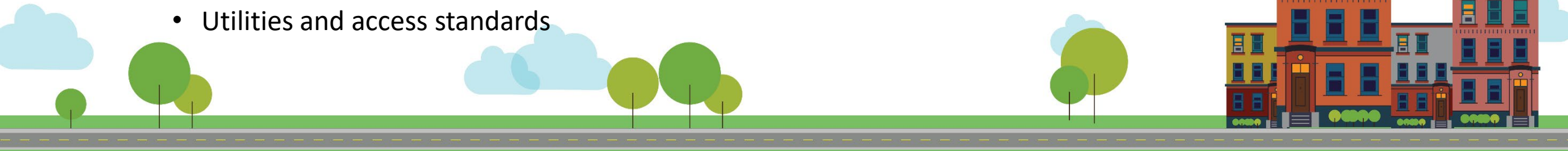
- **HB-1110 Middle Housing Bill (2023)**
- **HB-2321 Modifying the Middle Housing Requirements (2024)**
- **HB-1337 ADU Support Bill (2023)**
- **SB-5412 Expanded SEPA Exemptions for Infill (2023)**
- **SB-5235 Prohibits Zoning Limits on Housing Occupancy (2021)**
- **HB-1998 Supporting Co-Living Housing (2024)**
- **SB-6015 Residential Parking Requirements (2024)**
- **HB-2071 Studying Building and Energy Code Adjustments for Residential Housing (2024)**
- **HB-1220 Planning for Affordable Housing and Supportive Housing (2021)**
- **HB-1377 Affordable housing development on religious organization property (2019)**
- **HB-1054 Restricting Owners' Associations from Limiting Housing Unit Occupancy (2024)**
- **SB-5796 Concerning Common Interest Communities and Unlawful Restrictions/Covenants (2024)**
- **SB-6173 Additional Flexibility to Support Affordable Homeownership (2024)**
- **SB-6059 Concerning the sale or lease of manufactured/mobile home communities (2024)**
- **HB-1181 Updating the State's Planning Framework Relative to Climate Change (2023)**





# HIT and State Housing Mandates

- HIT implements state mandates, including...
  - Allow middle housing (4 units per lot, 6 units near major transit)
  - Offer affordability bonuses (2 more units if they are affordable for 50 years)
  - Allow 2 Accessory Dwelling Units per lot
  - Allow separate ownership of dwellings on the same lot
  - No parking can be required ½-mile from major transit stops
- HIT goes further and addresses more issues, including...
  - Proposed UR-3 District (allows more housing)
  - Middle housing design and scale standards
  - Lot size flexibilities (2500 sq ft lots)
  - More affordability tools (deeper/fully affordable bonus, Multifamily Tax Exemption)
  - More areas with no required parking, bike parking updates
  - Trees and amenity space with housing
  - Building retention and reuse incentives
  - More flexibility for non-residential uses
  - Utilities and access standards



# Zoning

- Zoning map
- Densities
- Floor Area Ratio
- Height
- Setbacks
- Non-residential uses
- Short-term rentals
- Land uses/construction types
- Permitting process and code improvements
- Amnesty for existing (unpermitted) middle housing



# Zoning Map

## What we heard

- Which factors should be considered to designate UR-2
  - Current -Complete Neighborhood features (parks, schools, Centers, Corridors), Major Transit Stations, existing Planned Residential Districts
  - Additional UR-2: Streets with transit, abutting UR-3 or Commercial zones or business districts, Higher opportunity areas
  - Against UR-2: Historic Districts, areas with views, narrow streets, larger lots/lower residential densities, separated by arterials lacking pedestrian features, lacking infrastructure, private covenants, infrequent transit, adjacent to natural features/areas, mature trees
- Some Complete Neighborhood features or parcels inadvertently left off or included
- Boundaries between UR-1 and UR-2 illogical in some locations

## Potential changes

### Minor staff changes/clarifications:

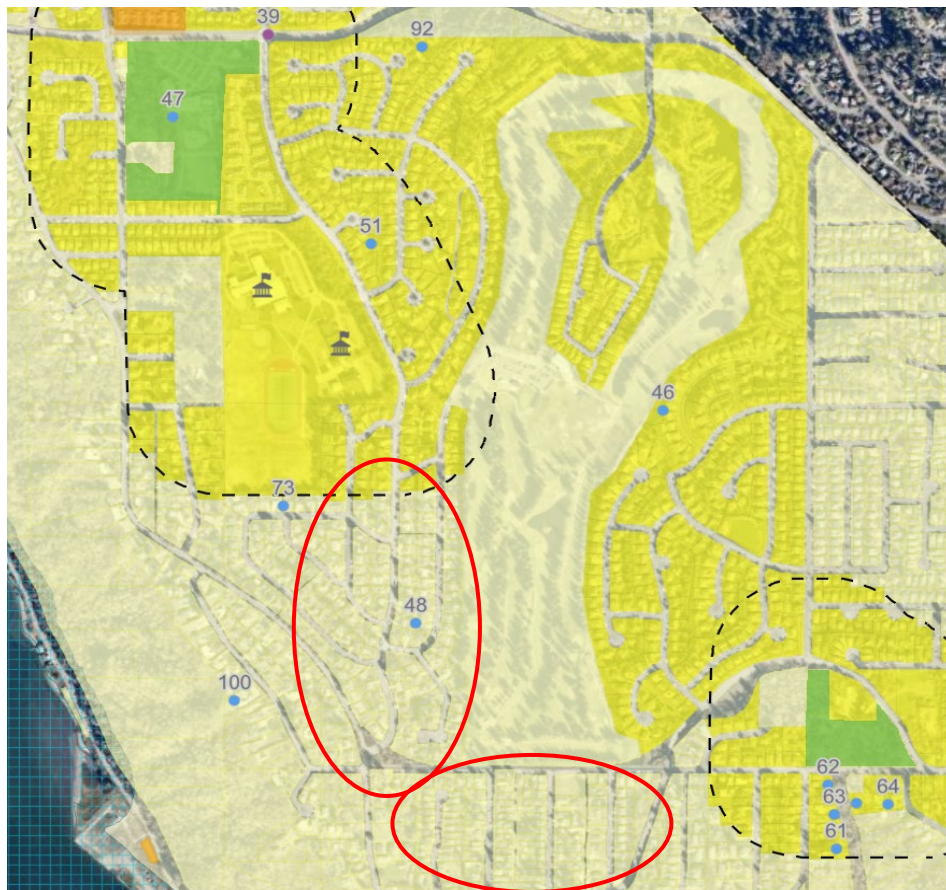
- Add parks (as intended) and designate additional UR-2 within 1/8-mile
- Change UR-2 separated by barriers to UR-1
- Address inconsistencies (e.g., parcels left out)
- Address split blocks – UR-1 to UR-2 boundaries to follow: 1. Streets, 2. Alleys, or 3. Parcel lines

