



AGENDA

MEETING: Regular Meeting
TIME: Wednesday, May 6, 2015, 4:00 p.m.
LOCATION: Room 16, Tacoma Municipal Building North
733 Market Street, Tacoma, WA 98402

A. Call to Order and Quorum Call

B. Approval of Agenda

C. Approval of Minutes – Regular Meeting of April 15, 2015

D. Discussion Items

1. 2015 Comprehensive Plan Update

Review subjects associated with the Comprehensive Plan Update, focusing on the Housing Element.

(See "Agenda Item D-1"; Stephen Atkinson, 591-5531, satkinson@cityoftacoma.org)

2. Affordable Housing Planning Work Program – Phase 3

Review preliminary staff recommendations for code changes introducing residential infill/affordable building and affordable housing incentives/upzones options.

(See "Agenda Item D-2"; Elliott Barnett, 591-5389, elliott.barnett@cityoftacoma.org)

3. Tacoma Link Light Rail Expansion

Consider forwarding a letter of comments/recommendations to the City Council.

(See "Agenda Item D-3"; Lihuang Wung, 591-5682, lwung@cityoftacoma.org)

E. Communication Items & Other Business

- (1) **Planning Commission Positions Available** – Applications are being accepted to fill the "Architecture, Historic Preservation and/or Urban Design" position which is currently vacant with an unexpired term through June 30, 2016, and the Council Districts 2, 3 and 5 positions that will be available on July 1 for a 3-year term through June 30, 2018. Applications are due to the City Clerk's Office by June 5, 2015. To apply, please visit www.cityoftacoma.org > "Government" > "Committees, Boards and Commissions".
- (2) Infrastructure, Planning and Sustainability Committee meeting, May 13, 2015, 4:30 p.m., Room 16; agenda includes: Sustainable Tacoma Commission Interviews.
- (3) Planning Commission Meeting, May 20, 2015, 4:00 p.m., Room 16; agenda includes Live-Work and Work-Live Regulations; and 2015 Comprehensive Plan Update.

F. Adjournment





MINUTES (Draft)

TIME: Wednesday, April 15, 2015, 4:00 p.m.
PLACE: Room 16, Tacoma Municipal Building North
733 Market Street, Tacoma, WA 98402
PRESENT: Chris Beale (Chair), Scott Winship (Vice-Chair), Donald Erickson, Meredith Neal,
Erle Thompson, Stephen Wamback
ABSENT: Benjamin Fields, Anna Petersen

A. CALL TO ORDER

Chair Beale called the meeting to order at 4:03 p.m.

B. QUORUM CALL

A quorum was declared.

C. APPROVAL OF MINUTES

The minutes of the regular meeting on April 1, 2015 were approved as submitted.

D. DISCUSSION ITEMS

1. Mixed-Use Centers Review (Annual Amendment #2015-02)

John Owen, Makers Architecture and Urban Design, presented a summary of the key policy issues emerging from the Mixed-Use Centers (MUCs) review. He provided a brief review of past discussions and background information. Mr. Owen discussed how the Mixed-Use Centers were broken into two categories: Neighborhood Centers and Crossroads Centers. The purpose of the categories was to recognize that all centers are viable, though varying in redevelopment strategies and assets.

Greg Easton, Property Counselors, noted that the two centers differed economically by varying in the number and types of jobs and serving different sized trade areas. He emphasized that both types of centers would serve pedestrian traffic, but auto traffic from the larger trade area was necessary in the survival of either type of MUC.

Mr. Owen discussed how the MUCs were evaluated using the principles from the Tacoma Comprehensive Plan to develop parameters or metrics. The analysis summary was discussed with a chart displaying how each MUC is performing relative to achieving the goals set out in the parameters. Mr. Owen highlighted MUCs with long and near term potential that would benefit most from City intervention.

The three comprehensive strategies making up the overall strategy were reviewed:

1. Focusing on one or two centers for maximum effect. This would entail picking centers where public effort would have the most benefit. Lincoln and 56th & South Tacoma Way had already been selected for this strategy. The individual strategies and recommendations for achieving the objectives based on the Comprehensive Plan were discussed. Five criteria for setting future priorities were reviewed, having been created in discussion with members of City Council.

2. Addressing special opportunities as they emerge. This would involve recognizing opportunities that make an effective use of resources and addressing special needs. 34th and Pacific was used as example where development opportunities like the new County building could be leveraged. James Center was used as an example of a MUC where better pedestrian connections are needed. Narrows was noted as being a small MUC with where linkages in the larger west Tacoma area could be considered. 72nd and Portland was noted as needing improvements in quality of life. Mr. Owen noted that MUCs like Lower Portland Avenue and McKinley may not be ready for new development.
3. Realigning City programs for maximum effect. This would involve tweaking existing programs to support MUC goals and programmatic efforts to address equity. Capital improvements could include allocating funds for design so that Public Works could compete for grants. Several MUCs could benefit from new parks or better connections to existing facilities. There were also realignment recommendations for business district improvement and organizing, housing, and Local Improvement Districts (LIDs).

Commissioners had the following comments and questions:

- Commissioner Erickson asked if there were opportunities to tweak the boundaries to make the MUCs more viable. Greg Easton responded that tweaking the boundaries could create more development opportunities as many of the Centers have little vacant land.
- Commissioner Wamback noted that the criteria for determining where effort would be focused included selecting MUCs according to Council District. He suggested that they should also recognize the boundaries of neighborhood councils which do not match the boundaries of City Council districts. This would be particularly important on the east side.
- Commissioner Wamback suggested they could put something in the report on how they preserve character and charm in a neighborhood center as the area evolves.
- Vice-Chair Winship commented on the human capital aspect of the different neighborhoods and suggested that neighborhood sentiment should be considered.
- Commissioner Thompson commented that growth management, especially housing targets, was not addressed and should be incorporated.
- Commissioner Neal suggested looking into a community center in a vacant area of Westgate.
- Chair Beale, noting the recommendation for park space in 72nd & Portland, asked for more information on how Metro Parks Tacoma prioritizes level of service distance from other parks or MUCs and how they set LOS standards.
- Chair Beale, noting the importance of internal connections in Crossroads Centers, asked if they had looked at development standards and if there were any recommendations to improve infill development to have better interaction with street frontages and walking connections. Mr. Owen responded that it was a good suggestion and would be investigated.
- Chair Beale noted that McKinley and Lower Portland could be candidates for deletion and asked what the next steps would be. Stephen Atkinson, Planning and Development Services, recommended allowing Lower Portland to remain with the possibility of evaluating an alternative center along Portland Ave. at Salishan. With McKinley he suggested a different configuration for the MUC moving away from a long, shallow development corridor towards a neighborhood oriented center.
- Commissioner Erickson commented he would like to see design guidelines addressed and suggested that they explore if there were areas that warranted that kind of consideration. Mr. Atkinson responded that they have design policy and code in the Generalized Land Use Element, but not necessarily design guidelines. He added that they would seek to clarify it.

2. 2015 Comprehensive Plan Update

Stephen Atkinson, Planning and Development Services, continued a discussion of the 2015 Comprehensive Plan update. He discussed the Draft Urban Form Element and the key building blocks in terms of location, distribution, relation, and differentiation. The building blocks included: centers, corridors,

employment areas, transit station areas, open space system, signature trails, and historic neighborhood pattern areas. Chair Beale commented that streets are buried in several other building blocks and deserve a building block of their own.

The Mixed-Use Centers Review was discussed in relation to the Draft Urban Form Element and land use designation update. Mr. Atkinson noted that the existing nomenclature within the Comprehensive Plan and the Generalized Land Use element creates confusion on whether areas like Downtown should be called “centers” or “regional growth centers”. He recommended cleaning up the categories by choosing one of the names. On the issue of policy differentiation between Community, Crossroads, and Neighborhood Centers Mr. Atkinson recommended a more structured approach focusing on policies specific to each center. He discussed recognizing Convenience Nodes, Employment Areas, and Signature Trails. A map showing Neighborhood pattern areas was discussed, Mr. Atkinson noting how the character areas could be identified and used to articulate policies.

The draft outline and policy framework for the revised Economic Development Element was reviewed. The draft outline included the following policy areas: expanding employment, business retention, expansion, and attraction, employment centers, and key industries. Discussion ensued on some of the trends that could affect Tacoma.

3. Plan and Code Cleanup (Annual Amendment #2015-10)

Elliott Fitzgerald, Planning Services Division, facilitated a discussion to continue a review of the proposed minor amendments to the Land Use Regulatory Code and the Comprehensive Plan, as part of the 2015 Annual Amendment process. He reviewed that at a previous meeting on February 18, 2015, staff had presented a full list of proposed amendments for the Commission’s review. Mr. Fitzgerald noted that they were seeking additional feedback on three code amendments:

- Allowing height variances for structures that are not accessory buildings, as well as those that are outside of the View-Sensitive Overlay District. Mr. Fitzgerald reviewed how exceptions to height limitations were currently permitted through variances, general exceptions, and conditional uses. He noted that three of the seven types of variances could be amended to accommodate the cleanup item. Mr. Fitzgerald commented that staff was recommending aligning different criteria throughout the code and, based on hardship criteria, allowing height variances where appropriate.

They were no major objections from the Commission. There was a comment that it would be important that the amendment did not conflict with ongoing discussion of the billboards issue.

- Allowing reasonably-sized apartment signs in Residential Districts. Mr. Fitzgerald reviewed the current code that allowed signs only for real estate and home occupation. He then discussed the sign standards for University Place, Brown’s Point, Puyallup, and St. Paul, Minnesota. The recommendation of staff was to allow signs of up to 6 square feet for residential developments of 4 or more dwelling units.

There was concurrence from the Commission on the recommendation of 6 square feet, with some support for allowing larger signs for developments with a greater number of units up to a capped size.

- Having a clear “sunset clause” for discontinued Conditional Use Permits. Mr. Fitzgerald noted that it is currently unclear if properties vacant for a certain amount of time would need to get a new Conditional Use Permit to reestablish a conditional use. He reviewed the number of years allowed by other jurisdictions before a new permit is required, with the typical range between 2 and 5 years.

There was concurrence from the Commission for three years as the standard. There was some support for allowance of a limited number of extensions and a request for additional information on how extensions are used in other jurisdictions.

4. Tacoma Link Light Rail Expansion

Lihuang Wung, Planning Services Division, continued a discussion of issues relating to the Tacoma Link Light Rail Expansion project. He reviewed that at the previous meeting, following a briefing from Sound Transit on the status of the project, the Commission raised some concerns including: whether the need for the Stadium Way & S. 4th station is justified, given the extremely low ridership projection; the need to ensure effective accessibility to the Stadium Way & S. 4th station, given the challenging hilly topography in the vicinity; the need for an additional station on MLK between S. 11th and S. 19th to provide better coverage of the ¼-mile walk sheds; and the need to properly address bicycling mobility and safety around any curbside station. Chair Beale added that he had also made a request for information on the cost of relocating the Theater District Station.

Mr. Wung reviewed the background material provided in the meeting packet including the Commission Letter of Comments; Council Resolutions 38837 and 39004; and the Hilltop and North Downtown Subarea Plans. The potential comments and recommendations that could be included in a letter to the City Council were discussed. Brian Boudet, Planning Services Division Manager, commented that many of the City Council actions had been part of streamlining the process to ensure that the City and Sound Transit would be able to get the necessary funding. Kurtis Kingsolver, Public Works Director, briefed the Commission on how the alignments and stations were chosen. He noted that the Federal Transit Administration grant process did not accommodate multiple options or alternatives for station locations.

Commissioners had the following comments and questions:

- There was support from some of the Commissioners for removing the Stadium and 4th station and using the money for infrastructure at other points. It was noted that the station would cost around \$200,000 depending on the amenities included.
- Chair Beale suggested keeping the Stadium and 4th station, not relocating the Theater District Station, and moving the 11th and 19th Stations along MLK closer together. It was noted that the 11th Street Station was near the County City building where people go to report for jury duty.
- Commissioner Wamback, noting the later addition of the Commerce Street station on the current system, suggested the letter could include a message about long term possibilities instead of recommending a new station.
- Commissioner Wamback suggested that anything written should be consistent with the earlier letter which he felt was in support of the alignment.

Chair Beale requested a letter capturing the options discussed and leaving the final decision to the City Council. Mr. Boudet commented that they would draft a letter based on the current discussion and return to review and finalize at the May 6th meeting.

E. COMMUNICATION ITEMS & OTHER BUSINESS

Mr. Boudet updated the Commission on the Comprehensive Plan Update Community Workshops held in Council Districts – the next two would be on April 16 at the Stadium High School and April 23 at the Snake Lake Nature Center. He commented that the three workshops so far had included a good discussion with similar themes on connectivity and where each neighborhood's heart is.

Mr. Boudet reported that the American Planning Association's (APA) national conference would be held in Seattle April 18-22 and that there would be a mobile workshop on "Tacoma, Past and Future" planned for Monday, April 20.

F. ADJOURNMENT:

At 6:37 p.m., the meeting of the Planning Commission was concluded.



City of Tacoma
 Planning and Development Services

**Agenda Item
 D-1**

To: Planning Commission
From: Stephen Atkinson, Planning Services Division
Subject: **2015 Comprehensive Plan Update – Housing Element**
Meeting Date: May 6, 2015
Memo Date: April 29, 2015

At the next meeting on May 6, 2015, staff will present the following in support of the 2015 Comprehensive Plan update:

- Relevant highlights from the recent community workshops and outreach to non-English speaking populations;
- Background on the existing conditions and housing needs that inform the update of the Housing Element;
- A draft of the proposed Housing Element.

The intent of the proposed Housing Element is to:

- Ensure adequate access to a range of housing types for a socially- and economically-diverse population.
- Expand the number and location of housing opportunities, both market rate and assisted, for families and individuals throughout the city.
- Concentrate new housing in and around centers and corridors near transit and services to reduce the housing/transportation cost burden.
- Support fair, equitable, healthy, resource efficient and physically-accessible housing
- Increase the amount of housing that is affordable, especially for lower income families and special needs households. Promote a supply of permanently-affordable housing for Tacoma’s most vulnerable residents.

In addition, the policies would result in the following shifts in orientation:

Proposed Policies	Existing Policies
Diverse and expanding units	
Proposed policies to strive to meet housing targets, maintain sufficient capacity for new units, and expand the number of units and diversify the housing stock in all neighborhoods.	Does not directly establish policies on housing targets, housing capacity or expanding and diversifying housing stock. There are some policies that result in expansion or diversification of housing choice, but they tend to be directed at specific circumstances or types, or conditioned by other considerations. The intent statements are not always carried through to policy.
Access	
The proposed policies recognize that affordability is	The Housing Fairness section supports fair housing

<p>also a barrier to housing access and would direct the City to evaluate and monitor the potential for involuntary displacement and to consider corrective actions to address involuntary displacement as a result of plans, investments and private development. The proposed policies would place less emphasis on the dispersal of high risk populations while maintaining that policy.</p>	<p>policies, but also has a predominant focus on the dispersal of high risk populations, including sex offenders. Currently, the policies do not directly recognize the potential for displacement as a result of plans, investments and private development in areas prioritized for higher density growth and the policies only discourage displacement as a result of direct government action (eminent domain, code enforcement).</p>
<p>Location</p>	
<p>Proposed policies encourage new housing throughout the City, but focuses higher-density housing in and around centers, and transit supportive densities along designated corridors that connect centers. Encourages new housing growth where it will be well served by transportation, jobs, open spaces, and high quality schools.</p>	<p>Current policies have mixed messages. Promotes housing dispersal as well as more concentrated housing in designated centers, but more protective of single family residential areas.</p>
<p>Affordability</p>	
<p>Proposed policies recognize the role of other factors, beyond wages and household income, that affects affordability and household prosperity (transportation costs, utilities, proximity to jobs and amenities), encourages income diversity in and around designated centers and corridors, a variety of affordable housing types, policies on homelessness and expanding the supply of affordable housing opportunities.</p>	<p>Currently, no policies directly relate to homelessness, even though it is addressed in an intent statement. Tends to rely on more traditional affordability measures. Suggests incentives and inclusionary zoning requirements, but also does not include a policy on whether income diversity in neighborhoods is a priority.</p>
<p>Quality, Efficiency, Safety</p>	
<p>These policies would more directly support the design of new housing to promote active living, opportunities, resource efficient housing, as well as housing that is integrated into the environment and promotes walkability and social interaction.</p>	<p>Currently, policies promoting the quality, efficiency and safety of new housing units are dispersed in multiple sections, including housing choice. Also includes policies supporting “buffering” residential areas from impacts of nonresidential uses and mixed use center developments. Tends to treat higher density housing as something to mitigate and a possible detriment to the neighborhood.</p>

The draft Housing Element and Housing Snapshot is attached for the Commission’s review. If you have any questions, please contact me at (253) 591-5531 or satkinson@cityoftacoma.org.

Attachments (2)

c: Peter Huffman, Director



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HOUSING



HOUSING GOALS

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GOAL H-1 HOUSING DIVERSITY. Tacomans have access to high-quality housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

.....

