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Meeting Objectives

- Guidance on infill design policies
- Guidance on Mid-scale Residential map
- Guidance on phasing
- Direction on report back to the Committee of the Whole

Next steps:

10/05 COW (update on process, initial direction)

10/13 IPS (affordability, infrastructure)

 A stylized illustration of a city street with various buildings, trees, and clouds.

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Scope and Schedule

| Date | Meeting | Topic(s) |
|-------|---------|--|
| 9/8 | IPS | Overview, Schedule, mid-scale definition, guidance on mid/low-scale map principles |
| 9/22 | IPS | Mid-scale map alternatives, design principles/controls |
| 9/29 | IPS | Mid-scale map alternatives, COW presentation |
| 10/5 | COW | IPS review status update, City Council schedule |
| 10/13 | IPS | Design, affordability, infrastructure, mid/low-scale map (if needed) |
| 10/27 | IPS | Phase 2 review and engagement process, IPS recommendation |
| 11/9 | COW | IPS recommendation, City Council process |



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What we've heard so far

Points of alignment...

- There is a housing supply, choice and affordability problem
- More housing capacity and choice is needed
- Infill is part of the solution
 - Low-scale is well supported
 - There is a place for Mid-scale
 - Design is critical

Still working on it...

- **Where/how much Mid-scale**
- **Mid-scale height/size**
- **Phasing**

Not yet discussed...

- Infrastructure
- Affordability
- Phase 2 process

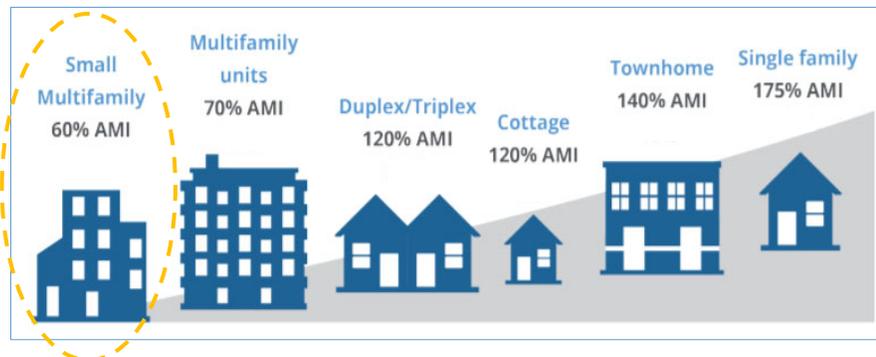


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Why more space for mid-scale housing?

- Do we need Mid-scale for our required housing growth capacity? *No*
- **Home In Tacoma Goal: Housing supply, choice and affordability**

Mid-scale is one of most affordable housing types – particularly when combined with reduced transportation/household costs



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Recommended Infill Design Policies

- Focus on design instead of # of dwellings
- Focus on “residential patterns” (size, height, setbacks, orientation, yards, access, etc.), not architectural style
- Context-sensitive (tailor standards to different neighborhoods)
- **Consistent massing and scale with neighboring structures**
- Walkable context and pedestrian orientation
- Reduce appearance of density with design features
- Integrate shared open spaces
- Reduce vehicular/parking orientation
- Encourage reuse, discourage demolitions



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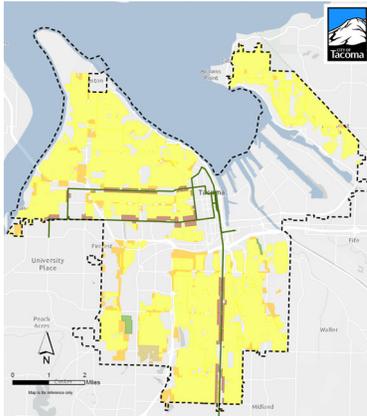
Midscale examples – how big is too big?



- Should Mid-scale allow 4 stories? If so, in what circumstances?
- Would limiting height to 3 stories change your view of the Midscale map?