### More significant policy choices:

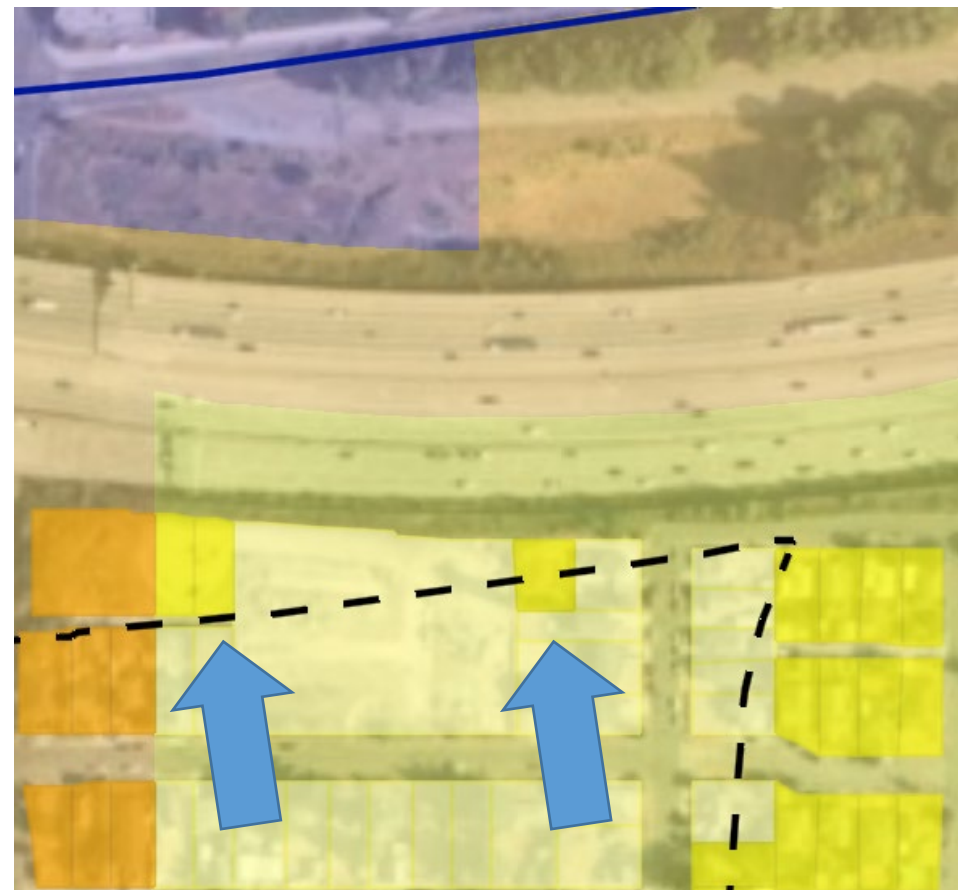
- For UR-2 designation:
  - Add more UR-2 by including additional features (e.g., transit lines)
  - Remove some UR-2 by removing/modifying features to qualify for UR-2 designation (e.g., natural areas without public access/recreation)
- Other changes?