GOAL H-2 EQUITABLE ACCESS TO HOUSING. Tacoma ensures equitable access to housing, making a special effort to remove disparities in housing access for people of color, low-income households, diverse household types, older adults, and households that include people with disabilities.

.....

GOAL H-3 HEALTHY CONNECTED CITY. Tacomans live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe convenient, affordable multimodal transportation.

.....

GOAL H-4 AFFORDABLE HOUSING. Tacoma has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

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GOAL H-5 HIGH-PERFORMANCE HOUSING. Tacoma residents have access to resource efficient and high performance housing that is well integrated with its surroundings, for people of all abilities and income levels.

SIX

HOUSING

WHAT IS THIS CHAPTER ABOUT?

The goals and policies in this chapter convey the City’s intent to:

- Ensure adequate access to a range of housing types for a socially- and economically-diverse population.
- Support fair, equitable, healthy, resource efficient and physically-accessible housing.
- Concentrate new housing in and around centers and corridors near transit and services to reduce the housing/transportation cost burden.
- Increase the amount of housing that is affordable, especially for lower income families and special needs households. Promote a supply of permanently-affordable housing for Tacoma’s most vulnerable residents.
- Expand the number and location of housing opportunities, both market rate and assisted, for families and individuals throughout the city.

While a place to live is a basic human need, not all Tacomans have safe and healthy housing. Ensuring a fair and equitable housing market is essential to providing the opportunities and security people need to live healthy and successful lives. Economic, social and physical barriers limit many Tacomans’ access to adequate housing. Income, physical disabilities, immigration status, limited English proficiency, and discrimination based on race and sexual orientation can also limit choices.

Book I: Goals + Policies

- 1 Vision + Planning Principles
- 2 Community Involvement
- 3 Urban Form
- 4 Design + Development
- 5 Environment
- 6 **Housing**
- 7 Economy
- 8 Transportation
- 9 Public Facilities + Services
- 10 Container Port
- 11 Administration + Implementation

Book II: Programmatic Elements and Subarea Plans

The purpose of this chapter is to provide policies that will help Tacoma meet its need for quality, affordable homes for a growing and socioeconomically-diverse population, and to help ensure equitable access to housing. The Future Land Use Map allows for a more- than-adequate supply of housing to meet the future needs. The challenge is to provide housing with a diverse range of unit types and prices in locations that help meet the needs of all, including low-income populations, communities of color, and people of all ages and abilities.

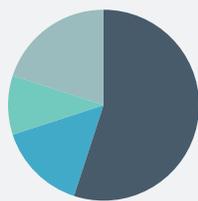
GOALS + POLICIES

DIVERSE + EXPANDING HOUSING SUPPLY

The City is planning to accommodate up to 59,800 new households between 2010 and 2040. This figure includes new units necessary to replace units lost as a result of new development.

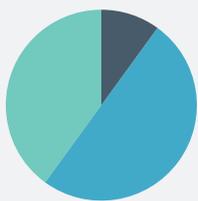
Goal 4 of the Washington State Growth Management Act requires that cities promote a variety of residential densities and housing types and to ensure that cities provide sufficient capacity to accommodate 20-year housing growth forecasts. The City of Tacoma is planning for a longer horizon, consistent with Puget Sound Regional Council’s *VISION 2040*, which designated the City of Tacoma as a Metropolitan City with a significant share of regional population and employment growth.

DEMOGRAPHIC TRENDS



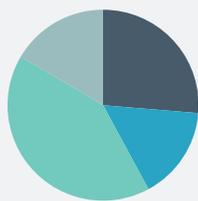
AGE

- 25 – 34
- 35 – 34
- 45 – 54
- 55+



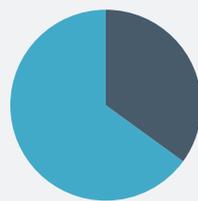
HIGHEST LEVEL OF EDUCATION

- Some College
- College Graduate
- Post Graduate



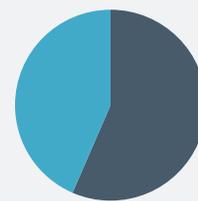
INCOME

- < \$50,000
- \$50 – 75,000
- \$75 – 100,000
- \$100,000+



SCHOOL-AGE CHILDREN IN HOUSE

- Yes
- No



GENDER

- Male
- Female

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*Examples of Different
Housing Types*



Detached ADU



*Small lot homes in
Kirkland, WA*



*Craftsman-Style Duplex on
a Corner lot, Bend, OR*



*Greenwood Avenue
Cottages in Shoreline, WA*

VISION 2040 allocates 127,000 new residents to Tacoma by 2040. These allocations are significantly higher than current forecasts and represent a shift in current trends.

Current housing trends have favored continued suburban sprawl in unincorporated areas. According to the 2002 Pierce County Buildable Lands Report, Pierce County was projected to grow by 259,604 people between 1997 and 2017. Of this projected growth, 55% of the total County growth was designated to occur in cities and 45% in unincorporated areas. To the contrary, 55% of the County's growth since 1997 has occurred in unincorporated Pierce County. Only 7% of the County's growth has occurred in Tacoma.

Tacoma's current housing mix is also predominantly single family—65% of Tacoma's housing units are detached single family structures, representing 88% of Tacoma's residential land. The majority of housing structures are either single family detached or high density multifamily structures. Accommodating planned growth will require predominantly multifamily construction over the next several decades and expanding the range of housing choices will be essential to meeting the evolving demographics of our region.

The policies below set expectations for housing supply and growth. They identify specific types of housing needed to serve a variety of households, including multi-generational, small and large households with children, older adults and households that include people with disabilities who may need independent living services, assisted living and skilled nursing care facilities.

.....
GOAL H-1 HOUSING DIVERSITY. Tacomans have access to high-quality affordable housing that accommodates their needs, preferences, and financial capabilities in terms of different types, tenures, density, sizes, costs, and locations.

Policy H-1.1 Maintain sufficient residential development capacity to accommodate Tacoma's housing targets.

Policy H-1.2 Strive to capture at least 35 percent of Urban Pierce County's residential growth.

Policy H-1.3 Encourage new and innovative housing types that meet the evolving needs of Tacoma households and expand housing choices in all neighborhoods. These housing types include single family dwelling units; multi-dwelling units; small units; accessory dwelling units; pre-fabricated homes such as manufactured, modular; co-housing and clustered housing.

Policy H-1.4 Promote the maintenance and improvement of the existing housing stock and encourage the adaptation of the existing housing stock to accommodate the changing variety of household types.

Policy H-1.5 Apply zoning in and around centers that allows for and supports a diversity of housing types.

Policy H-1.6 Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers and other places which are in close proximity to services and transit.

Policy H-1.7 Consider land use incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses, fee waivers, accelerated permitting, parking requirement reductions, and tax incentives) in appropriate locations to facilitate the development of new housing units.

HOUSING ACCESS

Housing supply and household income are not the only factors determining access to housing. Discrimination in the housing market, gentrification, and the changing nature of households over time also influence access to desired housing. The following policies address discriminatory barriers to fair and equitable access to housing and the impact of gentrification and displacement, particularly for under-served and under-represented populations.

.....
GOAL H-2 EQUITABLE ACCESS TO HOUSING. Tacoma ensures equitable access to housing, making a special effort to remove disparities in housing access for people of color, low-income households, diverse household types, older adults, and households that include people with disabilities.

TO BE ADDED: Break down of Tacoma's current housing mix, with comparison to national trends. Tacoma lags regionally in its provision of single-family attached dwellings. Tacoma would have to add approximately 1200 new townhouses to be consistent with regional trends.

Tacoma city,
Washington

Occupied housing
units 78,681

UNITS IN STRUCTURE

1, detached 64.1%

1, attached 2.7%

2 apartments 3.0%

3 or 4 apartments 4.8%

5 to 9 apartments 6.0%

10 or more
apartments 19.0%

Mobile home or other
type of housing 0.3%

Policy H-2.1 Foster inclusive communities, overcome disparities in access to community assets, and enhance housing choice for people in protected classes throughout the city by coordinating plans and investments with fair housing policies.

Policy H-2.2 Support barrier-free access for all housing consistent with the Americans for Disabilities Act (ADA). Consider additional actions to increase access such as implementation of visitability and universal design features.

Policy H-2.3 Coordinate plans and investments with programs that prevent avoidable, involuntary evictions and foreclosures.

Policy H-2.4 Evaluate plans and investments, and other legislative land use decisions to identify potential disparate impacts on housing choice and access for protected classes.

Policy H-2.5 Evaluate plans and investments for the potential to cause displacement in areas with concentrations of communities of color, low- and moderate-income households, and renters.

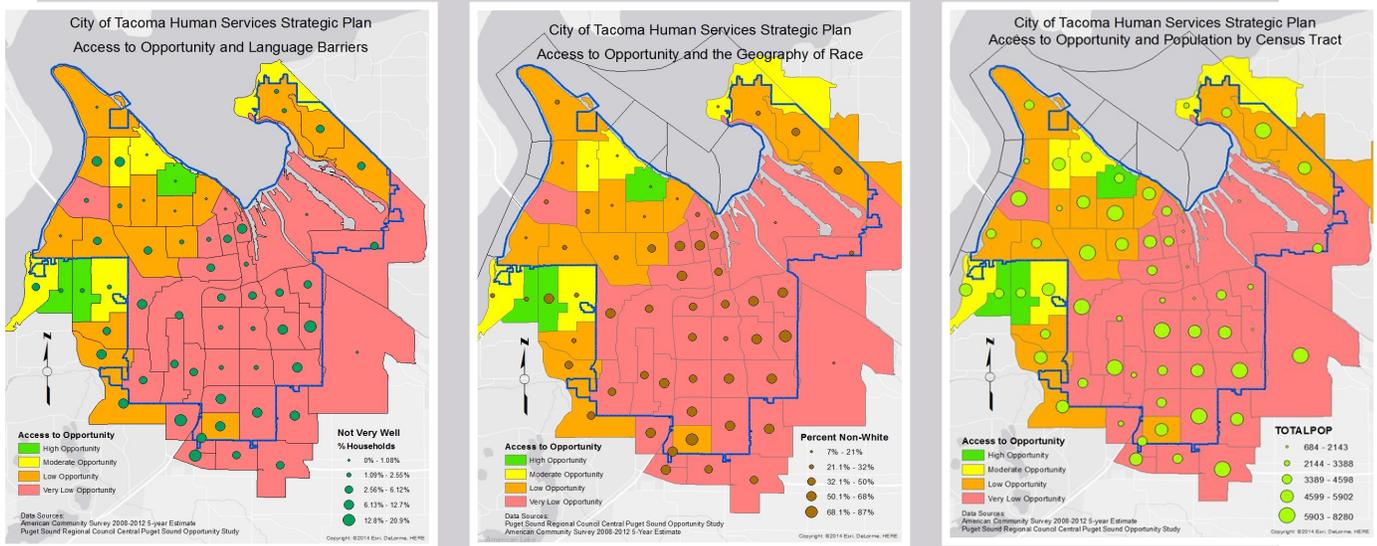
Policy H-2.6 When plans and investments are anticipated to create neighborhood change, pursue corrective actions to address involuntary displacement of under-served and under-represented people. Use public investments, incentives, and programs, and coordinate with nonprofit housing organizations, to mitigate the impacts of market pressures that cause involuntary displacement.

Policy H-2.7 Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.

HOUSING LOCATION

Housing that is located in a walkable neighborhood near active transportation, employment centers, open spaces, high-quality schools and various services and amenities enhances the general quality of life for its residents. Neighborhoods in Tacoma offer varying levels of opportunity (see [Figure X-X](#)), with housing in moderate and high opportunity neighborhoods tending to be expensive compared to more affordable housing in areas that offer fewer opportunities.

PSRC OPPORTUNITY MAPS



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Source

The following policies support efforts to provide equitable access to locational opportunities in Tacoma.

GOAL H-3 HEALTHY CONNECTED CITY. Tacomans live in safe, healthy housing that provides convenient access to jobs and to goods and services that meet daily needs. This housing is connected to the rest of the city and region by safe convenient, affordable multimodal transportation.

Policy H-3.1 Meet the housing needs of under-served and under-represented populations living in high poverty areas by coordinating plans and investments with housing programs.

Policy H-3.2 Locate higher density housing, including units that are affordable and accessible, in and around designated centers to take advantage of the access to transportation, jobs, open spaces, schools, and various services and amenities.

Policy H-3.3 Promote transit supportive densities along designated corridors that connect centers, including duplex, triplex, cottage housing, and townhouses.

Policy H-3.4 Strive to accommodate 80% of the City's housing targets within and around designated centers.

Policy H-3.5 Improve equitable access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities in areas with high concentrations of under-served populations and an existing supply of affordable housing.

Policy H-3.6 New affordable housing in high opportunity areas. Locate new affordable housing in areas that are opportunity rich in terms of access to active transportation, jobs, open spaces, high-quality schools, and supportive services and amenities.

Policy H-3.7 Provide incentives (e.g. density or development bonuses, lot size reductions, transfer of development rights, height or bulk bonuses , fee waivers, accelerated permitting, parking requirement reductions, and tax incentives) to promote the development of higher density multifamily housing in designated centers.

Policy H-3.8 Discourage the concentration of facilities for "high risk" populations in any one geographic area.

NOTE:

For the purposes of this document, "high risk" populations shall include individuals released and/or under supervision of adult and juvenile correctional institutions, mental hospitals and drug rehabilitation programs, homeless persons and other special needs persons residing in group homes not subject to application of the federal Fair Housing Act.

HOUSING AFFORDABILITY

The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual gross income on housing. Families that pay more than 30 percent of their income for housing are considered

cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care. Large portions of Tacoma’s population do not have sufficient income to afford the housing available in Tacoma’s private market at a cost of no more than 30 percent, or even 50 percent or more, of their income.

While home values, median rents, and median home payments are typically more affordable in Tacoma in comparison to the Region, 43% of all Tacoma households are considered cost-burdened and a disproportionate share of Black/African American households experienced a severe cost burden. Renters are more likely to be cost-burdened than homeowners.

The City, through its policies and programs, is supportive of increasing the supply of housing that is affordable to its citizens. While the City recognizes the ongoing need by government and nonprofit corporations to provide housing and community support services, especially for households who pay more than 30% of their income for housing, it also recognizes the need to enlist the engine of private market rate developments to include a measure of affordable units. Reducing household cost-burdens requires a multi-pronged strategy: 1) expanding and diversifying the housing supply, 2) expanding household prosperity through the location of new housing units in opportunity rich areas and promoting resource efficient housing, 3) direct investments in subsidized and permanently affordable housing, and 4) economic development strategies improving employability, job growth and connecting people to living wage jobs in close proximity to their residence.

The following policies support the City’s goal to provide an adequate supply and diversity of affordable housing choices.

.....

GOAL H-4 AFFORDABLE HOUSING. Tacoma has an adequate supply of affordable housing units to meet the needs of residents vulnerable to increasing housing costs.

Policy H-4.1 Preserve and produce affordable housing to meet the needs that are not met by the private market by coordinating plans and investments with housing providers and organizations.

HOUSING PRINCIPLES + ACKNOWLEDGEMENTS

1. Affordable Housing is Vital to Important Civic Interests

The City's welfare requires an adequate supply of well built and well managed affordable housing serving the full range of incomes appearing among its residents. An adequate supply of this housing is vital to the following important civic needs or values:

- › The City's prosperity, economic development and growth of employment opportunities;
- › The appropriate management of the City's projected population growth and transportation needs;
- › The City's fulfillment of its legal obligations under the Growth Management Act to make "adequate provisions for existing and projected [housing] needs of all economic segments of the community" and to comply with the related directives of the Pierce County Countywide Planning Policies;
- › The survival of green spaces throughout the City and Pierce County;
- › The success of the City's schools;
- › The effectiveness of the City's emergency services;
- › The City's ability to continue its accommodation of a population that is increasingly diverse by income, race, ethnicity, ability, disability and age;
- › The City's ability to accommodate a population that, in the aggregate, is getting older; and
- › The City's values of social justice.

2. Affordable Housing is Attractive, Innovative + Well Managed

Affordable housing developments by nonprofit developers, public and private, in the City, region and nation have been among the most attractively designed, most environmentally innovative and best managed in the market place.

3. The City Needs to Enlist the Engine of Private Development

Nonprofit developments of affordable housing will never likely be adequate to meet the City's need. The City also needs a companion strategy to enlist

the engine of private market rate developments to include a measure of affordable units. These strategies also provide the added benefit of economic and demographic integration.

4. Affordable Housing Developments Spur Other Investments

Affordable housing developments have spurred the revitalization of neighborhoods, encouraging both public and private investment, helping the City attain its desired density, and furthering a neighborhood's economic development.

5. The City Should Welcome Affordable Housing Developments

Affordable housing is an asset to be encouraged and not a detriment to be tolerated and controlled.

6. Every City Neighborhood Needs Affordable Housing Developments

The City should promote the development of affordable housing in every City neighborhood.

7. Affordable Housing as Innovative Design

In seeking the appropriate balance, the City should not have to compromise important neighborhood design standards in order to promote affordable housing. Instead proper design should allow affordable housing to show the way for all developments serving all incomes toward a greener, more sustainable urban future that accommodates the appropriate density that the City's planning documents anticipate to be necessary for the City's projected population allocations.