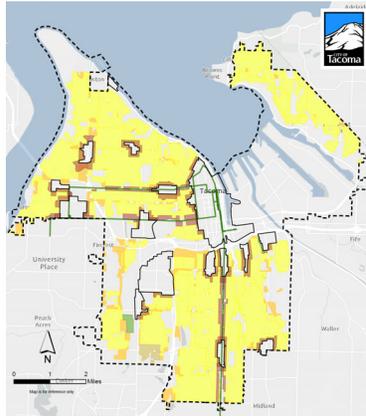
Key themes of IPS 09/22 map discussion

Map 2: High frequency transit



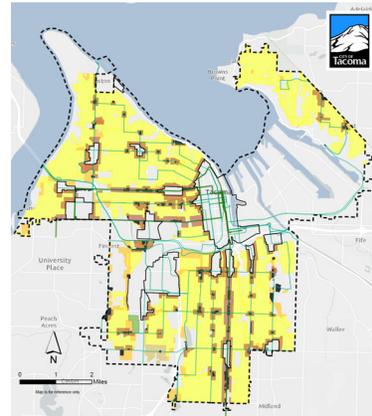
About 13% Mid-scale

Map 3: Adds Centers transitions



About 20% Mid-scale

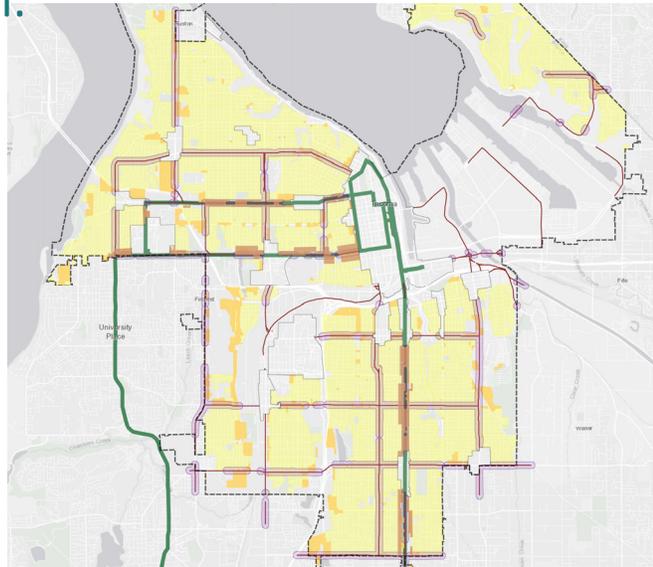
Map 4: Adds commercial transit nodes



About 24% Mid-scale

Potential New Criterion: Principal arterials

- Principal arterials
 - *Serves major activity centers, highest traffic volume, longest trip demands*
- 1 block distance?
- Rough estimate
 - Low-scale: 80%
 - Mid-scale: 20%



Potential New Criterion: Nonconforming sites

Example – North 30th & Stevens



Potential New Criterion: Nonconforming sites

Example – South 56th & Cushman

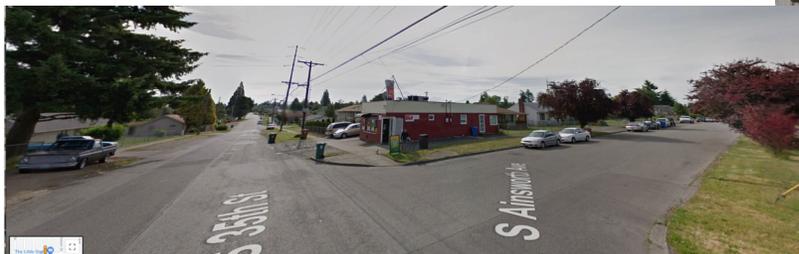


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Potential New Criterion: Nonconforming sites

Example – South 35th & Ainsworth



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Phasing Options

- Recommendation calls for evaluation of phasing options within Phase 2 (and more time for Phase 2)
- Council could provide more direction, such as:

| | Option A | Option B | Option C |
|---------|---|---|--|
| Phase 1 | Policy and Map for Low-scale & Mid-scale | Policy and Map for Low-scale and Mid-scale | Policy and Map for Low-scale & limited Mid-scale |
| Phase 2 | Implementation of Low & Mid-scale | Implementation of Low-scale & limited Mid-scale | Implementation of Low-scale |
| Phase 3 | | Expansion of Mid-scale | Implementation of limited Mid-scale |
| Phase 4 | | | Possible Mid-scale expansion, after testing |
| All | <i>Ongoing evaluation of outcomes and refinements</i> | | |

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