# Zoning Clarifications

**Adding Parks that were left out:  
Wapato Hills Park, Northshore Golf course, Wright park**

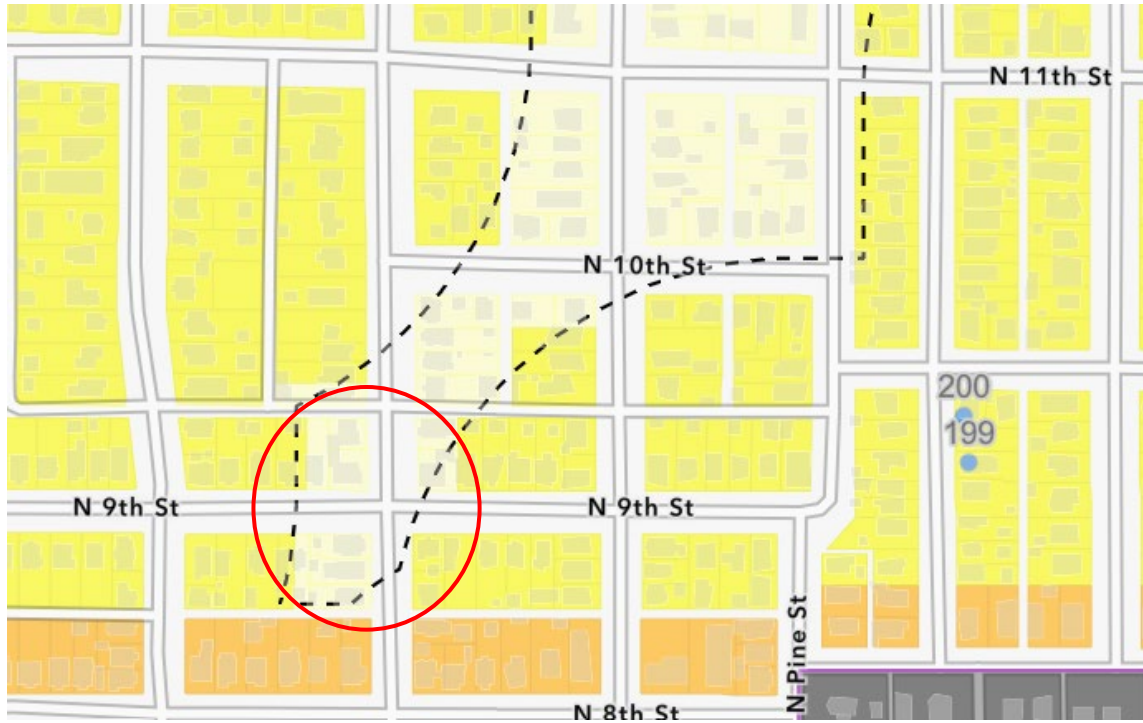


**Address barriers and inconsistencies:  
Separated from Corridor by freeway  
or inaccurate Comp Plan boundaries**



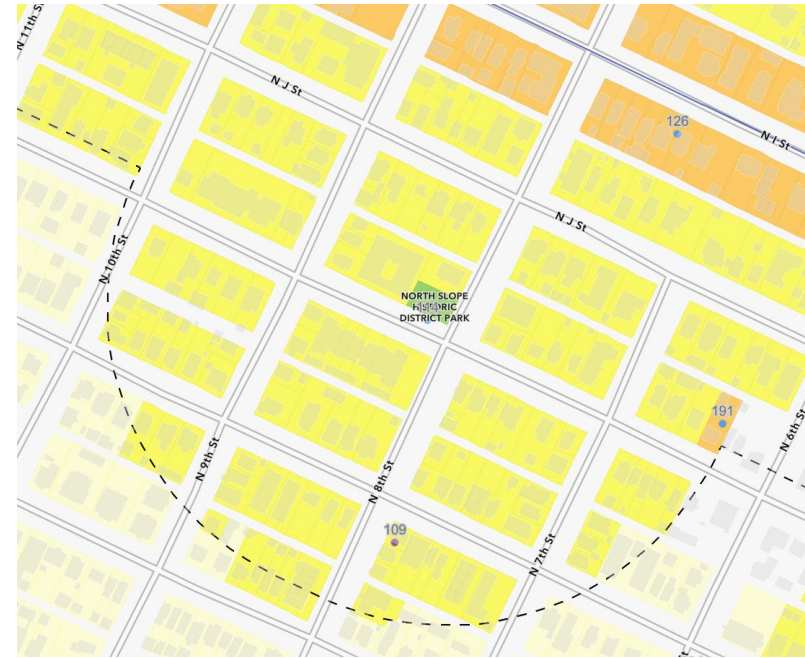
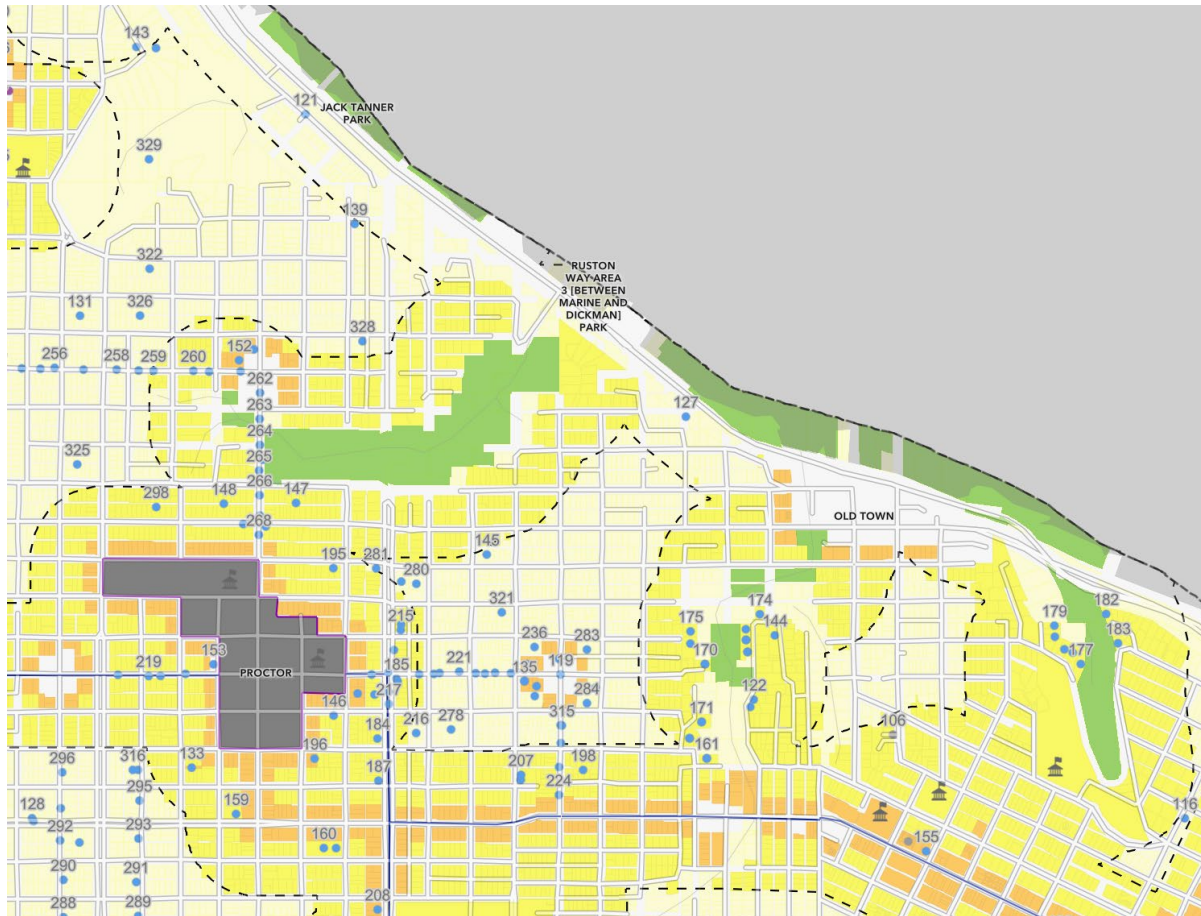
# Zoning- Split Blocks

Address split blocks to promote predictability



# Zoning Clarifications Cont.

Open spaces with public access vs natural areas  
(gulches with no public access)



Park treatment-  
small parks



Gault Zoning

# Zoning Map

## What we heard

- Which factors should be considered to designate UR-2
  - Current -Complete Neighborhood features (parks, schools, Centers, Corridors), Major Transit Stations, existing Planned Residential Districts
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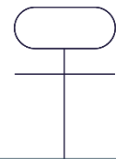
## Potential changes

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- Add parks (as intended) and designate additional UR-2 within 1/8-mile
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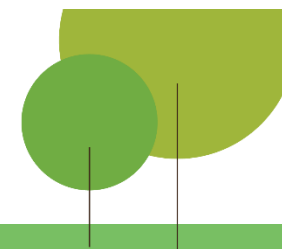
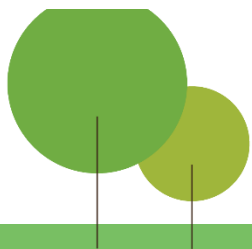
### More significant policy choices:

- 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?



# Current Draft Zoning Standards

	UR-1	UR-2	UR-3
<b>Density (Units per 6000 sf lot)</b>	<ul style="list-style-type: none"> <li>• Baseline: 1/1500 sf (4 per lot)</li> <li>• Bonus 1: 1/1000 sf (6 per lot)</li> <li>• Bonus 2: 1/750 sf (8 per lot)</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 1/1000 sf (6 per lot)</li> <li>• Bonus 1: 1/750 sf (8 per lot)</li> <li>• Bonus 2: 1/500 sf (12 per lot)</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 1/750 sf (8 per lot)</li> <li>• Bonus 1: 1/500 sf (12 per lot)</li> <li>• Bonus 2: 1/375 sf (16 per lot)</li> </ul>
<b>FAR</b>	<ul style="list-style-type: none"> <li>• Baseline (1-2 units): 0.6, 3+ units: 0.8</li> <li>• Bonus 1: 1.0</li> <li>• Bonus 2: 1.2</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline (1-2 units): 0.8, 3+ units: 1.0</li> <li>• Bonus 1: 1.2</li> <li>• Bonus 2: 1.6</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline (1-2 units): 1.0, 3+ units: 1.2</li> <li>• Bonus 1: 1.6</li> <li>• Bonus 2: 2.0</li> </ul>
<b>Height</b>	<ul style="list-style-type: none"> <li>• Baseline: 35 ft (25 ft rear yard)</li> <li>• Bonus 1: 35 ft rear yard</li> <li>• Bonus 2: Same</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 35 ft (25 ft rear yard)</li> <li>• Bonus 1: 35 ft rear yard</li> <li>• Bonus 2: Same</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 35 ft</li> <li>• Bonus 1: 45 ft (4 stories)</li> <li>• Bonus 2: 45 ft (5 stories)</li> </ul>
<b>Front &amp; Rear Setbacks</b>	<ul style="list-style-type: none"> <li>• Baseline: 15 ft</li> <li>• Bonus 1: 10 ft</li> <li>• Bonus 2: 5 ft</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 15 ft</li> <li>• Bonus 1: 10 ft</li> <li>• Bonus 2: 5 ft</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 10 ft</li> <li>• Bonus 1: 7.5 ft</li> <li>• Bonus 2: 5 ft</li> </ul>