8. Affordable Housing as a High City Priority amid Competing Interests

In a complex community like Tacoma, interests and policies often clash. Good governance is the effort to balance them appropriately. In doing so, the City should give a very high priority to the promotion of affordable housing development.

Policy H-4.2 Ensure that at least 25% of the 2040 housing targets are affordable to households at 80% AMI.

Policy H-4.3 Evaluate plans and investments for their impact on household cost, and consider ways to reduce the combined cost of housing, utilities, and/or transportation.

Policy H-4.4 Facilitate the expansion of a variety of types and sizes of affordable housing units, and do so in locations that provide low-income households with greater access to convenient transit and transportation, education and training opportunities, Downtown Tacoma, manufacturing/industrial centers, and other employment areas.

Policy H-4.5 Encourage income diversity in and around centers and corridors by allowing a mix of housing types and tenures.

Policy H-4.6 Facilitate and support regional cooperation in addressing housing needs in the Tacoma metropolitan area and greater Puget Sound, especially for the homeless, low- and moderate-income households, and historically under-served and under-represented communities.

Policy H-4.7 Promote a range of affordable housing strategies that extend from basic emergency shelter for the homeless to temporary transitional housing to permanent rental housing and to home ownership.

Policy H-4.8 Prevent homelessness and reduce the time spent being homeless by ensuring that a continuum of safe and affordable housing opportunities and related supportive services are allowed and appropriately accommodated, including but not limited to transitional housing, emergency shelters, and temporary shelters.

Policy H-4.9 Increase the supply of permanently affordable housing where practicable.

Policy H-4.10 Encourage development and preservation of small resource-efficient and affordable single family homes throughout the City.

TO BE ADDED:

Discussion of regional affordable housing efforts and current distribution of subsidized housing.

Also look at Center for Neighborhood Technology methodology for considering transportation costs as part of affordability indices.

Policy H-4.11 Align plans and investments to support homeownership rates and locational choice for people of color and other groups who have been historically under-served and under-represented.

Policy H-4.12 Encourage a variety of ownership opportunities and choices by allowing and supporting the creation of condominiums, cooperatives, mutual housing associations, limited equity cooperatives, land trusts and sweat equity.

Policy H-4.13 Pursue a variety of funding sources and mechanisms to preserve and develop housing units and various assistance programs for households whose needs are not met by the private market.

Policy H-4.14 Pursue incentives and mechanisms to enlist the private market as a partner in the provision of affordable housing units.

HEALTH, SAFETY + EFFICIENCY

Having a place to live does not guarantee health and safety. A critical connection exists between the quality of the housing unit and the health of its occupants. A safe housing unit is largely free of hazardous materials, such as lead and radon. It is also free of mold, is not in a state of disrepair, and offers emergency safety features, such as carbon monoxide monitors, smoke alarms, and emergency exits. Access to open spaces, opportunities for social interactions, green features, and adaptability also influence the health of a community. The following policies focus on building and maintaining Tacoma’s housing stock in ways that foster community health.

.....

GOAL H-5 HIGH-PERFORMANCE HOUSING. Tacoma residents have access to resource efficient and high performance housing that is well integrated with its surroundings, for people of all abilities and income levels.

TO BE ADDED:

Discuss the City’s rehab loan programs and other efforts to improve efficiency

https://www.cityoftacoma.org/government/city_departments/community_and_economic_development/housing_division/

Also utilities and Health Dept have programs to that support new efficient utilities

Policy H-5.1 Encourage development and maintenance of housing, especially multi-dwelling housing, that protects the health and safety of residents and encourages healthy lifestyles and active living.

Policy H-5.2 Encourage housing that is protected from noise, pests, hazardous environmental conditions and materials.

Policy H-5.3 Encourage housing that provides features supportive of healthy and active living, such as high indoor air quality, useable open areas, recreation areas, community gardens, and crime-preventative design.

Policy H-5.4 Encourage energy efficiency, green building practices, materials, and design to produce healthy, efficient, durable, and adaptable homes.

Policy H-5.5 Encourage active transportation in residential areas through the development of pathways, sidewalks, and high-quality onsite amenities such as secure bicycle parking.

Policy H-5.6 Encourage site designs and relationship to adjacent developments that reduces or prevents social isolation, especially for groups that often experience it, including older adults, people with disabilities, communities of color, and immigrant communities.

Policy H-5.7 Support a strong housing code enforcement program to reduce substandard housing through repair and rehabilitation.

Policy H-5.8 Promote the maintenance, repair, and rehabilitation of the City's existing housing stock. Pursue financial incentives and funding for housing improvement programs, especially for low-income households.

Policy H-5.9 Promote innovative development techniques to better utilize land, promote design flexibility, preserve open space and natural features and conserve energy resources.

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Full Page Graphic
- Map of areas
designated for
housing growth

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APPENDIX B: HOUSING SNAPSHOT

Table A-1a: Number of Households (CHAS Table 6 – NA 10)

Household Type	0-30% HAMFI	>30-50% HAMFI	>50-80% HAMFI	>80-100% HAMFI	>100% HAMFI	Total
Total Households	11,270	9,255	13,420	8,685	36,795	79,425
Small Family Households	3,695	3,105	4,710	3,405	18,610	33,525
Large Family Households	685	700	1,380	560	2,215	5,540
Household contains at least one person 62-74 years of age	1,580	1,695	1,960	1,215	5,575	12,025
Household contains at least one person age 75 or older	1,400	1,585	1,870	1,025	2,345	8,225
Households with one or more children 6 years old or younger	2,255	1,885	2,500	1,235	3,910	11,785

Source: 2007-2011 CHAS Table 6 (IDIS NA-10)

2007-2011 ACS estimated a total of 79,425 households. Over half (54%) of households in Tacoma had incomes below HUD Adjusted Area Median Family Income (HAMFI).

- 26% of households had incomes at or below 50% of HAMFI
- 14% of households had incomes at or below 30% of HAMFI

Table A-1b: Household Type as Percent of Total Households by Income Range

Household Type	0-30% HAMFI	>30-50% HAMFI	>50-80% HAMFI	>80-100% HAMFI	>100% HAMFI	Total
Total Households	11,270	9,255	13,420	8,685	36,795	79,425
Small Family Households	33%	34%	35%	39%	51%	42%
Large Family Households	6%	8%	10%	6%	6%	7%
Household contains at least one person 62-74 years of age	14%	18%	15%	14%	15%	15%
Household contains at least one person age 75 or older	12%	17%	14%	12%	6%	10%
Households with one or more children 6 years old or younger	20%	20%	19%	14%	11%	15%

Source: 2007-2011 CHAS Table 6 (IDIS NA-10)

Tables A-1a and 1b show characteristics of households within an income range. The percentages do not add to 100% in rows or columns; that is, not all households are described in the table. For most household types there is little notable variation in percent of the total households within the income range (Table A-1b) when compared to total households.

Half (51%) of households with incomes at or above 100% of HAMFI were small family households compared to lower income households – 33% of households with incomes at 30% of HAMFI and below were small family households. A greater share of lower income households had young children (6 years and younger) than higher income households.

Housing Needs Summary Tables for Several Types of Housing Problems (NA 10)

Table A-2: Households with one of Listed Needs (1) (CHAS Table 7 – NA 10)

Housing Problem	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
Substandard Housing: Lack complete plumbing or kitchen facilities	335	365	160	125	985	10	25	30	35	100
Severely Overcrowded: >1.51 people p/room (with complete kitchen/plumbing)	135	270	140	40	585	0	40	35	10	85
Overcrowded: 1.01-1.5 people p/room (and none of the above problems)	210	205	185	70	670	10	65	245	65	385
Housing cost burden >50% of income (and none of the above problems)	5,700	2,205	820	50	8,775	1,430	1,680	1,900	650	5,660
Housing cost burden >30% of income (and none of the above problems)	865	2,270	3,170	775	7,080	215	495	1,640	1,720	4,070
Zero/negative Income (and none of the above problems)	605	0	0	0	605	265	0	0	0	265

Data Source: 2007-2011 CHAS

Table A-2 shows housing problems in order of severity, beginning with lack of complete kitchen or plumbing facilities. Households in the first row were excluded from subsequent rows meaning households may have had multiple problems – only the most severe is reflected in Table A-2.

In order of severity of need or condition:

- 985 renter households and 100 owners were living in substandard housing, defined as lacking complete plumbing or kitchen facilities.
- Another 585 renters and 85 owners were living in severely overcrowded conditions, defined as more than 1.5 persons per room.
- The most prevalent housing need (or condition) for both renters and owner households was cost in relation to income. The 2007-2011 CHAS estimates showed that at least 8,775 renter households and 5,660 owner households were paying more than 50% of income for housing costs. At least an additional 7,080 renter households and 4,070 owner households were paying between 30% and 50% of income for housing.
- Housing needs fell disproportionately to the poorest households, particularly renter households.

Table A-3 shows housing conditions by tenure for Tacoma households (at all levels of income). Over half (52%) of all renter households in Tacoma had at least one housing problem, according to the CHAS data, as did 38% of all owner households. Note that selected conditions include cost-burden and overcrowding, so “condition” is not primarily a matter of housing quality. As shown in Table A-2 housing problems were more frequently a matter of housing costs in relation to income.

Table A-3: Conditions (CHAS Table 37 – MA 20)

Condition of Units*	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
With one selected condition	15,577	37%	17,381	47%
With two selected conditions	480	1%	1,370	4%
With three selected conditions	39	<1%	206	1%
With four selected conditions	0	0%	0	0%
No selected conditions	26,567	62%	17,810	48%
Total	42,663	100%	36,767	100%

*Note that “condition” includes housing problems, the majority of which are cost-burden and to a lesser extent over-crowding.
Source: 2007-2011 CHAS

Table A-4 (CHAS Table 8) summarizes severe housing problems – that is, lack of complete plumbing and/or kitchen facilities, severe cost burden (paying more than 50% of income for housing) and severe overcrowding (more than 1.5 persons per room). As was demonstrated in previous tables, by far the most prevalent severe problem was housing cost in relation to income – households paying over 50% of income for housing costs.

Table A-4: Households with One or more Severe Housing Problems*(2) (CHAS Table 8 – NA 10)

Housing Problem	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
Having 1 or more of four housing problems	6,375	3,045	1,305	285	11,010	1,455	1,805	2,210	760	6,230
Having none of four housing problems	2,125	3,080	6,105	3,910	15,220	445	1,325	3,805	3,730	9,305
Household has negative income, but none of the other housing problems	605	0	0	0	605	265	0	0	0	265

*Lacks kitchen or complete plumbing, severe overcrowding, severe cost burden
Data Source: 2007-2011 CHAS

The following figures combine data from Tables A-3 and A-4 (CHAS tables 7 and 8) and show problems for renters and owner by income range to 100% of AMI. Each column is the total of the estimated number of renters or owners in each income range for the Tacoma-Lakewood Consortium.

According to CHAS data, there were 26,835 renters and 15,800 owner households with incomes below 100% of AMI in Tacoma. It is clear from the figures that:

- Many more renter than owner households had incomes below 100% of AMI, particularly at lower income ranges.
- The majority of both renter and owner households with incomes at or below 30% of AMI had one or more severe housing problems – 70% of renters and 67% of owners. By far the greatest need or condition was cost in relation to income.
- The majority of both renter and owner households with incomes between 30% and 50% of AMI had housing problems, although fewer severe problems – 50% of renters and 58% of owners

with incomes between 30% and 50% of AMI had severe housing problems. Again, the most prevalent contributing factor was cost in relation to income.

- Looking across all income categories (up to 100% of AMI), 41% of all renter households and 39% of all owner households had one or more severe housing problems.

Figure A-1: Renter Households by Income Range by Degree of Housing Problems

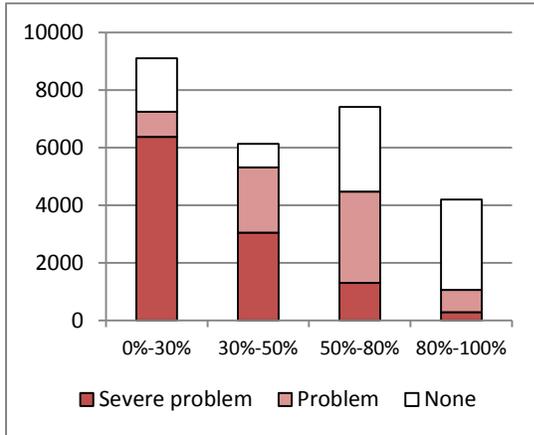
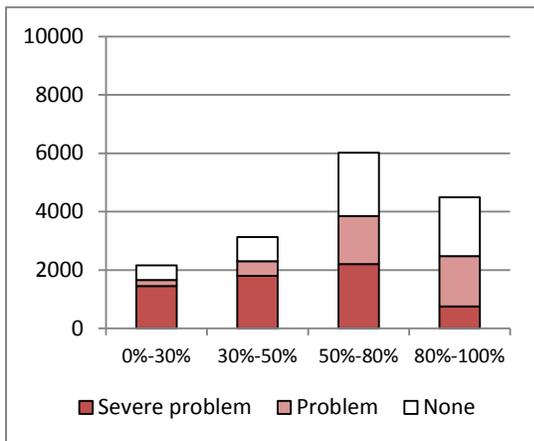


Figure A-2: Owner Households by Income Range by Degree of Housing Problems



CHAS tables 9 and 10 reflect cost-burdens for low-moderate income households (below 80% of AMI).

- Overall, 16,455 renters and 7,709 owner households in the low-mod income range (below 80% of AMI) were burdened by costs in excess of 30% of household income and over half of renters with cost burdens (9,455 households) and two-thirds of owners with cost burdens (5,145 households) had housing costs in excess of half (50%) of household income.
- It is difficult to draw conclusions by type of households because of lack of CHAS totals by household type and tenure to use as a reference.

Table A-5: Cost Burden >30% (3) (CHAS Table 9 – NA 10)

Household Type	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
Small related	2,660	1,905	1,530	6,095	494	710	1,615	2,819
Large related	515	305	335	1,155	115	335	645	1,095
Elderly	1,160	1,190	700	3,050	745	795	800	2,340
Other	2,835	1,730	1,590	6,155	310	450	695	1,455
Total need	7,170	5,130	4,155	16,455	1,664	2,290	3,755	7,709

Data Source: 2007-2011 CHAS

Table A-6: Cost Burden >50% (4) (CHAS Table 10 – NA 10)

Household Type	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
Small related	2,325	765	350	3,440	490	620	765	1,875
Large related	410	115	0	525	105	285	265	655
Elderly	920	520	250	1,690	595	480	480	1,555
Other	2,510	995	295	3,800	250	375	435	1,060
Total need	6,165	2,395	895	9,455	1,440	1,760	1,945	5,145

Data Source: 2007-2011 CHAS

- There were over four times more low-mod cost-burdened renter households than owner-households, at both the 30% cost-burden level and 50% (severe burden). This is consistent with the greater number of lower-income renter households in Tacoma.
- 5,390 elderly low-mod households were burdened by costs in excess of 30% of their income (3,050 renters and 2,340 owners). About an equal number of elderly low-mod renter and owner households were severely burdened by costs – 1,690 renters and 1,555 elderly owner households had costs greater than 50% of income.

Table A-7: Crowding* (5) (CHAS Table 11 – NA 10)

Household Type	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
Single family households	255	325	290	110	980	0	35	255	65	355
Multiple, unrelated family households	60	75	10	0	145	10	70	25	15	120
Other, non-family households	60	75	25	0	160	0	0	0	0	0
Total need	375	475	325	110	1,285	10	105	280	80	475

*More than one person per room

Data Source: 2007-2011 CHAS

A total of 1,760 lower-income (to 100% of AMI) households were living in overcrowded conditions, both renters and owners – the largest portion was single family households, rather than multiple family or non-related households.

Disproportionately Greater Need: Housing Problems (NA-15)

Table A-8: Disproportionately Greater Need 0%-30% of AMI (CHAS Table 13 – NA 15)

Race/Ethnicity	One or more of four housing problems*	None of four housing problems	No/negative income, but none of housing problems
Jurisdiction as a whole	10,420	2,025	850
White	6,075	1,400	500
Black / African American	1,970	255	185
Asian	655	240	90
American Indian, Alaska Native	144	19	0
Pacific Islander	50	0	0
Hispanic	915	50	50

Note: Given the small numbers and associated sampling error, small populations were not considered. In the case of Table A-8, this included American Indian/Alaska Native and Pacific Islander-headed households.

*The four housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Data Source: 2007-2011 CHAS

Disproportionate needs are defined as a need greater than 10% of that found for the jurisdiction as a whole. For the jurisdiction as a whole, 78% of households with incomes between 0% and 30% of AMI experienced housing needs (Table A-8).

- A disproportionate percentage of Hispanic-headed households (90%) had housing needs.

Table A-9: Disproportionately Greater Need 30%-50% of AMI (CHAS Table 14 – NA 15)

Race/Ethnicity	One or more of four housing problems*	None of four housing problems	No/negative income, but none of housing problems
Jurisdiction as a whole	7,510	1,960	0
White	4,875	1,365	0
Black / African American	1,050	235	0
Asian	450	215	0
American Indian, Alaska Native	50	50	0
Pacific Islander	100	0	0
Hispanic	685	85	0

Note: Given the small numbers and associated sampling error, small populations were not considered. In the case of Table A-9, this included American Indian/Alaska Native and Pacific Islander-headed households.

*The four housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Data Source: 2007-2011 CHAS

For the jurisdiction as a whole, 79% of households with incomes between 30% and 50% of AMI experienced housing needs (Table A-9). There were no racial or ethnic households with disproportionate needs in this income range.

For the jurisdiction as a whole, 55% of households with incomes between 50% and 80% of AMI experienced housing needs (Table A-10). A disproportionate share of the following experienced problems:

- 71% of Asian-headed households
- 66% of Hispanic-headed households

Table A-10: Disproportionately Greater Need 50%-80% of AMI (CHAS Table 15 – NA 15)

Race/Ethnicity	One or more of four housing problems*	None of four housing problems	No/negative income, but none of housing problems
Jurisdiction as a whole	8,285	6,720	0
White	5,410	5,030	0
Black / African American	930	510	0
Asian	785	320	0
American Indian, Alaska Native	70	180	0
Pacific Islander	30	15	0
Hispanic	865	440	0

Note: Given the small numbers and associated sampling error, small populations were not considered. In the case of Table A-10, this included American Indian/Alaska Native and Pacific Islander-headed households.

*The four housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Data Source: 2007-2011 CHAS

Table A-11: Disproportionately Greater Need 80%-100% AMI (CHAS Table 16 – NA 15)

Race/Ethnicity	One or more of four housing problems*	None of four housing problems	No/negative income, but none of housing problems
Jurisdiction as a whole	3,155	5,190	0
White	2,280	3,925	0
Black / African American	340	440	0
Asian	200	325	0
American Indian, Alaska Native	44	55	0
Pacific Islander	40	15	0
Hispanic	155	225	0

Note: Given the small numbers and associated sampling error, small populations were not considered. In the case of Table A-11 this included American Indian/Alaska Native and Pacific Islander-headed households.

*The four housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4. Cost Burden greater than 30%

Data Source: 2007-2011 CHAS

For the jurisdiction as a whole, 38% of households with incomes between 80% and 100% of AMI experienced housing needs (Table A-11). There were no racial or ethnic households with disproportionate needs in this income range.

Disproportionately Greater Need: Severe Housing Problems (NA-20)

For the jurisdiction as a whole, 68% of households with incomes between 0% and 30% of AMI experienced severe housing needs (Table A-12). There were no racial or ethnic households with disproportionate needs in this income range.

Table A-12: Severe Housing Problems 0%-30% AMI (CHAS Table 17 – NA 20)

Race/Ethnicity	One or more of four housing problems*	None of four housing problems	No/negative income, but none of housing problems
Jurisdiction as a whole	8,985	3,460	850
White	5,210	2,265	500
Black / African American	1,855	370	185
Asian	495	400	90
American Indian, Alaska Native	124	40	0
Pacific Islander	25	25	0
Hispanic	760	195	50

Note: Given the small numbers and associated sampling error, small populations were not considered. In the case of Table A-12, this included American Indian/Alaska Native and Pacific Islander-headed households.

*The four severe housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden greater than 50%

Data Source: 2007-2011 CHAS

Table A-13: Severe Housing Problems 30%-50% AMI (CHAS Table 18 – NA 20)

Race/Ethnicity	One or more of four housing problems*	None of four housing problems	No/negative income, but none of housing problems
Jurisdiction as a whole	3,880	5,585	0
White	2,345	3,895	0
Black / African American	550	730	0
Asian	225	440	0
American Indian, Alaska Native	29	70	0
Pacific Islander	100	0	0
Hispanic	435	335	0

Note: Given the small numbers and associated sampling error, small populations were not considered. In the case of Table A-13, this included American Indian/Alaska Native and Pacific Islander-headed households.

*The four severe housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden greater than 50%

Data Source: 2007-2011 CHAS

For the jurisdiction as a whole, 41% of households with incomes between 30% and 50% of AMI experienced severe housing needs (Table A-13).

- 56% of Hispanic-headed households experienced need – a disproportionate percentage

Table A-14: Severe Housing Problems 50%-80% AMI (CHAS Table 19 – NA 20)

Race/Ethnicity	One or more of four housing problems*	None of four housing problems	No/negative income, but none of housing problems
Jurisdiction as a whole	2,890	12,120	0
White	1,770	8,675	0
Black / African American	440	995	0
Asian	284	820	0
American Indian, Alaska Native	20	230	0
Pacific Islander	30	20	0
Hispanic	310	990	0

Note: Given the small numbers and associated sampling error, small populations were not considered. In the case of Table A-14, this included American Indian/Alaska Native and Pacific Islander-headed households.

*The four severe housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden greater than 50%

Data Source: 2007-2011 CHAS

For the jurisdiction as a whole, 18% of households with incomes between 50% and 80% of AMI experienced severe housing needs (Table A-14).

- 31% of Black/African American-headed households experienced need – a disproportionate percentage

Table A-15: Severe Housing Problems 80%-100% AMI (CHAS Table 20 – NA 20)

Race/Ethnicity	One or more of four housing problems*	None of four housing problems	No/negative income, but none of housing problems
Jurisdiction as a whole	720	7,625	0
White	555	5,645	0
Black / African American	50	730	0
Asian	45	475	0
American Indian, Alaska Native	4	95	0
Pacific Islander	0	55	0
Hispanic	65	320	0

Note: Given the small numbers and associated sampling error, small populations were not considered. In the case of Table A-15, this included American Indian/Alaska Native and Pacific Islander-headed households.

*The four severe housing problems are: 1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden greater than 50%

Data Source: 2007-2011 CHAS

For the jurisdiction as a whole, 8% of households with incomes between 80% and 100% of AMI experienced severe housing needs (Table A-15). There were no racial or ethnic households with disproportionate needs in this income range.

Disproportionately Greater Need: Housing Cost Burdens

Table A-16: Housing Cost Burdens (CHAS Table 21 – NA 25)

Householder Race/Ethnicity	<=30%	30%-50%	>50%	No/negative income (not computed)
Jurisdiction as a whole	44,645	18,185	15,465	850
White	33,825	12,745	9,550	500
Black / African American	3,745	1,740	2,775	185
Asian	2,690	1,450	930	90
American Indian, Alaska Native	580	190	170	0
Pacific Islander	275	75	105	0
Hispanic	2,210	1,345	1,225	50

Data Source: 2007-2011 CHAS

Table A-16 (CHAS table 21) summarizes cost burden by race and ethnicity of the householder. This includes all households in Tacoma, not just those with incomes below 100% of AMI. For the jurisdiction as a whole, 43% of households experienced cost burdens at 30% or more of household income. Racial or ethnic minority-headed households were not disproportionately cost-burdened compared to the jurisdiction as a whole at the 30% and greater level. However, there was a disproportionate share of Black/African American-headed households experiencing a severe cost burden (50% or more of income) compared to the jurisdiction as a whole – 34% of Black/African American-headed households compared to 20% for the jurisdiction as a whole.

Table A-17: Compares Housing Size and Structure Characteristics Regionally

Subject	Tacoma city, Washington	Kitsap County, Washington	King County, Washington	Snohomish County, Washington	Pierce County, Washington	Seattle city, Washington
Occupied housing units	78,681	97,622	802,606	268,722	300,623	288,439
UNITS IN STRUCTURE						
1, detached	64.1%	70.4%	56.4%	65.2%	65.7%	45.6%
1, attached	2.7%	4.2%	4.4%	4.5%	4.3%	4.5%
2 apartments	3.0%	1.9%	2.0%	2.4%	3.2%	2.9%
3 or 4 apartments	4.8%	3.0%	4.4%	3.6%	4.1%	4.2%
5 to 9 apartments	6.0%	4.3%	6.4%	5.1%	4.8%	6.2%
10 or more apartments	19.0%	8.1%	24.3%	13.6%	11.3%	36.2%
Mobile home or other type of housing	0.3%	8.1%	2.2%	5.6%	6.5%	0.4%
YEAR STRUCTURE BUILT						
2010 or later	0.2%	0.6%	0.9%	1.0%	0.7%	0.9%
2000 to 2009	9.5%	15.3%	14.4%	19.5%	18.3%	13.3%
1980 to 1999	19.7%	38.7%	29.2%	38.8%	32.5%	16.3%
1960 to 1979	26.0%	25.6%	27.6%	26.5%	27.1%	18.8%
1940 to 1959	18.5%	11.3%	15.1%	8.5%	11.4%	21.7%
1939 or earlier	26.1%	8.5%	12.8%	5.8%	10.0%	29.1%
ROOMS						
1 room	2.9%	0.8%	2.9%	1.1%	1.3%	5.9%
2 or 3 rooms	14.7%	8.4%	17.6%	10.2%	10.2%	26.7%
4 or 5 rooms	36.7%	32.8%	30.4%	33.0%	35.3%	30.6%
6 or 7 rooms	30.0%	35.1%	24.8%	32.1%	32.3%	19.6%
8 or more rooms	15.7%	22.9%	24.2%	23.5%	21.0%	17.2%
BEDROOMS						
No bedroom	3.5%	1.1%	3.5%	1.2%	1.5%	7.3%
1 bedroom	15.1%	8.3%	16.8%	9.1%	9.8%	26.6%
2 or 3 bedrooms	62.5%	72.3%	55.5%	65.2%	67.4%	50.1%
4 or more bedrooms	18.9%	18.3%	24.2%	24.5%	21.3%	16.1%

Table A-18: Compares Percent of Cost Burdened Households Regionally

Cost Burdened Households - Percent of Occupied Units

	Owner-Occupied			Renter-Occupied		
	2000	2010	2013	2000	2010	2013
Tacoma	30	46	42	42.7	52.6	53.4
Seattle	27.4	41	37.4	39.5	46.3	47
King County	27.1	41.5	38.7	38.5	46.5	47.9
Pierce County	28.2	43.6	40.9	38.6	51.2	52.7

Median Household Income	
King	71,811
Kitsap	62,413
Pierce	59,204
Snohomish	68,381
Tacoma	50,503
Seattle	65,277

Median Cost of Housing			
	Rent	Owner	Total
King	\$1,131	\$1,912	\$1,449
Kitsap	\$1,035	\$1,489	\$1,260
Pierce	\$997	\$1,559	\$1,272
Snohomish	\$1,102	\$1,773	\$1,458
Tacoma	\$925	\$1,495	\$1,149
Seattle	\$1,091	\$1,958	\$1,326

Household Size				
	1	2	3	4+
King	31.2	33.2	15.2	20.3
Kitsap	25.5	37.7	15.5	21.3
Pierce	26	34.1	16.4	23.4
Snohomish	24.9	33.8	17.3	23.9
Tacoma	32.9	32.1	14.8	20.1
Seattle	41.6	33.3	12.3	12.7

Table A-21: Average Wage By Sector (2008 data from PSRC)

County	Const/Res	FIRE	Manufacturing	Retail	Services	WTU	Total
King	\$ 58,316	\$ 74,509	\$ 71,213	\$ 35,008	\$ 58,132	\$ 62,694	\$ 58,703
Kitsap	\$ 45,287	\$ 39,751	\$ 40,356	\$ 26,070	\$ 30,325	\$ 41,883	\$ 32,251
Pierce	\$ 47,376	\$ 62,179	\$ 54,217	\$ 27,715	\$ 33,501	\$ 49,294	\$ 39,260
Snohomish	\$ 46,887	\$ 67,426	\$ 72,352	\$ 27,527	\$ 34,281	\$ 51,627	\$ 47,063
Region	\$ 53,710	70,997	\$ 69,458	31,927	51,031	59,421	53,304

	Const/Res	FIRE	Manufacturing	Retail	Services	WTU	Total
Tacoma	\$50,475	\$85,668	\$52,198	\$27,239	\$39,164	\$56,340	\$44,253

PSRC Subsidized Housing Database Summary Table By Jurisdiction (2011-2013)

County	PSRC Jurisdiction	Number of Projects	Total Units	Total Units Affordable to HH Earning Less than 30% AMI	Total Units Affordable to HH Earning Between 31%-50% AMI	Total Units Affordable to HH Earning Between 51%-80% AMI	Total Units Affordable to HH Earning Between 81%-100% AMI
Pierce	Scattered site	8	104	0	104	0	0
Pierce	Bonney Lake	2	147	0	49	0	0
Pierce	Buckley	5	59	20	39	0	1
Pierce	Eatonville	3	30	7	0	0	0
Pierce	Edgewood	3	12	0	21	0	0
Pierce	Fife	4	664	20	446	4	0
Pierce	Fircrest	1	8	0	8	0	0
Pierce	Gig Harbor	4	97	47	32	5	0
Pierce	Lakewood	21	1145	28	705	298	1
Pierce	Milton	2	31	12	17	2	0
Pierce	Orting	4	23	23	0	0	0
Pierce	Puyallup	18	1231	118	481	369	0
Pierce	Sumner	11	149	46	27	34	0
Pierce	Tacoma	251	9098	1985	3656	1010	0
Pierce	Unincorporated Pierce	182	2382	248	1414	475	0
Pierce	University Place	15	1083	65	432	154	0

Citywide development capacity and allocations

	Capacity		Capacity minus 25% market factor		Percent of total allocation		2030 allocation		2040 allocation	
	pop.	empl.	pop.	empl.	pop.	empl.	pop.	empl.	pop.	empl.
All Tacoma					100%	100%	78,600	64,200	127,000	97,000
Centers	266,419	285,136	199,814	213,852	83%	99%	65,380	63,348	105,639	95,713
Outside Centers					17%	1%	13,220	852	21,361	1,287
Downtown Regional Growth Center	127,547	91,011	95,660	68,258	60%	70%	47,160	44,940	76,200	67,900
North Downtown	52,666	41,008	39,499	30,756	26%	30%	20,080	19,470	32,445	29,417
South Downtown	57,789	34,706	43,342	26,029	26%	30%	20,080	19,470	32,445	29,417
Martin Luther King	17,092	15,297	12,819	11,473	9%	9%	7,000	6,000	11,310	9,065
Tacoma Mall Regional Growth Center	49,862	44,760	37,396	33,570	6%	8%	5,000	5,000	8,079	7,555
Tideflats Manufacturing/Industrial Center	0	57,762	0	43,321	0%	8%	0	5,000	0	7,555
South Tacoma Manufacturing/Industrial Center	0	22,303	0	16,727	0%	8%	0	5,000	0	7,555
Total for 13 Mixed Use Centers	89,009	69,300	66,757	51,975	17%	5%	13,220	3,408	21,361	5,149

2.32 average household size

25% market factor capacity reduction

2 maximum improvement-to-land-value ratio for redevelopable parcel



City of Tacoma
Planning and Development Services

Agenda Item
D-2

To: Planning Commission
From: Elliott Barnett, Planning Services Division
Subject: **Affordable Housing Planning Work Program (Phase 3)**
Meeting Date: May 6, 2015
Memo Date: May 1, 2015

At the May 6th meeting, the Planning Commission will consider staff's preliminary recommendations regarding the full package of proposals contained in the Affordable Housing Planning Work Program, Phase 3. This discussion fits within a multi-year, interdepartmental effort to evaluate a broad range of recommendations made by the Affordable Housing Policy Advisory Group (AHPAG), through their 2010 report to the City Council. In 2012, the Council referred the planning-related items to the Planning Commission for analysis.

This year the Commission is considering the third and final phase of these planning recommendations, which fit generally into two categories: 1. Residential infill/affordable building proposals which seek to promote affordability by allowing a broader range of housing types and higher densities, and by promoting housing development generally. 2. Proposals to incentivize the inclusion of affordable housing in developments through offering height, density or other bonuses, and to require the inclusion of affordable units in association with residential upzones.

Throughout this process it has been clear that these proposals promote housing affordability, mix and choice, and at the same time sustainability, smart growth, economic development, transportation choices, livability, active living and urban design goals. They provide an opportunity to consider the character of Tacoma's neighborhoods, in the context of long-term growth, demographic and economic trends. While recognizing affordability as central to this project, staff have sought a conceptual framework that captures these interconnected issues, and have informally begun to use the term "Great Urban Neighborhoods". These are big topics that relate to several ongoing dialogues, and suggest the need for future policy discussions.

At previous meetings, the Commission discussed background, policy considerations, benchmarking, and preliminary considerations for potential changes. See the October 1, 2014 and March 4, 2015 Planning Commission packets, as well as AHPAG's 2010 report and other resources, available at: www.cityoftacoma.org/planning, **Current Initiatives**.

At this meeting, staff will seek the Commission's guidance on the full package of recommendations, pursuant to developing draft code language. Attached please find a report summarizing staff's preliminary recommendations, a table summarizing proposed changes, four map exhibits and RCW 36.70A.540. Over the coming months staff will concurrently be consulting with the AHPAG and will communicate their feedback to the Commission.