# Densities and FAR

What we heard	Potential changes
<p><b>Densities</b></p> <ul style="list-style-type: none"> <li>• Differing perspectives on densities and impacts</li> <li>• Relation to state legislation—exceed (as proposed), or scale back to meet the state mandates</li> <li>• Other factors to influence permitted densities (i.e.. arterials lacking pedestrian features)</li> <li>• Feasibility to develop to the allowed densities – particularly the bonus densities</li> </ul>	<p><b>More significant policy choices:</b></p> <ul style="list-style-type: none"> <li>• Increase permitted densities</li> <li>• Decrease permitted densities in UR-1 and UR-2</li> <li>• Decrease permitted densities in UR-3</li> <li>• Other changes?</li> </ul>
<p><b>Floor Area Ratio</b></p> <ul style="list-style-type: none"> <li>• Different perspectives on how big buildings should be</li> <li>Support for City controls on scale through FAR standards <ul style="list-style-type: none"> <li>○ Opposition to City using FAR standards (complicated, other standards also control scale)</li> <li>○ Comments on changing the FAR approach/standards</li> </ul> </li> </ul>	<p><b>Minor staff changes/clarifications:</b></p> <ul style="list-style-type: none"> <li>• Revise FAR definition (exempt covered unenclosed areas, basements, areas that don't meet full ceiling height, accessory structures)</li> </ul> <p><b>More significant policy choices:</b></p> <ul style="list-style-type: none"> <li>• Remove FAR as a standard</li> <li>• Reduce allowed FAR (smaller buildings)</li> <li>• Other changes?</li> </ul>

# Height

## What we heard

- Different perspectives on maximum building height
  - Remove lower height in rear yard (allow 35 ft throughout)
  - Limit height to 25 ft (concerns about shading, bulk)
  - Limit height in UR-3 (concerns about 45 ft/5 stories)
  - Specifically, limit height in areas with views
- Residential transitions – further limit height at zoning district transitions (start at height of the adjacent zone)
- Increase accessory structures height from 15 to 18 ft

## Potential changes

### More significant policy choices:

- Increase height (in rear yards)
- Reduce baseline or bonus height maximums
- Make residential transitions heights more restrictive
- Increase height of accessory structures
- Other changes?



# Setbacks

## What we heard

- Different perspectives on setback requirements
  - Further reduce setbacks- promote housing development
  - Remove separation between buildings
  - Don't require additional (8 ft) side setback for pedestrian access
  - Retain existing zoning setbacks
  - Retain larger front setbacks in existing large lot areas
  - Tie front setbacks to existing setbacks of abutting lots
  - Increase flexibility for building accessories (such as heat pumps, rain barrels) to be located in side yards
- Reintroduce setback averaging to match neighborhood patterns and remove barriers.

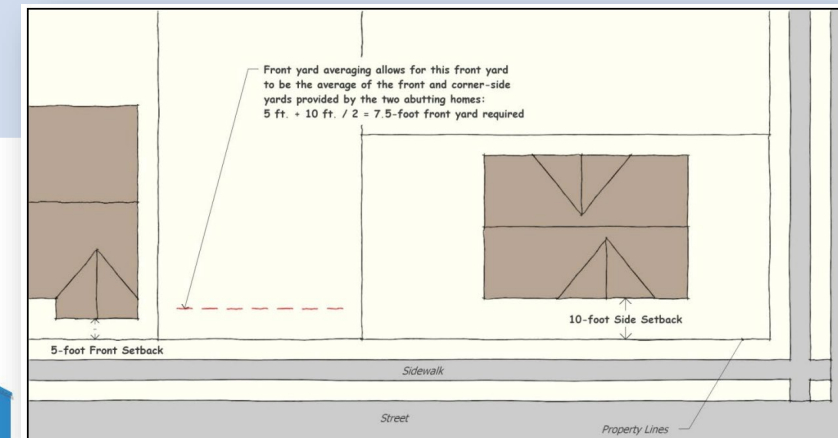
## Potential changes

### Minor staff changes/clarifications:

- Restore setback averaging (to allow reduced front setback adjacent to abutting side yard) *see graphic*

### More significant policy choices:

- Further reduce setbacks
- Increase required front setbacks (e.g., in areas with larger lots, or by using average setbacks of abutting lots)
- Other changes?



# Other Uses

What we heard	Potential changes
<p><b>Non-residential uses</b></p> <ul style="list-style-type: none"> <li>• Support walkability, neighborhood assets, economic opportunities, adaptive reuse of buildings opportunities</li> <li>• Opposed: Neighborhood impacts</li> <li>• Parking requirements</li> </ul>	<p><b>More significant policy choices:</b></p> <ul style="list-style-type: none"> <li>• Reduce required parking compared to standard commercial uses</li> <li>• Expand non-residential allowances (uses, size, hours)</li> <li>• Reduce non-residential allowances</li> <li>• Other changes?</li> </ul>
<p><b>Short-term Rentals</b></p> <ul style="list-style-type: none"> <li>• Potential impact of Short-term Rentals (neighborhood impacts, reduce supply of affordable housing)</li> <li>• Add restrictions (limit length, number of days rented per year)</li> </ul>	<p><b>More significant policy choices:</b></p> <ul style="list-style-type: none"> <li>• Add restrictions to Short-term Rentals (e.g., limit duration of stays)</li> <li>• Other changes?</li> </ul>
<p><b>Specific land uses/construction types</b></p> <ul style="list-style-type: none"> <li>• Group housing: Support housing choices, concerns about neighborhood impacts, number of people in a household</li> <li>• Tiny &amp; Manufactured housing: Support for increasing housing choice and affordability</li> <li>• Alternative building materials: Support for innovative and sustainable materials, concern about shipping containers</li> </ul>	<p><b>More significant policy choices:</b></p> <ul style="list-style-type: none"> <li>• Call for future evaluation of non-zoning actions (e.g., Building Code changes)</li> <li>• Other changes?</li> </ul>

# Permitting Process and General Code

## What we heard

- New standards add complexity which could impact permit review time, require more professional support
- Differences between zoning and private covenants could increase uncertainty and neighborhood conflicts
- 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
- Apply new regulations solely to the area of the property being developed

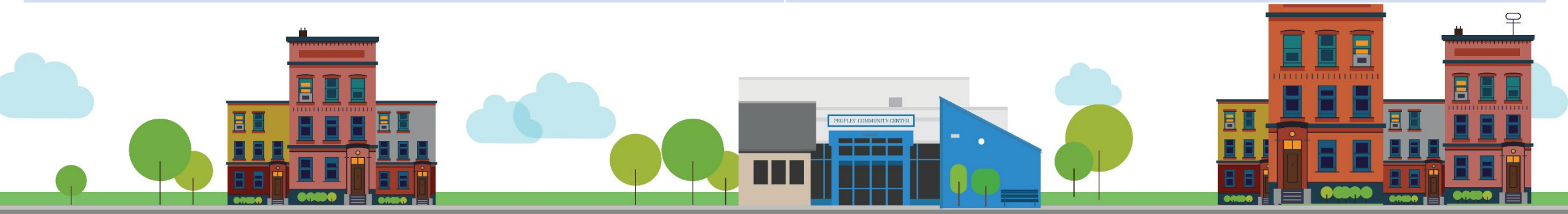
## Potential changes

### Minor staff changes/clarifications:

- 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
- Minor edits and clarifications throughout the code
- Administrative actions (education, permit support, preapproved plans, etc.)