If you have any questions, please contact me at 591-5389 or elliott.barnett@cityoftacoma.org.

c: Peter Huffman, Director

Attachment (7)

Affordable Housing Planning Work Program (Phase 3)

Preliminary Staff Recommendations – May 6, 2015

Summary

Based on the AHPAG's planning proposals, staff have developed the following package of recommended code changes in order to provide additional residential infill/affordable building options, and to establish affordable housing incentives and upzone requirements in Tacoma:

1. **Additional lot size flexibility** options for context-responsive infill (all Residential Districts).
 - a. Lot size averaging
 - b. Critical Areas density bonus tool updates
 - c. Review Small Lot setbacks and design standards
2. **Special Review Districts refinements** (R2-SRD and HMR-SRD): Proposed changes intended to promote a predominately single-family detached development pattern, with additional provisions for smaller lot sizes and some mix of housing types.
 - a. Reduce minimum detached Single-family Lot size to 3,500 sf
 - b. Update Conditional criteria for 2 and 3-family development
 - c. Review NRX District lot standards for consistency
 - d. Initiate study of the potential to apply SRD zoning to additional areas
3. **Pilot Residential Infill Program** approach to allow innovative housing types with heightened review, and subsequent code refinement.
 - a. Detached Accessory Dwelling Units (DADU's) in R-2, R2-SRD and HMR-SRD
 - b. Two-family development as a Conditional Use on corner lots in R-2 Districts
 - c. Multi-family development in R-3 Districts
 - d. Cottage housing developments
4. **Planned Residential Districts** (PRDs) code updates to make PRDs an effective tool for innovative site development, with optional density bonuses for affordability and sustainability features.
5. **Affordable Housing Incentives & Upzone Requirements:** Offer density bonuses and permit fee reductions in exchange for voluntary inclusion of affordable housing.
 - a. Create Affordable Housing Incentives Code
 - b. Downtown Tacoma Floor Area Ratio bonus
 - c. Planned Residential Districts density bonus
 - d. Residential upzones (privately initiated) – inclusion of affordable units required
6. **City process enhancements:** Pursue changes to City housing development review process intended to reduce delay and cost.
 - a. Fee Reductions a bonus feature of proposed Affordable Housing Incentives Code
 - b. Pursue opportunities for pre-reviewed house plan library

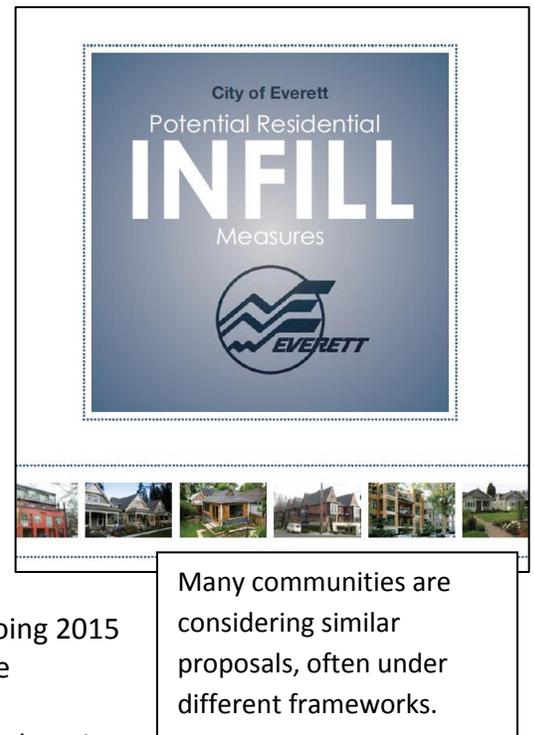
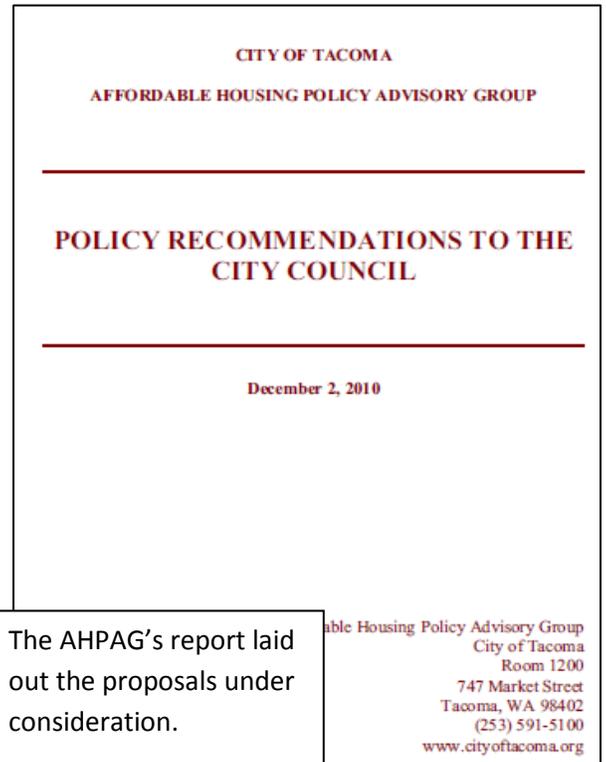
Project Approach

- Consultation with the AHPAG
- Outreach to neighborhood interests
- Benchmarking
- Tacoma code analysis
- Vet recommendations through Planning Commission and Council
- Coordinate with 2015 Annual Amendments

FOR BACKGROUND AND BENCHMARKING: See 10/01/14 and 03/04/15 Planning Commission packets (www.cityoftacoma.org/planning, select Affordable Housing)

Key findings

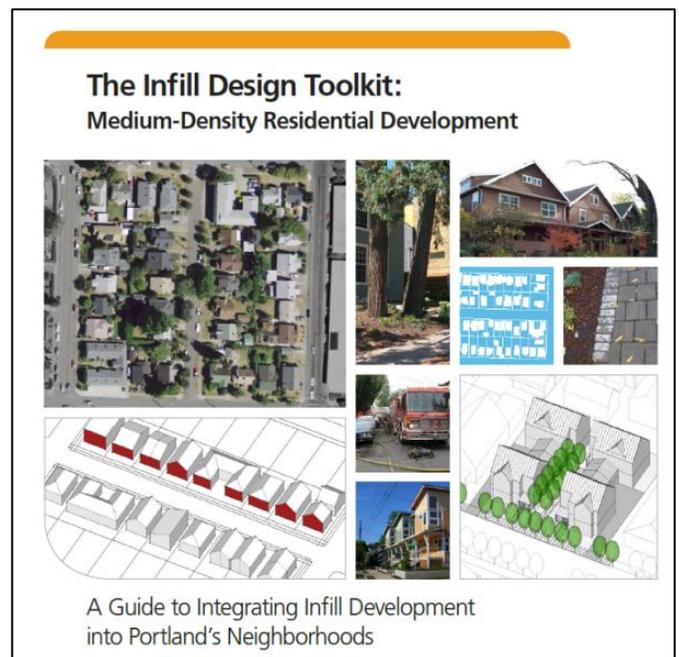
- Broad range of policy support for infill and affordable housing approaches:
 - Housing affordability, mix and choice, sustainability, economic development, smart growth, livability, active living and health
 - Consistent with planning profession best practices
 - Many communities moving in this direction
 - Many of the proposals are consistent with Tacoma's older (pre-zoning) neighborhood patterns
- Increased density proposals often elicits community concerns including:
 - Perceptions of potential negative impacts on property values
 - Changes to neighborhood character
 - Recognizing existing examples, and development of good new examples, are key to increasing community acceptance
- Tacoma's Comprehensive Plan:
 - Ensure consistency with the proposals of the ongoing 2015 Comprehensive Plan update, particularly Land Use Intensities
 - Ultimately, rezones are another option to increase housing options in a given location



- “Missing Middle Housing”:
 - High density housing types are already permitted in higher density Residential, Mixed-use, Downtown and Commercial zones
 - Outside Centers, most of the City is zoned for Single-Family Detached Housing
 - Tacoma as a range of Residential Zoning Districts – from R-1 (single-family minimum lot size 7,500 sf) to R-5 (high-density multi-family)
 - However most of Tacoma’s Residential zoning is R-1 or R-2
 - Conclusion: there is currently limited space for medium density housing types



- Integrating new infill options:
 - New infill options and density can be added in context-sensitive ways to existing neighborhoods
 - For larger sites, where infill development can be more removed from existing houses, more innovative approaches can be used
 - Different review processes (by right, Conditional Use Permits, Pilot Program) can provide the appropriate level of oversight for each housing type/zoning district
- Context-Responsive Infill Design:
 - The City of Portland, Oregon provides an exceptional source of guidance regarding infill design strategies in their 2008 Infill Design Toolkit (linked to the project webpage at www.cityoftacoma.org/planning).
 - Portland’s key components of context-responsive infill design have been adapted and incorporated into the proposed Residential Infill Pilot Program, described below.



RECOMMENDATIONS:

1. **Additional lot size flexibility** options for context sensitive infill (all Residential Districts)

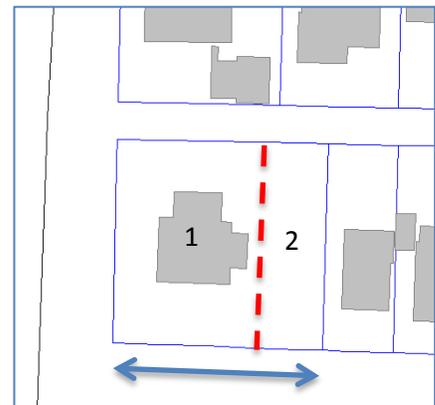
SEE MAPS 2, 3 and 4 which show patterns of existing small lots

a. Lot size averaging proposals

- i. Current code: Lots must meet minimum size for the zoning district
- ii. Proposed: Lot Size Averaging – Infill: The average lot size of the block frontage can substitute for the zoning district minimum lot size.
- iii. Proposed: Lot Size Averaging – Short Plats and Plats: Allow smaller lots (to a minimum of 3000 sf) within short plats and plats when the overall average lot size meets the minimum requirement of the zoning district.

Example: 12,100 sf existing parcel with house located in the middle. Under the proposal the parcel could be short plated.

Parcel 1 = 8,250 sf.
Parcel 2 = 3,850 sf and 35 feet width,
Small Lot Design Standards apply.
-Though Parcel 2 is less than 4,500 sf, the short plat averages more than 5,000 sf per lot.



b. Critical Areas density bonus tool updates

- i. Current code: This CAPO option allows some of the density that would have been allowed on a site but for protection of critical areas and required buffers, to be transferred to the portion of the site outside the buffers. However, the tool does not provide flexibility on lot sizes (without a separate PRD process) and has only been used once in Tacoma.
- ii. Proposed: Update the CAPO Density Bonus tool to provide lot size and configuration flexibility.



c. Review Small Lot setbacks and design standards

- i. No changes to the existing Small Lot standards are proposed.
- ii. Public input may indicate issues for further standards.

Northpark PRD north of Wapato Lake (2002): Includes clustered small lots and additional density through CAPO Bonus Tool.

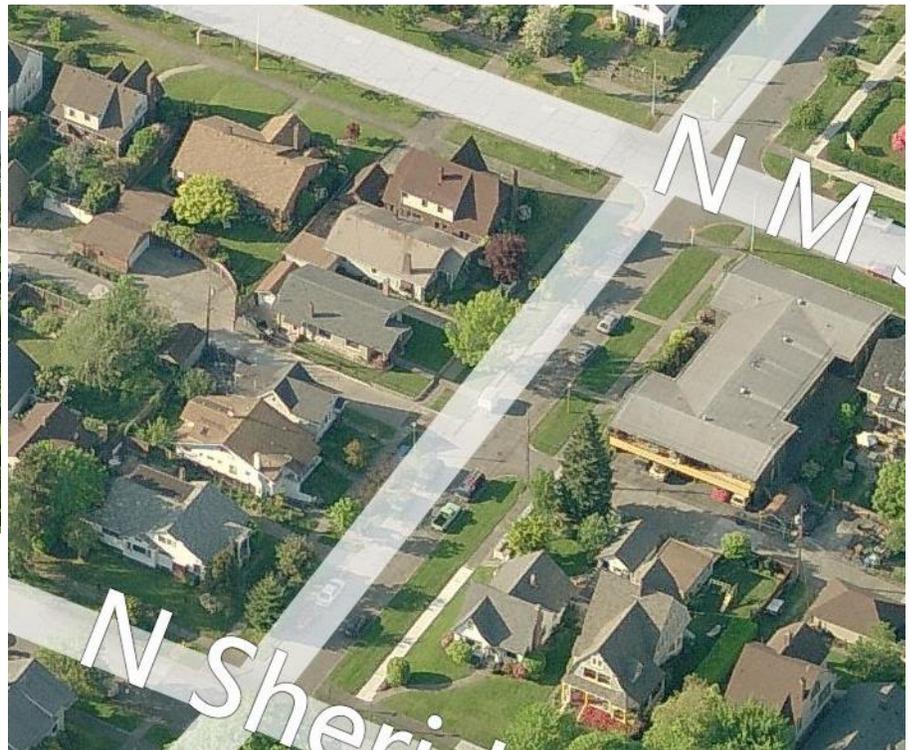
2. **Special Review Districts refinements (R2-SRD and HMR-SRD):** Proposed changes are intended to promote a predominately single-family detached development pattern, along with some mix of smaller lot sizes and housing types.

SEE MAPS 2, 3 and 4 which show patterns of existing small lots

- a. Reduce minimum detached Single-family Lot size in SRD Districts
 - i. Current code: Minimum Lot size in R2-SRD and HMR-SRD is 5,000 sf or 4,500 sf with Small Lot Design Standards.
 - ii. Proposed: Reduce the minimum lot size to 3,500 sf, with Small Lot Standards. This reflects existing smaller lots patterns within SRD Districts.
- b. Update Conditional criteria for 2 and 3-family development
 - i. Current code: The Conditional Use Permit criteria require that “special circumstances exist” making it difficult to develop or continue the use of the site for single-family.
 - ii. Proposed: Revise the CUP criteria to make it less discouraging of 2 or 3-family development, with context-sensitive design.
- c. Review Neighborhood Residential Mixed-Use (NRX) District standards for consistency
- d. Initiate study of the potential to apply SRD zoning to additional areas
 - i. Map 2 shows that some areas have existing patterns of smaller lots
 - ii. Potential zoning changes may follow along after the 2015 Comprehensive Plan amendments are complete. These characteristics could be considered through that process.



R2-SRD and HMR-SRD areas are characterized by a mix of lot sizes and housing types which would not be permitted under current zoning.



3. **Pilot Residential Infill Program** approach to allow the following innovative housing types with heightened review, and subsequent code refinement.
 - a. Pilot Program Overview
 - i. Available for:
 1. Detached Accessory Dwelling Units (DADU's) in R-2, R2-SRD or HMR-SRD Districts
 2. Two-family Dwellings in R-2
 3. Multi-family Dwellings in R-3 Districts, or
 4. Cottage Housing in any Residential District
 - ii. Special administrative review process:
 1. Form a Committee including PDS Director, Long Range Planning Manager, Planning Commission Chair or appointed member, Residential Plans Examiner, and one Tacoma citizen appointed by the Planning Commission Chair.
 - iii. All Pilot Program proposals must demonstrate a proposal that:
 1. Responds to Basic Neighborhood Patterns:
 - a. Street frontage characteristics
 - b. Rhythm of development along the street
 - c. Building orientation
 - d. Front setback patterns
 - e. Landscaping and trees
 - f. Backyard patterns and topography
 - g. Architectural features
 2. Pedestrian-friendly design
 3. Integrates parking without allowing it to dominate the site
 4. Minimizes scale contrasts
 5. Limits privacy impacts
 6. Creates usable outdoor (or yard) spaces
 7. Except for DADU's, must provide one or more sustainability feature (Built Green or equivalent, GreenRoads, or Low Impact Development features)
 - iv. Meets requirements of the Pilot Program and other applicable code
 - v. Pilot Program sunset
 1. No default time limit proposed
 2. The Pilot Program will be reassessed as directed by the City Council or PDS Director, after projects have been completed in three or more of the permitted categories, or after three or more of any single category has been completed.

- b. Pilot Program - Detached Accessory Dwelling Units (DADU's) in R-2, R2-SRD and HMR-SRD
 - i. Meet current code requirements for DADU's (updated in 2014)
 - ii. DADU may not be taller than main house



- c. Pilot Program - Two-family development on corner lots in R-2 Districts
 - i. Current code: 2-family dwellings (duplexes or townhouses) currently prohibited in R-2
 - ii. Proposed: Allow 2-family development on corner lots as a Conditional Use. Corner lots provide an opportunity for attached houses to respect established neighborhood patterns, by providing the appearance of distinct houses.



1. Minimum parcel size: 5,000 sf
2. Units oriented onto different frontages
3. Must provide standard Rear Yard Setback on one side
4. Parking for both from rear of site when feasible
5. Compatible scale and bulk with neighborhood patterns

- d. Pilot Program - Multi-family in R-3 Districts
 - i. Current code: Multi-family not permitted below R-4L or R-4
 - ii. Proposed: Develop CUP criteria for multi-family developments that fit the scale and character of R-3 Districts.



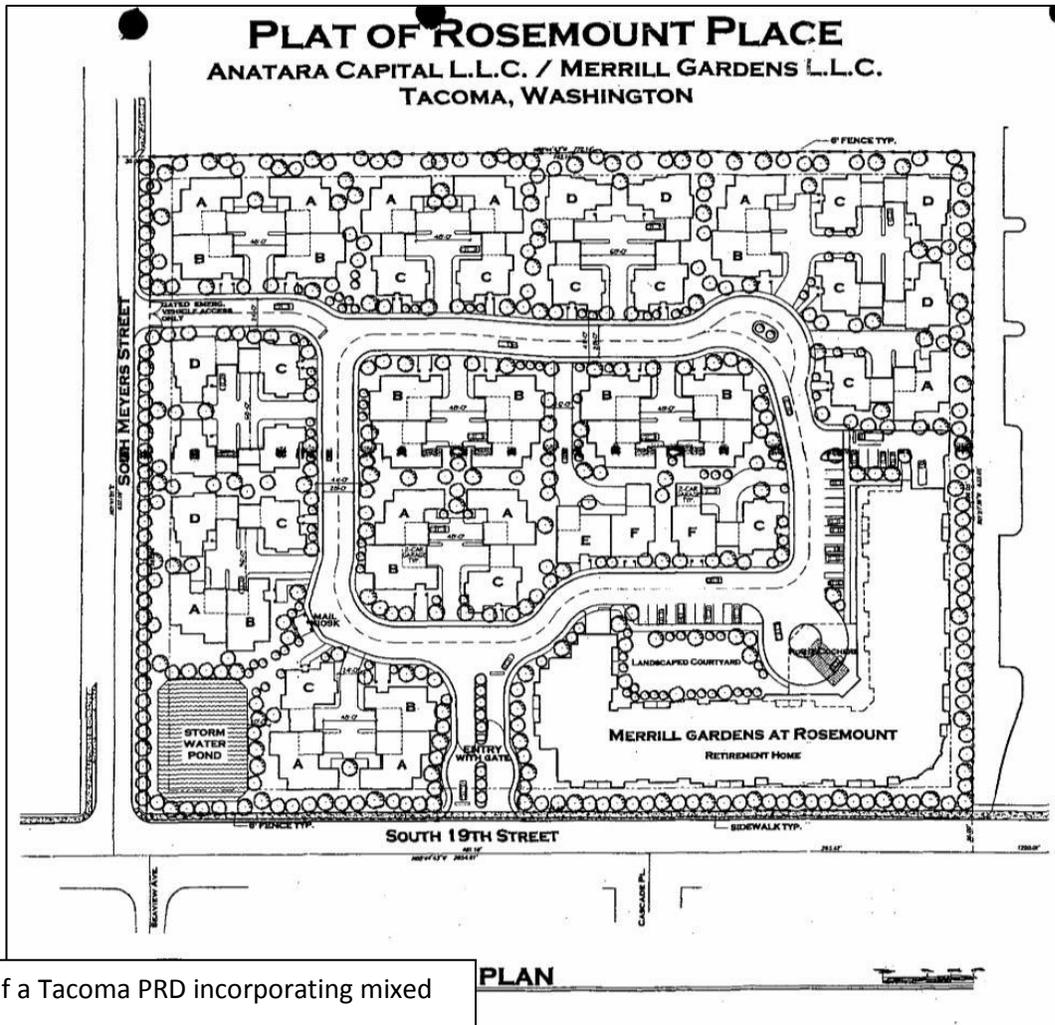
- e. Pilot Program - Cottage housing developments (proposed new land use):
 - i. Site size threshold: 10,000 sf
 - ii. Review Process: Conditional Use
 - iii. Number of units: 4 to 24, maximum of 12 per cluster
 - iv. Density: 1.5 times the permitted underlying density (to a maximum of one unit per 1600 sf of lot area)
 - v. Unit size:
 - 1. Cottages (detached single-family dwelling) – 1,200 sf
 - 2. Carriages (unit located above garage) – 800 sf
 - 3. Two/Three-Dwelling Buildings – 1,000 sf each
 - vi. Attached units: Allowed in R2-SRD and above
 - vii. Maximum height: 18 feet, up to 25 feet with 6:12 sloped roof
 - viii. Floor area: Maximum 800 sf main floor area
 - ix. Parking: 1 space per unit
 - x. Setbacks: same as underlying zone for exterior setbacks
 - xi. Separation between units: 8 feet
 - xii. Open Space: 400 sf common, 300 sf private per unit
 - xiii. Design Standards: Attached covered porches, transparency, street-facing pedestrian features, attractive exterior appearance
 - xiv. Connectivity: All units connect to the public sidewalk
 - xv. Landscaping: Screening parking areas, street trees
 - xvi. Community Buildings: Incidental in use and size to cottages, owned in common by residents
 - xvii. ADUs: Not permitted
 - xviii. Must provide one or more sustainability feature
 - 1. Built Green or equivalent
 - 2. GreenRoads
 - 3. Low Impact Development features

Danielsen Grove, Kirkland WA



4. **Planned Residential Districts** (PRDs) code updates to make PRDs an effective tool for innovative site development, with optional density bonuses tied to affordability and sustainability features. The following is an overview of pertinent current and proposed PRD standards:
- a. Minimum site area:
 - i. Current Code: Minimum site size ranges from 2 to 10 acres
 - ii. Proposed: 1 acre minimum site size for all PRDs
 - b. Circulation:
 - i. Current Code: Show connections within area and to public thoroughfares.
 - ii. Proposed:
 - 1. Enhanced emphasis on pedestrian environment and connectivity (e.g., denser circulation pattern, connections to key destinations)
 - 2. Maintain and connect with city street network and bicycle routes
 - 3. Provide bicycle route improvements
 - c. Allowed land uses:
 - i. Current code: Allows townhouses in all PRDs, recreation facilities and day care centers in all PRDs. Allows multi-family in R-3-PRDs.
 - ii. No changes proposed
 - d. Common open space:
 - i. Current code: One-third of gross site area
 - ii. Proposed: 15 percent of gross site area
 - e. Design guidance:
 - i. Current code: Meet the Comprehensive Plan intent
 - ii. Proposed: In addition to meeting the Plan intent, PRDs must demonstrate a site and building proposal that:
 - 1. Demonstrates urban design excellence in addressing Basic Neighborhood Patterns:
 - a. Street frontage characteristics
 - b. Rhythm of development along the street
 - c. Building orientation
 - d. Front setback patterns
 - e. Landscaping and trees
 - f. Backyard patterns and topography
 - g. Architectural features
 - 2. Provides a pedestrian-friendly design
 - 3. Integrates parking without allowing it to dominate the site
 - 4. Minimizes scale contrasts and limits privacy impacts at PRD edges
 - iii. Proposed: PRD's must provide one or more sustainability feature
 - 1. Built Green or equivalent
 - 2. GreenRoads
 - 3. Low Impact Development features

- f. Density:
 - i. Current code: Density consistent with underlying zoning
 - ii. Proposed:
 - 1. 1.25 times underlying density for all approved PRD's
 - 2. Optional bonuses available up to 2.0 times underlying zoning density
 - 3. Density bonus options:
 - a. Inclusion of Affordable Housing units: Developer can add up to 0.5 times the underlying permitted density in exchange for the following:
 - i. 10% of total units affordable at 80% AMI
 - ii. 5% of total units affordable at 50% AMI
 - b. Incorporating a second sustainability feature in addition to the one required (0.25 times additional density)



Example of a Tacoma PRD incorporating mixed housing types.

5. **Affordable Housing Incentives & Upzone Requirements:** Offer density and permit fee reduction bonuses in exchange for voluntary inclusion of affordable housing, and require inclusion of affordable units with private residential upzones.
 - a. Create Affordable Housing Incentives Code:
 - i. Follow provisions of *RCW 36.70A.540 Affordable housing incentive Programs – Low-income housing units*. The RCW and WAC set out requirements for establishing the program.
 - ii. Set renter and owner income level targets:
 - Maximum 50% Area Median Income (AMI) for renters, 80% AMI for owners*
 - iii. Maximum rent per unit:
 - No more than 30% of annual income*
 - iv. Maximum purchase price per unit:
 - No more than 45% of back-end ratio (Principal, Interest, Taxes, and Insurance (PITI) + household expenses/income) of the home buyer*
 - v. Affordable Units must be/have:
 1. *Comparable in size, number of bedrooms*
 2. *Distributed around the development*
 3. *Substantially the same functionality*
 4. *Substantially the same amenities*
 - vi. Committed to continuing affordability:
 1. *Must be maintained at affordable level for 50 years*
 2. *Measures to enforce affordability/income standards: covenants, violators would have to remedy or pay fee in-lieu*
 - vii. Fee in lieu/buyout option:
 - Applicants may choose to pay fee in lieu of continuing affordability. The fee in lieu would be the difference between the market and affordable rates, plus a 15% administrative fee.*
 - viii. Minimum of units threshold:
 - Developments with 20 units or more*
 - ix. How many of the units must be affordable to qualify for bonuses?
 1. *10% of total units affordable at 80% Area Median Income, or*
 2. *5% of units affordable at 50% of Area Median Income*
 - Example: Take a site that can be developed with 100 units through underlying zoning. The total increases to 125 with approval of the PRD. Up to 175 units may be constructed if 18 of them are affordable at 80% AMI, or 9 at 50% AMI.
 - b. Affordable Housing Incentives & Bonuses – where available:
 - i. Downtown
 1. Current code: Floor Area Ratio bonus above the “By Right” thresholds is available for inclusion of additional Design Standards (each worth 0.5 bonus FAR to a maximum of 2.0):
 - a. Enhanced pedestrian elements
 - b. Exterior public space

- c. Public art
- d. Green roofs
- e. Including a Public Benefit Use
- f. Historic Renovation

The Maximum FAR is available with Transfer of Development Rights (TDR).

- 2. Proposed: Add Affordable Housing into the list of features that provide an 0.5 FAR bonus.

Downtown Tacoma Floor Area Ratio table:

District	Residential FAR			Non Residential FAR			Height Limits
	"As-of-right"	Maximum with Design Standards	Maximum with TDR	"As-of-right"	Maximum with Design Standards	Maximum with TDR	
DMU	3	5	7	2	4	6	100'
WR	4	5	7	3	4	6	100'
DR	2	4	6	1	2	4	90'
DCC	3	6	12	3	6	12	400'

- ii. Planned Residential Districts
 - 1. Current code: No density bonuses available.
 - 2. Proposed: Provision of affordable housing within a PRD provides a bonus of up to 0.5 times the underlying density.
- iii. For approval of private residential upzone requests
 - 1. Proposed:
 - a. Private applications for residential upzones required to include affordable units
 - b. City initiated residential upzones: Add a rezone criterion committing the City to analyze housing affordability in the vicinity, assess potential affordability impacts from the

Three Types of "Inclusionary Upzoning"

A growing number of inclusionary housing policies tie affordability requirements to the option to build at higher densities or heights or to create housing where it was previously forbidden. These policies tend to fall into one of three categories:

1. **Voluntary inclusionary housing policies tied to specific areas where upzoning is offered as an option** (examples: New York City; Fairfax County, Virginia; Arlington County, Virginia; Santa Monica, California) In many cases, these policies are built into local land use plans that apply to designated corridors or neighborhoods, and condition specific, additional development opportunities on the provision of affordable housing.
2. **Voluntary inclusionary housing policies that apply wherever a developer seeks a zoning change** (example: Boston). These policies apply to requests from developers for site-specific zoning changes but are not limited to a particular neighborhood.
3. **Mandatory inclusionary housing confined to areas that have been upzoned** (example: Redmond, Washington). These policies require developers to include a share of affordable housing in new developments, whether or not they utilize the expanded development potential offered through neighborhood upzoning.

Center For Housing Policy, Inclusionary Upzoning: Tying Growth to Affordability, Robert Hickey, July 2014

upzone, and take action as appropriate to promote affordability.

6. **City process enhancements:** Pursue changes to City housing development review process intended to reduce the delay and cost.
 - a. Fee Reductions a bonus feature of proposed Affordable Housing Incentives Code
 - b. Pursue opportunities for pre-reviewed house plan library
 - i. Through implementation of the proposed Pilot Program, Tacoma could assemble useful examples, experience and information that could form the basis of a pre-approved plans library.



Portland, Oregon conducted a design competition resulting in code changes and a library of pre-approved house plans.

Infill/Affordable Building Tools (05/06/15)

Staff's preliminary recommendations in red

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4L	R-4	R-5
ADU's – Attached	P	P	P	P	P	P	P	P
ADU's – Detached (DADU's)	N	N <i>p*</i> <i>(ADU Permit w/ notice)</i>	N <i>p*</i> <i>(ADU Permit w/ notice)</i>	N <i>p*</i> <i>(ADU Permit w/ notice)</i>	P ADU Permit	P ADU Permit	P ADU Permit	P ADU Permit
Single-Family – Standard Lots	P – 7,500	P – 5,000						
Single-Family – Small Lots (w/ Design Standards)	6,750	4,500	4,500 <i>3,500</i>	4,500 <i>3,500</i>	3,000 <i>2,500</i>	3,000 <i>2,500</i>	2,500	2,500
	Lot size flexibility: <ul style="list-style-type: none"> • Lot Size Averaging - Infill: Infill lot can be the average of lot size on the street or block • Lot Size Averaging - Plats: Allow smaller lots in plats if overall plat area meets standard density requirements • Incentivize protection for critical areas: Update Critical Areas (CAPO) density bonus tool 							
Two-family dwellings	N	N <i>CU*</i>	CU - 6,000 <i>(updates to CUP criteria)</i>	CU - 6,000 <i>(updates to CUP criteria)</i>	P - 6,000 <i>5,000</i>	P - 4,250	P - 3,750	P - 3,500
Three-family dwellings	N	N	CU - 9,000 <i>(updates to CUP criteria)</i>	CU - 9,000 <i>(updates to CUP criteria)</i>	P – 9,000 <i>7,500</i>	P - 5,500	P - 5,000	P - 4,500
Multi-family dwellings	N	N	N	N	N <i>CU*</i>	P - 6,000 (add 1,500 ft per unit over 4)	P - 6,000	P - 6,000
Cottage Housing	<i>CU* - Increased density (50% above base zoning) with design standards (small buildings, common open space, shared parking)</i>							
Planned Residential Districts (PRDs)	<i>Update PRD Code (for new PRDs): Lower site size threshold and common open space requirement; add sustainability and pedestrian requirements; add incentives/bonuses (up to 100% density increase for affordability, sustainability features).</i>							

P = Permitted

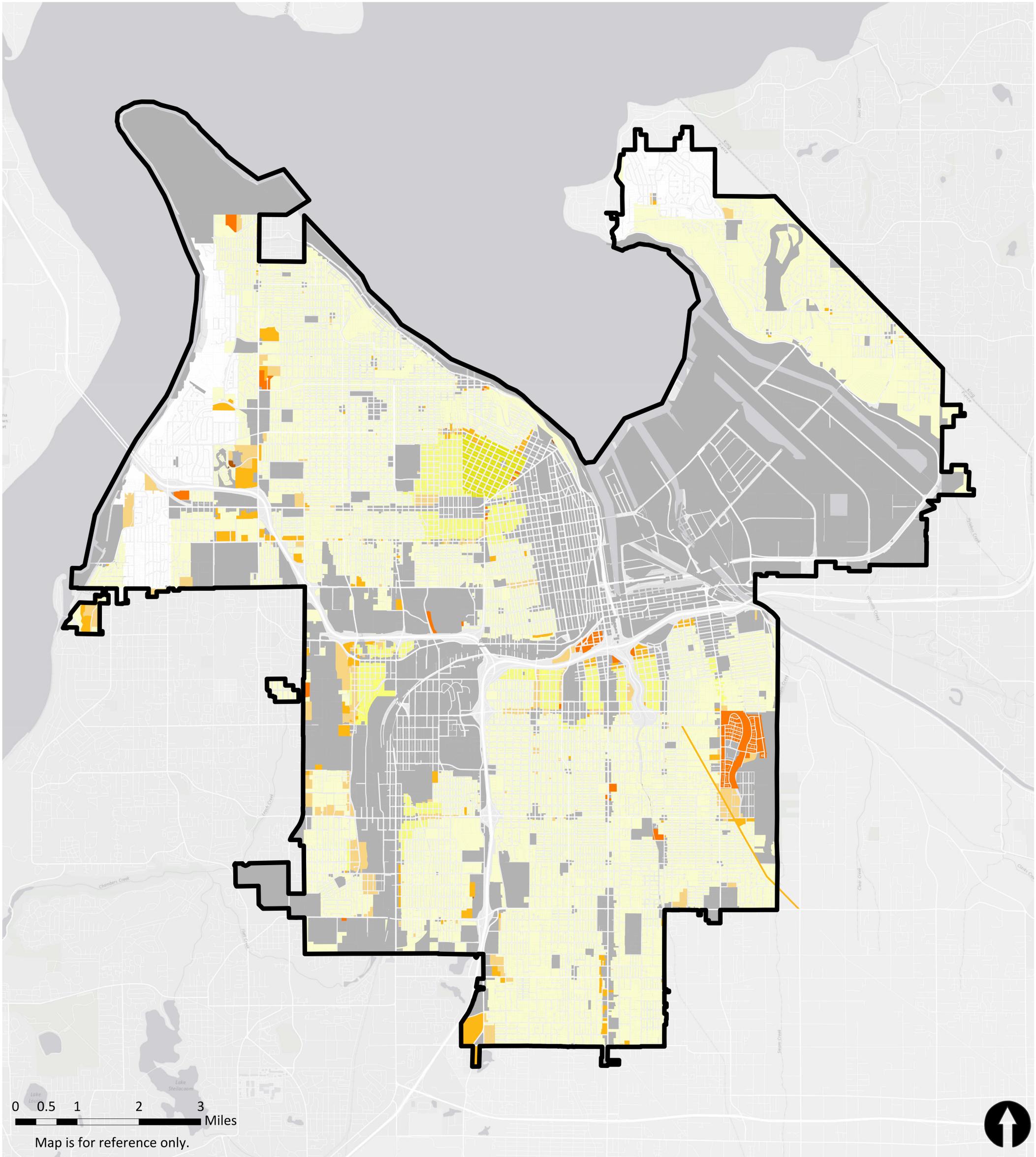
N = Not Permitted

CU = Conditional

* = Pilot Residential Infill Program (special administrative design review)

Affordable Housing Incentives & Bonuses/Residential Upzones: The proposal would create incentives to include affordable units within Downtown and PRDs, and require private applicants to include affordable units with private Residential Upzones.