### More significant policy choices:

- Advocate for administrative actions
- Other changes?



# Amnesty for existing (unpermitted) middle housing

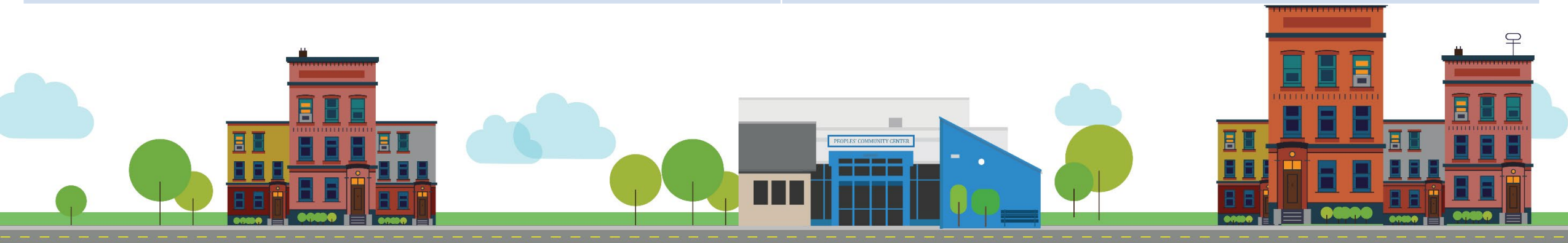
## What we heard

- Over the years middle housing has been constructed without obtaining permits
- Likely that some don't meet Zoning and/or Building Code requirements
- In the public Action to create a permit pathway for them to be legalized, provided they address health and safety concerns and improve energy efficiency (even if they do not meet other standards)
- The City used this approach when ADUs became permitted uses

## Potential changes

### More significant policy choices:

- Add a Middle Housing Amnesty provision allowing 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
- Other changes?



# Housing Types & Building Design

- Building Design
- Historic Districts



**Affordable  
Housing**

# Building Design

## What we heard

- Construction methods
  - Enable use of pre-fab materials, manufactured homes
  - Promote sustainable/green building
  - Ban/allow shipping containers
- Architectural Design
  - Require consistency/match with architectural style
  - Light plane/residential transitions
  - Consider requiring third floors to have sloped roofs
  - Look at adjacent lots (for setbacks, lot width)
  - Stricter transition/bulk standards
  - Make “habitable space” requirement less stringent
- Other
  - Desire for a Design Review Board
  - Incentivize family size units
  - Require dog waste stations for middle housing (to protect water quality)

## Potential changes

### More significant policy choices:

- Increase context sensitivity to promote neighborhood compatibility based on adjacent development patterns (i.e., 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?



# Historic Districts

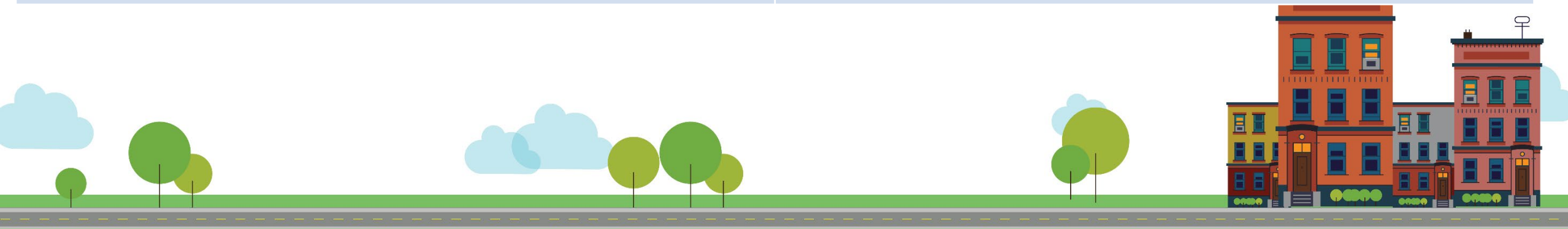
## What we heard

- Historic Districts should not be zoned UR-2 or UR-3, it creates additional development pressure
- Infill 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

## Potential changes

### 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?

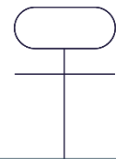


# Parking and Transportation

- Parking requirements
- Reduced Parking Area
- Offsite improvements
- Pedestrian access
- Bicycle parking

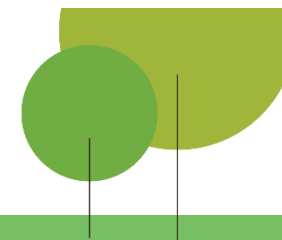
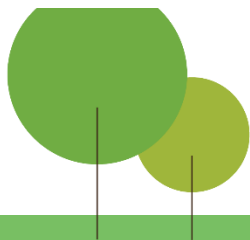


**Affordable  
Housing**



# Current Draft Parking Standards

	UR-1	UR-2	UR-3
<b>Minimum Parking Requirements</b>	<ul style="list-style-type: none"> <li>• Baseline: 1 stall per unit</li> <li>• Bonus 1: None for bonus units</li> <li>• Bonus 2: None</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 0.75 per unit</li> <li>• Bonus 1: None for bonus units</li> <li>• Bonus 2: None</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 0.5 per unit</li> <li>• Bonus 1: None for bonus units</li> <li>• Bonus 2: None</li> </ul>
<b>Parking Reductions</b>	<ul style="list-style-type: none"> <li>• None required in Reduced Parking Areas (1/2-mile from major transit stations)</li> </ul>		
<b>Existing Automobile Parking (for reference)</b>	<ul style="list-style-type: none"> <li>• 2.0 stalls per single-family dwelling</li> <li>• 1.25 per multifamily dwelling unit</li> <li>• No parking required for ADUs</li> </ul>		
<b>Bike Parking</b>	<ul style="list-style-type: none"> <li>• 1 long-term stall per unit</li> <li>• 1 short-term U-rack (2 stalls) per site (existing is 1 per 20 units)</li> <li>• Allow long-term bike parking within dwelling units</li> </ul>		



# Parking Requirements

## What we heard

- 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 impact walkability need on-site parking
  - Exempt sites with no alley and 1 parking stall required
  - Increase availability of accessible parking
  - EV Charging –prevent conflicts, not use up street parking
  - More tools to deal with parking neighborhood impacts
  - 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

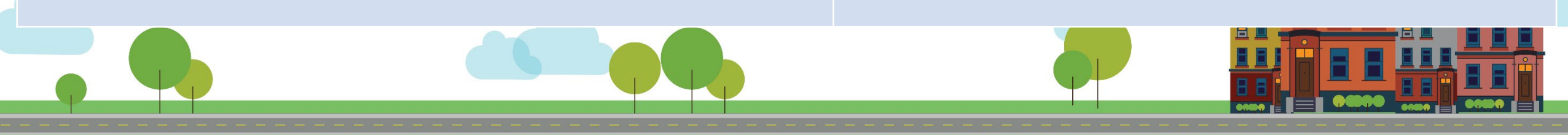
## Potential changes

### Minor staff changes/clarifications:

- 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?



# Reduced Parking Area

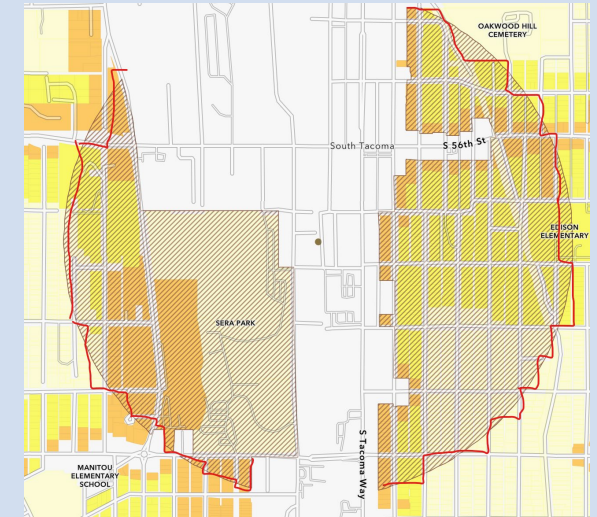
## What we heard

- 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 (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
- S. 19<sup>th</sup> St is not confirmed as the alignment for the future LINK extension

## Potential changes

### Minor staff changes/clarifications:

- Adjust RPA boundaries to follow streets or alleys



### More significant policy choices:

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

# Other Parking Topics

What we heard	Potential changes
<p><b>Offsite Improvements</b></p> <ul style="list-style-type: none"> <li>• Prevent conflicts between housing development and sidewalks and bike facilities</li> <li>• Developers to contribute to infrastructure costs</li> <li>• Reduce requirements for affordable housing projects</li> </ul>	<p><b>More significant policy choices:</b></p> <ul style="list-style-type: none"> <li>• Additional funding and financing tools for infrastructure</li> <li>• Provide recommendations to City Council regarding ways to reduce infrastructure costs for affordable housing</li> <li>• Other changes?</li> </ul>
<p><b>Pedestrian access</b></p> <ul style="list-style-type: none"> <li>• Reduce pedestrian walkway/access widths</li> <li>• Allow pedestrian paths to cross driveways Allow alleys to be used for pedestrian access</li> </ul>	<p><b>More significant policy choices:</b></p> <ul style="list-style-type: none"> <li>• Further study of changes to pedestrian access standards (i.e., narrower pathways, pedestrian access via alleys)</li> <li>• Other changes?</li> </ul>
<p><b>Bike parking</b></p> <ul style="list-style-type: none"> <li>• Support for promoting transportation choices and using best industry practices</li> <li>• Concern regarding cost and competing for limited space</li> <li>• General support for the proposal to allow long-term bike parking to be met in the unit</li> </ul>	<p><b>More significant policy choices:</b></p> <ul style="list-style-type: none"> <li>• Reduce bike parking requirements (quantity or standards short-term or long-term bike parking standards)</li> <li>• Other changes?</li> </ul>



# Unit Lot Subdivisions

- ULS



# Unit Lot Subdivision

## What we heard

- General support for 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 Homeowners' Associations
- Clarify how Unit Lot owners will coordinate (e.g., on Right Of Way permits)
- Clarify most standards apply to parent lots, not Unit Lots
- 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

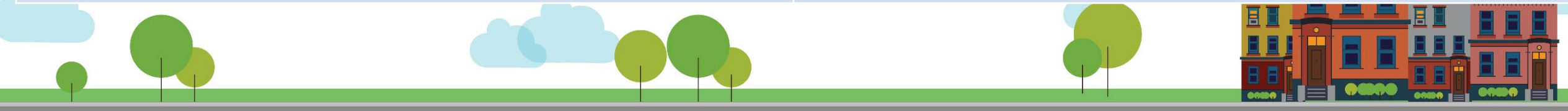
## Potential changes

### Minor staff changes/clarifications:

- 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
- Allow ULS short plats up to 9 Unit Lots

### More significant policy choices:

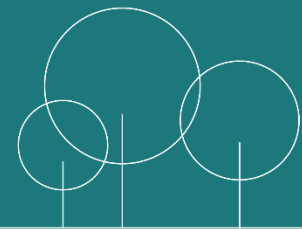
- Allow someone to apply for a ULS for previously developed lots that don't meet all current standards, provided they do not increase degree of nonconformity
- Other changes?





# Amenity Space and Trees

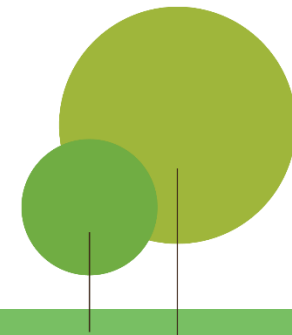
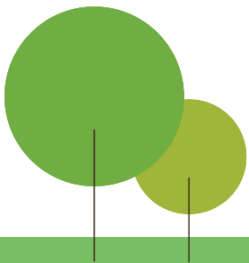
- Amenity space
- Tree credits
- Tree retention
- Tree standards
- Tree requirements – flexibility/exceptions



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# Current Draft Amenity Space and Tree Reqs.

	UR-1	UR-2	UR-3
<b>Amenity Space</b>	<ul style="list-style-type: none"> <li>• Baseline: 300 sf per unit</li> <li>• Bonus 1: 250 sf per unit</li> <li>• Bonus 2: 200 sf per unit</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 200 sf per unit</li> <li>• Bonus 1: 150 sf per unit</li> <li>• Bonus 2: 100 sf per unit</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 100 sf per unit</li> <li>• Bonus 1: 75 sf per unit</li> <li>• Bonus 2: 50 sf per unit</li> </ul>
<b>Tree credits (canopy equivalent)</b>	<ul style="list-style-type: none"> <li>• Baseline: 35%</li> <li>• Bonus 1: 30%</li> <li>• Bonus 2: 25%</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 30%</li> <li>• Bonus 1: 25%</li> <li>• Bonus 2: 20%</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 25%</li> <li>• Bonus 1: 20%</li> <li>• Bonus 2: 15%</li> </ul>



# Amenity Space

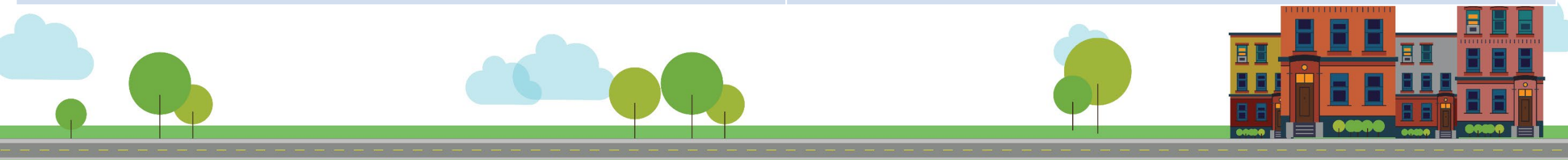
## What we heard

- Differing views on amenity space (yards, balconies, rooftop decks, etc.) – important for livability, but competes for space and affects costs
- Differing views on how much amenity space should be required and how it should be calculated
- 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)
  - Make it more or less flexible (e.g., fee-in-lieu option)

## Potential changes

### More significant policy choices:

- 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)
- Other changes?