Affordable Housing Policy Analysis - R-Zoned Parcels

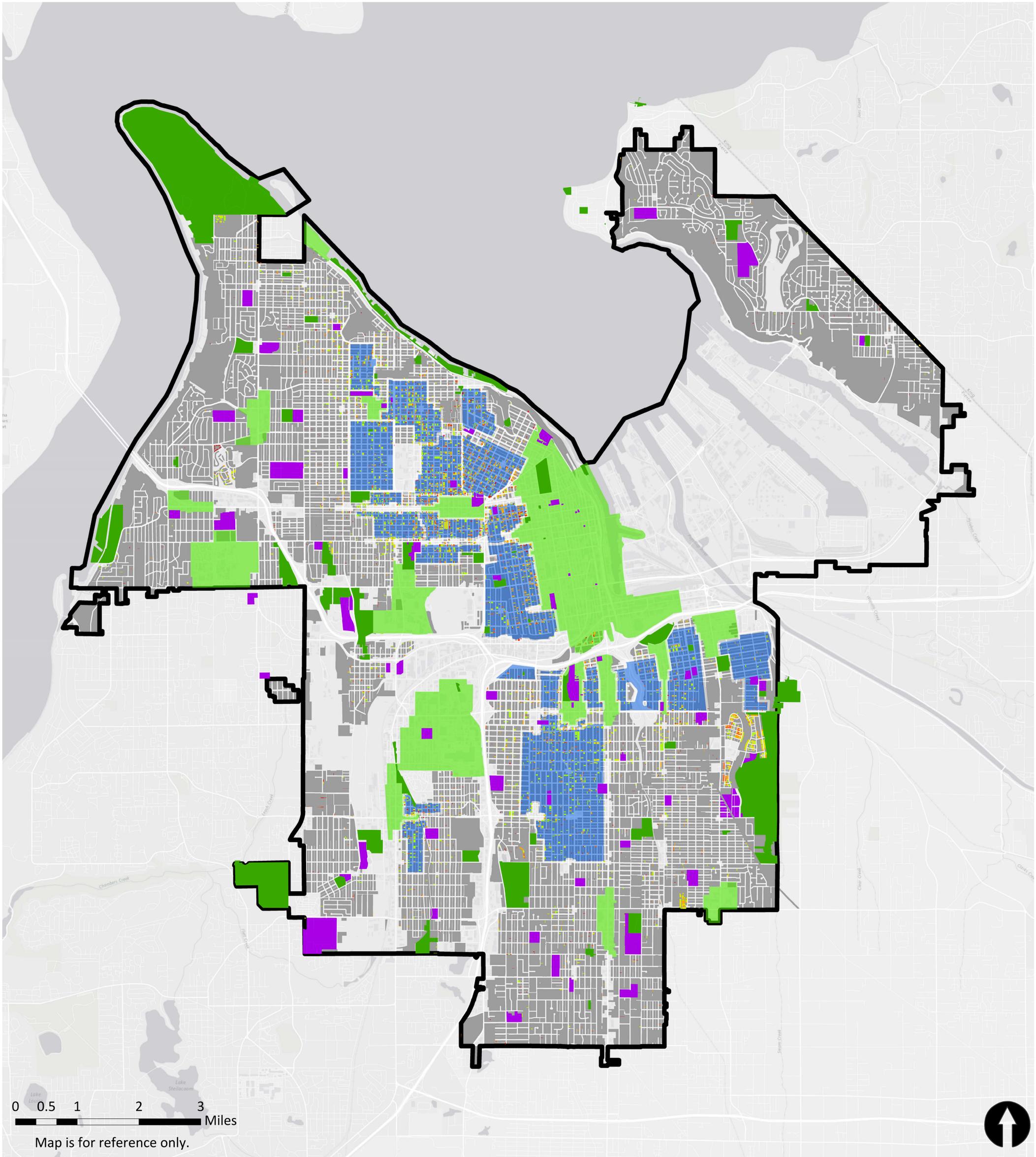


- | | | | |
|----|---------|-----|----|
| R1 | R2-SRD | R3 | R4 |
| R2 | HMR-SRD | R4L | R5 |

*Excludes Parks, Open Space, Right of Way, and Similar Large Irrelevant R-Zoned Parcels.



Affordable Housing Policy Analysis - Small Lot Study Areas



0 0.5 1 2 3 Miles

Map is for reference only.

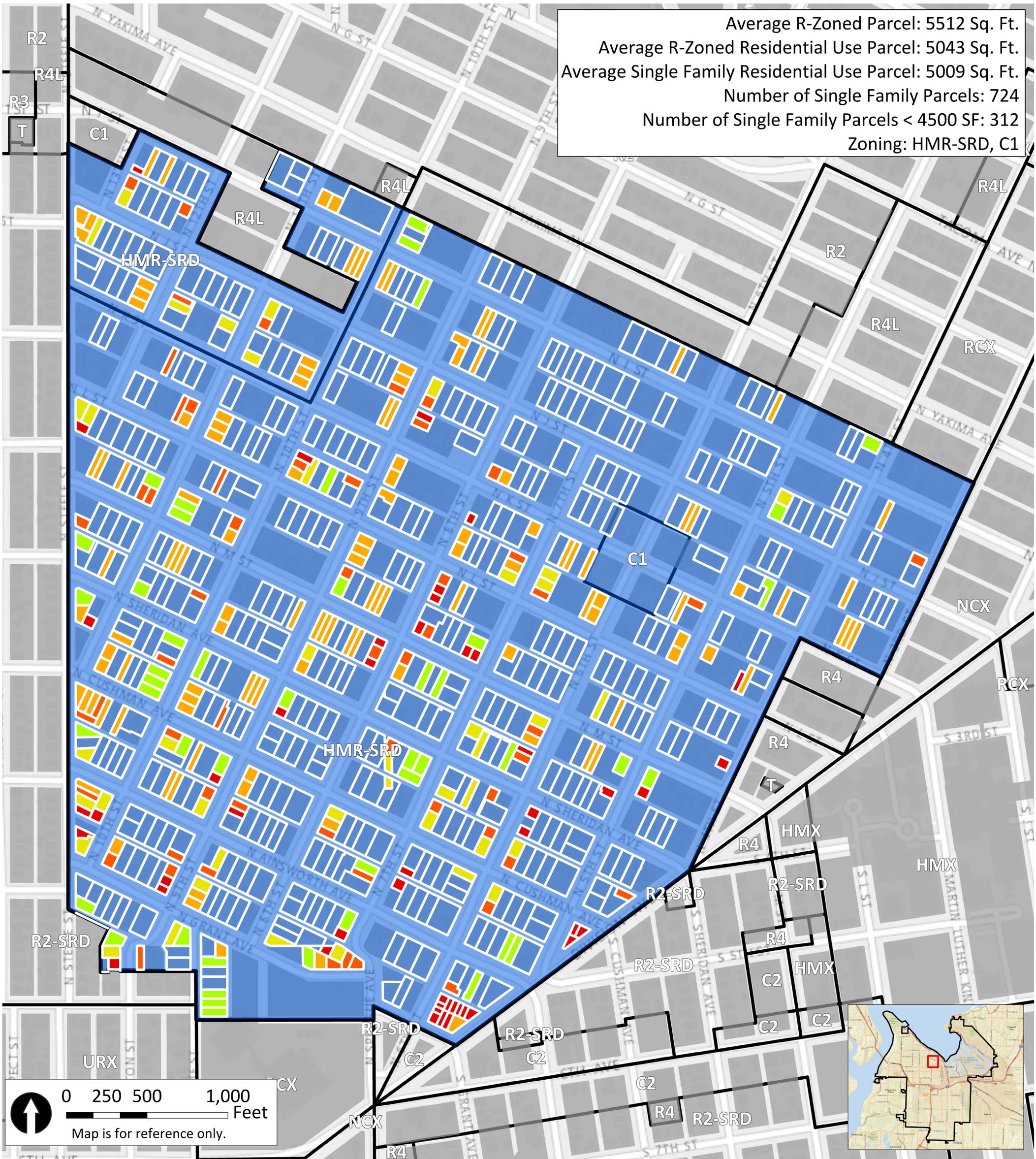


- | | | | |
|----------------------|-----------|-------------|-------------|
| Small Lot Study Area | Schools | < 2500 | 3500 - 4000 |
| R-Zoning | Park Land | 2500 - 3000 | 4000 - 4500 |
| Mixed Use Center | | 3000 - 3500 | |



Affordable Housing Policy Analysis - North Slope

Average R-Zoned Parcel: 5512 Sq. Ft.
 Average R-Zoned Residential Use Parcel: 5043 Sq. Ft.
 Average Single Family Residential Use Parcel: 5009 Sq. Ft.
 Number of Single Family Parcels: 724
 Number of Single Family Parcels < 4500 SF: 312
 Zoning: HMR-SRD, C1



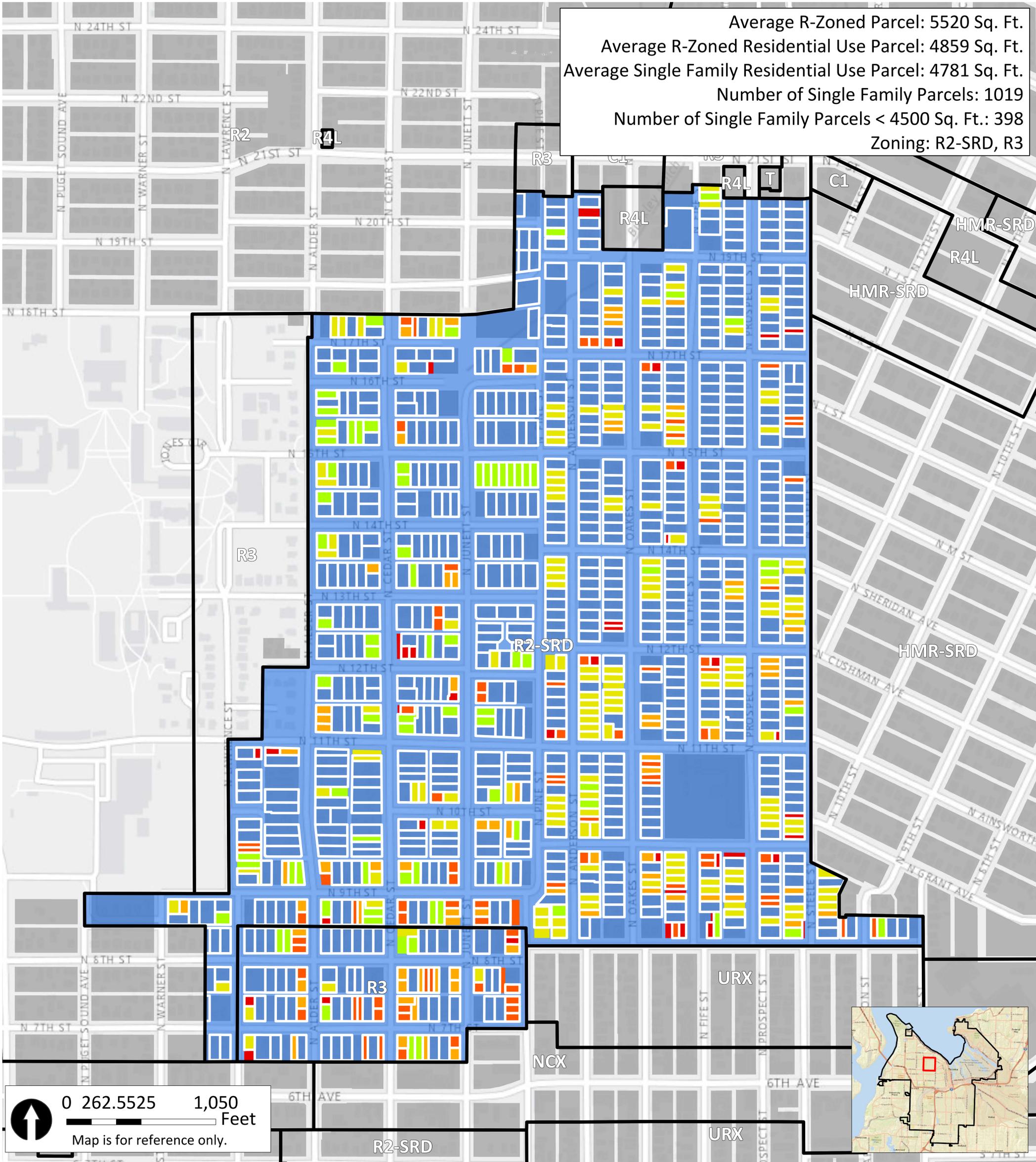
- Single Family Dwelling
- < 2500
- 2500 - 3000
- 3000 - 3500
- 3500 - 4000
- 4000 - 4500

*Colored parcels indicate a smaller residential lot size of 4500 square feet or less.



Affordable Housing Policy Analysis - U.P.S. East

Average R-Zoned Parcel: 5520 Sq. Ft.
 Average R-Zoned Residential Use Parcel: 4859 Sq. Ft.
 Average Single Family Residential Use Parcel: 4781 Sq. Ft.
 Number of Single Family Parcels: 1019
 Number of Single Family Parcels < 4500 Sq. Ft.: 398
 Zoning: R2-SRD, R3



- Single Family Dwelling
- < 2500
- 2500 - 3000
- 3000 - 3500
- 3500 - 4000
- 4000 - 4500

*Colored parcels indicate a smaller residential lot size of 4500 square feet or less.



Attachment D

RCW 36.70A.540**Affordable housing incentive programs — Low-income housing units.**

(1)(a) Any city or county planning under RCW 36.70A.040 may enact or expand affordable housing incentive programs providing for the development of low-income housing units through development regulations or conditions on rezoning or permit decisions, or both, on one or more of the following types of development: Residential; commercial; industrial; or mixed-use. An affordable housing incentive program may include, but is not limited to, one or more of the following:

- (i) Density bonuses within the urban growth area;
- (ii) Height and bulk bonuses;
- (iii) Fee waivers or exemptions;
- (iv) Parking reductions; or
- (v) Expedited permitting.

(b) The city or county may enact or expand such programs whether or not the programs may impose a tax, fee, or charge on the development or construction of property.

(c) If a developer chooses not to participate in an optional affordable housing incentive program adopted and authorized under this section, a city, county, or town may not condition, deny, or delay the issuance of a permit or development approval that is consistent with zoning and development standards on the subject property absent incentive provisions of this program.