# Tree Credits

## What we heard

- Differing perspectives on requiring trees
  - Important for livability, sustainability, urban forestry, infill compatibility, and other goals
  - Compete for space and affect costs
  - Can conflict with views, utilities, parking, sun/solar access, overhang property lines
- Staffing will be needed to support implementation
- Clarity on tree credit concept
- Differing perspectives on how many tree credits should be required, and how they should be calculated, including:
  - Increase or reduce tree credit requirements
  - Remove proposed reduction in tree credits for affordability bonuses (more equitable tree access)
  - Street trees should/should not count towards required tree credits

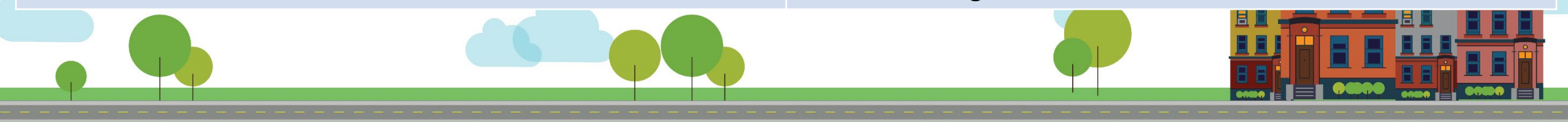
## Potential changes

### Minor staff changes/clarifications:

- Clarify distinctions between the fee in lieu and canopy fee, edits for clarity

### More significant policy choices:

- 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 changes?



# Tree Retention Requirements

## What we heard

- Differing perspectives on requiring tree retention:
  - Retaining mature trees should be a high (or top) priority- supports urban forestry, climate change, health, infill compatibility and other goals
  - Tree retention requirements should be modified or eliminated- will limit housing development/increase housing costs
  - Tree retention requirements (that limits development potential) could create incentive to cut down mature trees before adoption or to covertly harm them after adoption
  - Tree retention should be required at 5 inches Diameter at Breast Height, rather than 6 inches
  - More clarity is needed in determining when a tree can be removed
  - Remove the “canopy loss fee waiver”, instead refer to the variance process
  - Staffing will be needed to support implementation

## Potential changes

### Minor staff changes/clarifications:

- Clarify review process for evaluating reductions based on Commission’s guidance (see below)

### More significant policy choices:

- 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 changes?



# General Tree Standards

## What we heard

- Differing perspectives on general tree standards:
  - Support for tree standards that promote tree canopy, health and longevity
  - 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 Critical Areas density bonus option
- City should take responsibility for maintenance of street trees in support of expanding right-of-way canopy coverage and tree health

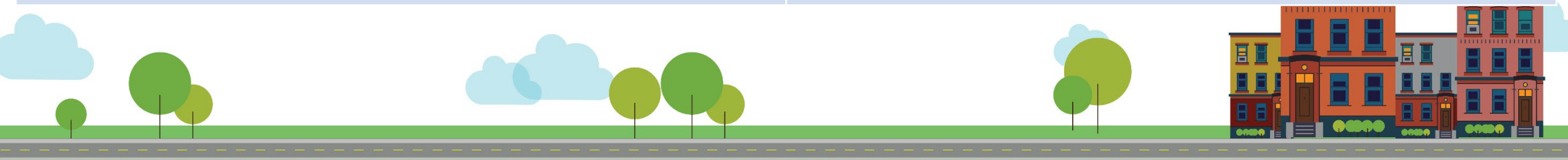
## Potential changes

### Minor staff changes/clarifications:

- Minor edits for clarity

### More significant policy choices:

- 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?



# Tree Requirements - Flexibility/Exceptions

## What we heard

- More clarity needed regarding when flexibility and retention requirements
- Differing perspectives on priorities and retention process and flexibility:
  - Prioritize housing development and affordability vs. tree canopy, health and retention
  - More accountability needed (i.e., Tree Commission, require consultation with Urban Forestry staff)
  - Fees should be high enough to replace the value of the trees as infrastructure and provide adequate staffing for enforcement and planning
  - Canopy reduction fee – buyout
  - Clarify how fees collected would be used
  - Allow offsite trees to count (mini-forests, tree banks)
  - Clarify how requirements affect sites that are fully/mostly forested
  - Require a floor for required tree credits, regardless of variance or fee in-lieu

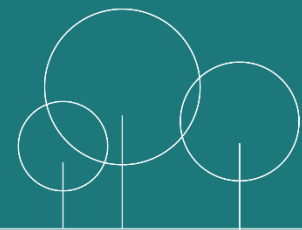
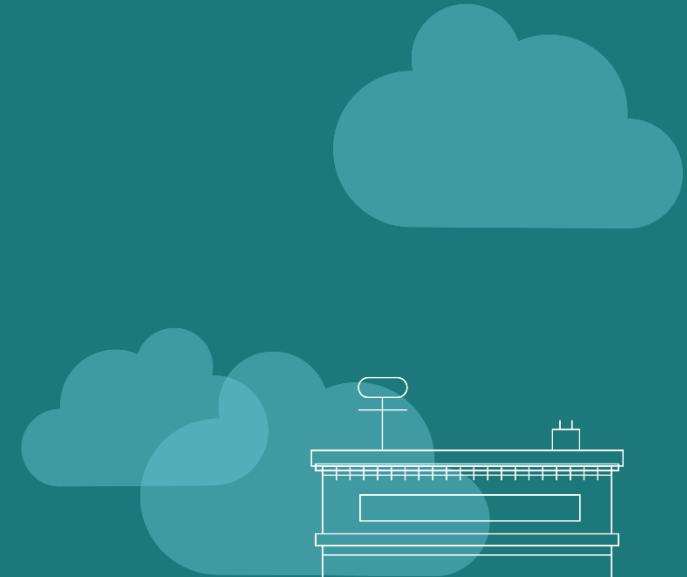
## Potential changes

### More significant policy choices:

- Adjust/clarify the variance process to reflect community priorities regarding site elements (i.e., housing units, unit size, trees, amenity space, parking, driveways, stormwater facilities)
- 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” for minimum amount of tree credits through a variance/exception process (e.g., minimum 200 tree credits)
- Input on developing a more robust process for exceptions in the future (e.g., Green Factor?)
- Other changes?

# Bonuses (Affordability and Building retention)

- Residential Target Areas
- Visitability requirements
- Affordability bonuses
- Building retention bonus



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# Current Draft Affordability Proposals

	UR-1	UR-2	UR-3
Voluntary or Mandatory?	Voluntary		
Length of Affordability	50 years		
Fee in lieu (currently \$10,000 per bonus unit) (*Fee goes to the <i>Housing Trust Fund</i> )	\$62,000 per unit	\$62,000 per unit	\$72,000 per unit
	<b>Bonus 2:</b> (Deeper affordability) Fee not allowed		
Number of Units	2 bonus units (or 20%)	2 bonus units (or 20%)	20% of total units
Affordability requirement: Area Median Income (AMI)	80% AMI rental, 100% AMI ownership <b>Bonus 2:</b> 60% AMI rental, 80% AMI ownership	80% AMI rental, 100% AMI ownership <b>Bonus 2:</b> 60% AMI rental, 80% AMI ownership	70% AMI rental, 100% AMI ownership <b>Bonus 2:</b> 60% AMI rental, 80% AMI ownership
Layer with MFTE ( <i>Multi Family Tax Exemption</i> )	n/a	n/a	MFTE and bonuses can be combined MFTE applies to all Mid-scale Residential areas and Multifamily High-density areas



# Residential Target Areas

## What we heard

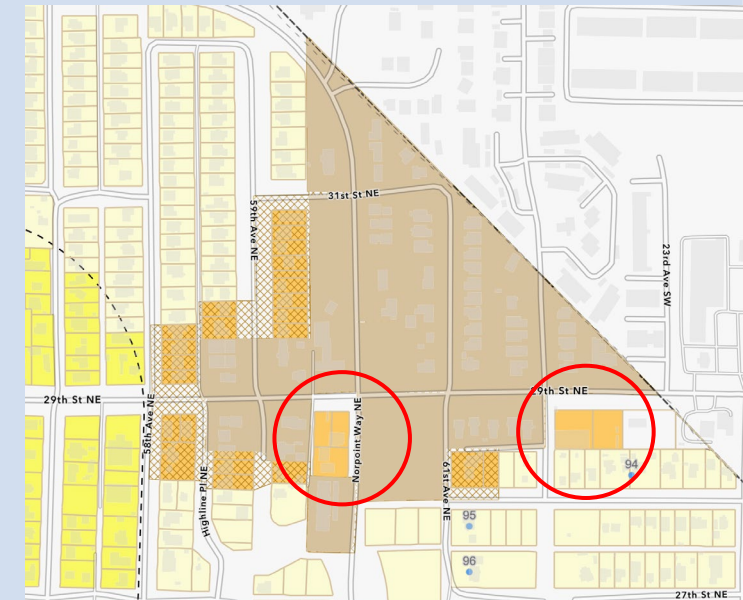
- Reduce or increase the areas where the MFTE can be used - Developers already getting too many handouts
- Clarify the purpose of RTAs and how they relate to city goals
- Some UR-3 areas were inadvertently left out of the RTA

## Potential changes

### Minor staff changes/clarifications:

- Map corrections (add areas left out)
- Clarify RTA purpose

with



### More significant policy choices:

- Other changes?



# Visitability Requirements

## What we heard

- Support for visitability goals
- Support for more/additional steps to create accessible housing
- 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)

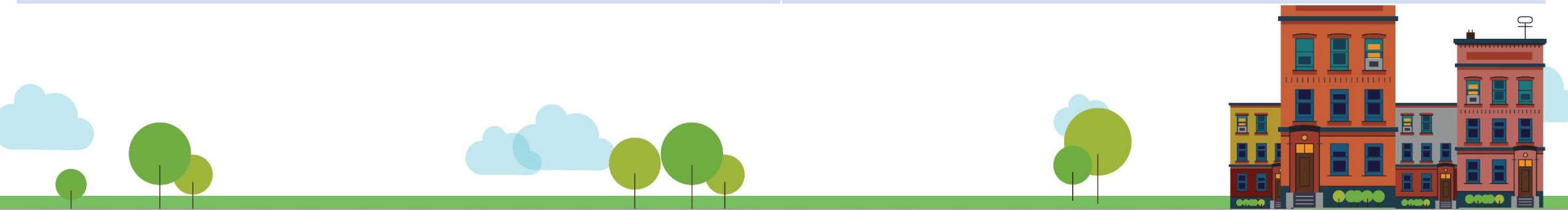
## Potential changes

### Minor staff changes/clarifications:

- Clarify that visitability will not be part of the HIT package, pending state action

### More significant policy choices:

- Integrate visitability with HIT affordability bonuses (i.e. 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
- Other changes?



# Affordability Bonuses

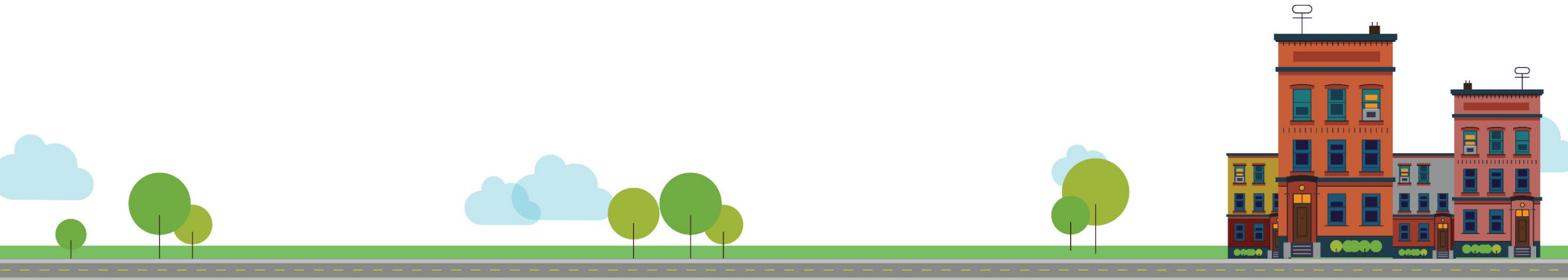
## What we heard

- 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)

## Potential changes

### More significant policy choices:

- 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
- Recommend ongoing evaluation of infrastructure, financial and other City incentives to promote affordability
- Other changes?



# Building Retention Bouses

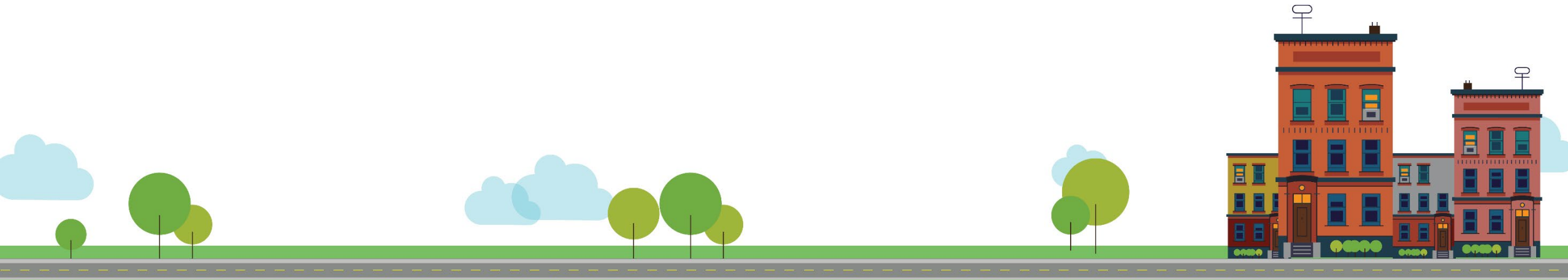
## What we heard

- 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 to allow more flexibility and incentivize reuse of portions of the structure
- Consider carbon calculation tools

## Potential changes

### More significant policy options:

- 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
- Other changes?



# Wrap Up

- Summarize Potential Commission Amendments
- Any Additional Commissioner Amendments/Changes
- Next Steps
  - April 17<sup>th</sup> – Commission direction on changes
  - May 15<sup>th</sup> – Commission recommendation to City Council



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