(2) Affordable housing incentive programs enacted or expanded under this section shall comply with the following:

(a) The incentives or bonuses shall provide for the development of low-income housing units;

(b) Jurisdictions shall establish standards for low-income renter or owner occupancy housing, including income guidelines consistent with local housing needs, to assist low-income households that cannot afford market-rate housing. Low-income households are defined for renter and owner occupancy program purposes as follows:

(i) Rental housing units to be developed shall be affordable to and occupied by households with an income of fifty percent or less of the county median family income, adjusted for family size;

(ii) Owner occupancy housing units shall be affordable to and occupied by households with an income of eighty percent or less of the county median family income, adjusted for family size. The legislative authority of a jurisdiction, after holding a public hearing, may establish lower income levels; and

(iii) The legislative authority of a jurisdiction, after holding a public hearing, may also establish higher income levels for rental housing or for owner occupancy housing upon finding that higher income levels are needed to address local housing market conditions. The higher income level for rental housing may not exceed eighty percent of the county area median family income. The higher income level for owner occupancy housing may not exceed one hundred percent of the county area median family income. These established higher income levels are considered "low-income" for the purposes of this section;

(c) The jurisdiction shall establish a maximum rent level or sales price for each low-income housing unit developed under the terms of a program and may adjust these levels or prices based on the average size of the household expected to occupy the unit. For renter-occupied housing units, the total housing costs, including basic utilities as determined by the jurisdiction, may not exceed thirty percent of the income limit for the low-income housing unit;

(d) Where a developer is utilizing a housing incentive program authorized under this section to develop market rate housing, and is developing low-income housing to satisfy the requirements of the housing incentive program, the low-income housing units shall be provided in a range of sizes comparable to those units that are available to other residents. To the extent practicable, the number of bedrooms in low-income units must be in the same proportion as the number of bedrooms in units within the entire development. The low-income units shall generally be distributed throughout the development and have substantially the same functionality as the other units in the development;

(e) Low-income housing units developed under an affordable housing incentive program shall be committed to continuing affordability for at least fifty years. A local government, however, may accept payments in lieu of continuing affordability. The program shall include measures to enforce continuing affordability and income standards applicable to low-income units constructed under this section that may include, but are not limited to, covenants, options, or other agreements to be executed and recorded by owners and developers;

(f) Programs authorized under subsection (1) of this section may apply to part or all of a jurisdiction and different standards may be applied to different areas within a jurisdiction or to different types of development. Programs authorized under this section may be modified to meet local needs and may include provisions not expressly provided in this section or RCW 82.02.020;

(g) Low-income housing units developed under an affordable housing incentive program are encouraged to be provided within developments for which a bonus or incentive is provided. However, programs may allow units to be provided in a building located in the general area of the development for which a bonus or incentive is provided; and

(h) Affordable housing incentive programs may allow a payment of money or property in lieu of low-income housing units if the jurisdiction determines that the payment achieves a result equal to or better than providing the affordable housing on-site, as long as the payment does not exceed the approximate cost of developing the same number and quality of housing units that would otherwise be developed. Any city or county shall use these funds or property to support the development of low-income housing, including support provided through loans or grants to public or private owners or developers of housing.

(3) Affordable housing incentive programs enacted or expanded under this section may be applied within the jurisdiction to address the need for increased residential development, consistent with local growth management and housing policies, as follows:

(a) The jurisdiction shall identify certain land use designations within a geographic area where increased residential development will assist in achieving local growth management and housing policies;

(b) The jurisdiction shall provide increased residential development capacity through zoning changes, bonus densities, height and bulk increases, parking reductions, or other regulatory changes or other incentives;

(c) The jurisdiction shall determine that increased residential development capacity or other incentives can be achieved within the identified area, subject to consideration of other regulatory controls on development; and

(d) The jurisdiction may establish a minimum amount of affordable housing that must be provided by

all residential developments being built under the revised regulations, consistent with the requirements of this section.

[2009 c 80 § 1; 2006 c 149 § 2.]

Notes:

Findings -- 2006 c 149: "The legislature finds that as new market-rate housing developments are constructed and housing costs rise, there is a significant and growing number of low-income households that cannot afford market-rate housing in Washington state. The legislature finds that assistance to low-income households that cannot afford market-rate housing requires a broad variety of tools to address this serious, statewide problem. The legislature further finds that absent any incentives to provide low-income housing, market conditions will result in housing developments in many areas that lack units affordable to low-income households, circumstances that can cause adverse socioeconomic effects.

The legislature encourages cities, towns, and counties to enact or expand affordable housing incentive programs, including density bonuses and other incentives, to increase the availability of low-income housing for renter and owner occupancy that is located in largely market-rate housing developments throughout the community, consistent with local needs and adopted comprehensive plans. While this act establishes minimum standards for those cities, towns, and counties choosing to implement or expand upon an affordable housing incentive program, cities, towns, and counties are encouraged to enact programs that address local circumstances and conditions while simultaneously contributing to the statewide need for additional low-income housing." [2006 c 149 § 1.]

Construction -- 2006 c 149: "The powers granted in this act are supplemental and additional to the powers otherwise held by local governments, and nothing in this act shall be construed as a limit on such powers. The authority granted in this act shall extend to any affordable housing incentive program enacted or expanded prior to June 7, 2006, if the extension is adopted by the applicable local government in an ordinance or resolution." [2006 c 149 § 4.]



City of Tacoma
Planning and Development Services

**Agenda Item
D-3**

To: Planning Commission
From: Lihuang Wung, Planning Services Division
Subject: **Tacoma Link Light Rail Expansion**
Meeting Date: May 6, 2015
Memo Date: April 29, 2015

At the next meeting on May 6, 2015, the Planning Commission will consider forwarding a letter of comments/recommendations to the City Council concerning the Tacoma Link Light Rail Expansion Project.

The Commission received a briefing from Sound Transit at the meeting on April 1st and discussed the matter further at the subsequent meeting on April 15th. Attached for the Commission's consideration is a draft letter reflecting the Commission's comments and concerns raised at both meetings.

One of the concerns of the Commission is proper bicycle accommodation near light rail stations. Please be advised that the Bicycle and Pedestrian Technical Advisory Group (BPTAG) had provided a letter on January 8, 2015 to the Transportation Commission and the City Council expressing concerns about pedestrian safety and access, cyclist safety, and station placement. Sound Transit has been working with BPTAG and City staff to address these issues. A copy of the BPTAG's letter is also attached.

If you have any questions, please contact me at (253) 591-5682 or lwung@cityoftacoma.org.

Attachments (2)

c: Peter Huffman, Director



City of Tacoma
Planning Commission

May 6, 2015

Honorable Mayor and Members of the City Council,

On behalf of the Planning Commission, I am forwarding our comments regarding the current phase of the Tacoma Link Light Rail Expansion Project.

Back in 2013-2014, when Sound Transit was soliciting the City Council's recommendation on the selection of alignments for the Link Expansion, the Planning Commission submitted a letter to the City Council (dated January 15, 2014), suggesting that the selected alignments should offer the best opportunity to maximize economic development, stimulate urban revitalization, incentivize transit-oriented development, be consistent with the Hilltop Subarea Plan, and ensure that access and accessibility near station areas are properly addressed.

Recently, the Commission received a briefing from Sound Transit staff on April 1, 2015 on the project status and schedule, funding situation, public engagement strategies, and draft results of the environmental evaluation. The Commissioners had intense and passionate discussions at the April 1st meeting and subsequently on April 15th and May 6th on many issues such as ridership projections, station locations, station area access and accessibility, bicycle accommodation, and cost of station relocation.

Following on and adhering to the same principles reflected in our previous recommendations, we would like to offer the following comments and recommendations for your consideration:

1. The projected ridership (daily boardings in 2035) of 100 at the Stadium and 4th Street station is extremely low as compared to the other 5 proposed stations along the selected alignment along Stadium Way, Division Avenue and Martin Luther King Jr. Way. While we recognize the physical limitations associated with this station location, the ridership projections still appear surprisingly low considering the dense residential area surrounding the station, which is expected to see significant additional residential growth over the next 20 years. We acknowledge that the City Council made a recommendation to Sound Transit (Resolution No. 39004, September 9, 2014), suggesting Stadium and 4th Street be studied as a station location. But, we also understand that the recommendation was made before the ridership projection became available. Based on this very low ridership projection, we are concerned if the need for this station is justified at this time or whether the ridership should be reevaluated to better account for the potential riders from the adjacent dense residential areas.
2. If the Stadium and 4th Street station were to be built, we strongly suggest that Sound Transit and the City of Tacoma develop more specific strategies and funding plans to effectively address the challenging steep slope along the 4th Street corridor, better accommodate riders' walking to and from the station, and increase the potential ridership at this stop. If the station is not constructed at this time, we recommend that the system be designed so that a stop could later be added if it becomes needed.
3. Judging from Sound Transit's mapping information of the ¼-mile walksheds around the proposed station areas, we have concerns about whether the proposed stations along MLK Jr. Way will adequately service all of the residents, employers and community amenities that should be connected along this corridor. The *Hilltop Subarea Plan* (Fig. 5-23, page 93) calls for a station located in proximity to S. 15th & MLK Jr. Way, which would help service the S. 15th Street corridor (a primary east-west connection between the neighborhood and downtown) and two significant community amenities, the People's Community Center/Pool and the Hilltop Police Substation. Such a station would more appropriately cover the long gap between the two stations at S. 11th

and S. 18th, and together, make the Link Light Rail a better system serving the Hilltop community and connecting the neighborhood to other destinations around the Greater Downtown. We expect that the expenses needed to study the addition of the MLK Jr Way and S. 15th station could be covered by the cost saving from removing the Stadium and 4th station from the system.

4. We are concerned if it would be cost effective to relocate the existing Theatre District station to the Old City Hall area.
5. We are concerned about issues relating to bicycle accommodation near station areas, especially for curbside stations. We acknowledge that the Bicycle and Pedestrian Technical Advisory Group (BPTAG) had provided a letter on January 8, 2015 to the Transportation Commission and the City Council expressing concerns about pedestrian safety and access, cyclist safety, and station placement. We look forward to successful resolutions to these issues brought by Sound Transit in close collaboration with BPTAG and City staff.
6. We also acknowledge BPTAG's general notion of preferring median stations over curbside stations, primarily from the perspective of bicycle accommodation. We respect that notion. We also understand that both curbside and median platforms have their own merits and constraints. We might add that, from an urban design perspective, median stations would make the light rail system more visible and prevalent, adding a more significant ingredient to the urban fabric in the mixed-use centers. This would be particularly appropriate for the stations located in the core of the Stadium and Hilltop Mixed-Use Centers, where the Comprehensive Plan places particular emphasis on the need to slow traffic, promote pedestrian activity, and create a "sense of place."

According to Sound Transit's environmental decision process and timeline, the City Council is scheduled to make a recommendation to the Sound Transit Board in May-June 2015 for its consideration in the selection of "the project to be built" in July 2015. To assist you in formulating your recommendation, we respectfully submit the above comments and recommendations for your timely consideration.

Sincerely,

Chris Beale
Chair



City of Tacoma
Office of Environmental Policy and Sustainability

January 8, 2015

Dear Transportation Commissioners,

As citizen members of the City of Tacoma Bicycle and Pedestrian Technical Advisory Group (BPTAG), we are writing to express our views and recommendations for the safe integration of bicycles along the new LINK expansion route from downtown Tacoma to MLK and S. 19th.

On December 7, 2014, BPTAG held a public meeting that included a ride along the new LINK expansion alignment with Sue Comis, Sound Transit, and Diane Wiatr, City of Tacoma Active Transportation Coordinator. Based on the discussions during the meeting, BPTAG decided to provide comments and recommendations regarding issues related to cyclist safety and station placement.

While this letter is written from the perspective of bicycle safety due to the particular threat of crashes in relation to tracks, it is important to note that pedestrian considerations were also discussed during the site visit of the LINK route. Pedestrian safety should be given the highest priority in designing the LINK expansion. Pedestrian safety and access are critical to a successful project and fundamental to the City's guiding principles for active transportation. All recommendations from the BPTAG are based on the assumption that safe pedestrian facilities near stations will be included in the design for LINK expansion. This includes state of the art pedestrian crossings to the stations and utilization of high ADA standards. Station access for pedestrians and persons with disabilities deserves foremost consideration.

Streetcar tracks can pose a significant hazard for cyclists that in many instances can be prevented or alleviated through good, conscientious design engineering. While separated bike facilities have not been planned along much of the route, the reality is that bicycles are allowed by state law to travel on those roadways and that some will continue to do so after the streetcar is operational. BPTAG is providing you with the following comments and recommendations to consider during your evaluation of the LINK expansion project.

- In all instances where bicyclists cross the tracks, provide clear instruction via paint on the ground and signage on how cyclists can most safely approach the tracks at as close to a 90 degree angle as possible. This is particularly true in the instances where cyclists are travelling downhill and gathering speed.
- Locate stations in the median rather than adjacent to the curb along the entire route. This allows more space for cyclists to ride between the tracks and parked cars and allows for the future possibility of having designated bicycle facilities

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should the neighbors and business districts determine it feasible to eliminate parking in decades to come. The tracks and streetcar will be a significant transportation feature for decades into the future and good design with multimodal considerations will allow for more options in the right of way as populations of cyclists increase and politics and culture shift.

- Maintain links to and between existing bike facilities and LINK stations.

The following recommendations follow the LINK expansion route from downtown's Old City Hall up to the Stadium District and to its terminus on MLK and S. 18th.

1. There is a 2-block section between the end of the bike lanes on Stadium Way and where the bike route turns east on 7th to jog down to Pacific. Currently, that 1-2 block section has sharrows, but that won't work when the travel lanes have rails in them. It is critical that there be a safe connection for bicyclists on Stadium/Commerce between the 705 ramp and 7th and down to Pacific Avenue. A median station is critical in this location.
2. Sound Transit's proposed plan for Stadium Way up to N. Tacoma leaves the bike lanes intact and looks like a good design for bikes, peds, and transit riders. The proposed Station at 4th St. is in the median which allows for a clear corridor for cyclists on the new Stadium Way bike lanes.
3. The section of N. 1st between N. Tacoma and Division presents some challenges. Original plans for curbside stations would make bicycle travel difficult and potentially hazardous, as bikes would wind up in a combined car/trackway. We strongly support changing the Stadium District station to a Median Station to allow for a bike lane on 1st and safer travel from Stadium and N. Tacoma Ave up to Division, which is a major connecting point to downtown (via G) or into the North Slope, via Division, and/or North End via Yakima, Tacoma's newest bike route.
4. Heading SW from N. 1st to Division should be safe and passable for bicyclists. The current right turn only lane from Division to N. I Street should be re-marked to allow bicyclists to turn right or continue straight from that lane on Division.
5. Cyclists traveling south on Yakima and taking a left on Division will be crossing two sets of tracks at possible shallow angles. This area should be carefully studied and marked so cyclists are directed across the tracks at the safest angle. The same is true for those traveling the opposite direction cycling down Division and turning left onto Yakima.
6. The turn for the Link from MLK and Division onto N. 1st presents a significant challenge for bicyclists traveling downhill (northeast) on Division. This is a steep slope where cyclists gain speed which increases the risk of crashes. The current plan has tracks on the far right, with cars and bikes sharing an adjacent travel lane. At Yakima, where the tracks take a soft left onto N. 1st, bicyclists will need to cross angled tracks to continue onto the bike lanes (and connections to other bike routes)

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on Division. This is currently a serious concern. There is a significant amount of bicycle traffic that comes down Division and the tracks will cross at an angle that is not close to perpendicular. The road width would make it very difficult for bicyclists to maneuver so that they could cross track, safely, i.e., perpendicular. It appears at this point that they would need to swing into the left turn lane, then back across the car lane to cross the tracks.

7. For bicyclists traveling southwest on Division, the turn onto MLK or J St. will require cyclists to cross the tracks. It will be important to have clear directions for bicyclists so that they cross tracks at a right angle. This might require a 2-step left turn. We discussed J as the better bike route for through traffic and the turn will be easier at J St. (the block from J to MLK is a little steeper) however, signage and roadway paint are still necessary to direct cyclists to cross the tracks if they continue north or if they are turning right. Infrastructure for bikes turning from Division onto MLK should be considered in design because cyclists will continue to use the route that most directly connects them to destinations.
8. The existing right of way width on MLK and the plan to preserve on-street parking per the Hilltop SubArea Plan makes it impossible to create a bicycle facility safely outside of the tracks on this corridor. The proposed stations are primarily along the curb, with a median station at the end of the line (MLK and S. 18-). While the stations adjacent to the curb serve pedestrians well, and one stakeholder from the LINK Expansion Committee feels personally safer on the curb, median stations along the corridor of MLK would also function well for pedestrians and better serve the safety of cyclists. They could also contribute to place-making and consistency of design.

The current proposal is to route bicyclists from MLK onto J St. with directional signage. J St. could be made into a bike boulevard (special design considerations would be necessary for cyclists near the hospitals) and function very well for those traveling through the area. In this case it will be important to provide good signage for bicyclists to various destinations via J St. as well as to construct the bike boulevard prior to, or simultaneous with, the construction of the LINK expansion. But even with J St. as a bike boulevard, it is critical to design MLK in the way that is safest for all users of the right of way. Many current destinations (such as People's Park and People's Community Center) and thriving businesses are located along MLK and activity will continue to grow after the LINK is constructed and more development occurs. People will want to continue to travel by all available modes as the Hilltop evolves and the employment and residential numbers increase in the area in upcoming years.

BPTAG looks forward to thoughtful responses by Sound Transit to the proposals outlined in this letter and hopes that Sound Transit will provide detailed information regarding the merits of curbside or median stations in regards to safety data for both crime and pedestrian collisions. We appreciate your consideration of these comments and recommendations as you move forward with your review.

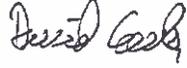
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Sincerely,



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cc: Mayor Marilyn Strickland
Tacoma City Councilmembers
T.C. Broadnax, Tacoma City Manager
Kurtis Kingsolver, Public Works Director
Mike Slevin, Environmental Services Director
Jim Parvey, Office of Environmental Policy and Sustainability
Transportation Commission Chairs Jane Moore and Justin Leighton
Diane Wiatr, Active Transportation Coordinator

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