

# Zoning Summary Sheet

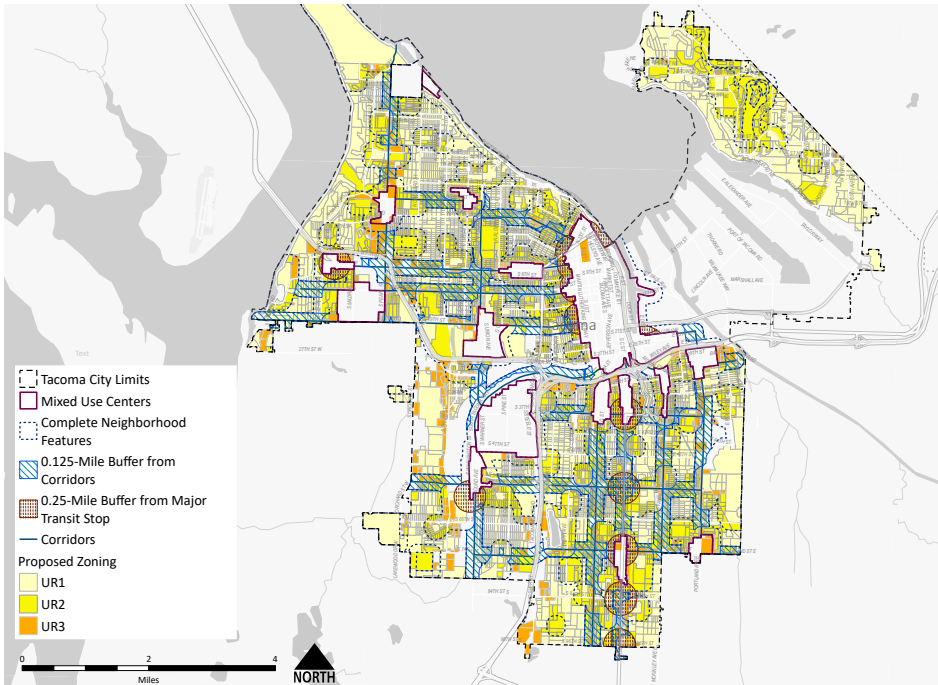


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## Overview

Single-family zoning will be replaced Citywide by new zoning and standards that allow for a greater range of housing types and more units per lot.

- New Urban Residential (UR) zones will support “**middle housing**”, establishing two low-scale zones (UR-1 & UR-2) and one mid-scale zone (UR-3). Scale and density increase nearer to walkable features.
- District Standards for each zone establish housing types, uses, density, and scale (maximum height, minimum setbacks, and maximum area).
- The proposed zoning brings **Home In Tacoma** into full consistency with state legislation, including House Bill 1110 (4 dwellings per lot + 2 affordable, and higher density near major transit).



Map showing proposed new Urban Residential zoning districts

Full interactive map available at [Home in Tacoma Project: AHAS Planning Actions - City of Tacoma](#)

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



# Housing Types Summary Sheet

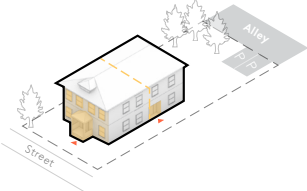
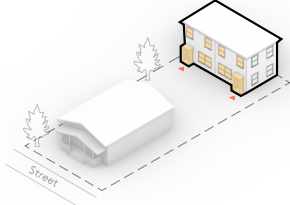

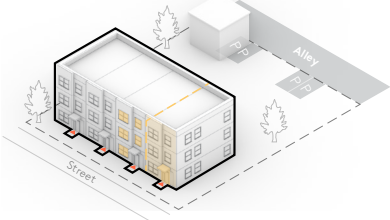
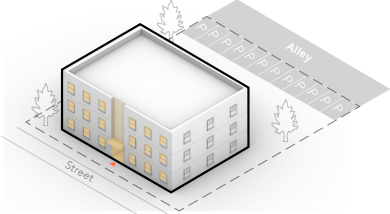


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## Overview

Building Design Standards include housing types that promote compatible growth, fit in with residential patterns, and enhance the quality, character, and function of neighborhoods.

- The housing types focus primarily on residential patterns rather than on architectural style. Standards include building placement, orientation, and a requirement for habitable space along sidewalks; building size; building articulation, transparency, and covered entries; and pedestrian and auto access.
- Additional standards include physical guidelines for non-residential uses, corner lots, large sites, fencing and walls, utilities, and mechanical screening.
- Accessory Dwelling Units (ADU's) are no longer a housing type but could occur within any of the five new housing types.

Housing Type	Description
<p>Houseplex- House, Duplex, Triplex, 4-plex, 5-plex, 6-plex</p> 	<p>A single building with up to 6 units which is generally the size of a single-unit house, includes an entry from the street and a backyard. Allowed in UR-1/2/3. Single-unit houses are considered Houseplexes.</p>
<p>Backyard Building</p> 	<p>A building located behind another structure at the rear of a lot, which may contain a garage. Allowed in UR-1/2/3.</p>
<p>Courtyard Housing</p> 	<p>A group of detached or attached units arranged around a shared courtyard which is a shared social space taking the place of private back yards. Detached Courtyard Housing is allowed in UR-1/2/3. Attached is allowed in UR-2/3.</p>
<p>Rowhouses</p> 	<p>A multi-story building with access to the street from a front door; it is always attached to 2 to 5 other Rowhouses, which together create a "Rowhouse Cluster". Allowed in UR-1/2/3.</p>
<p>Multiplex</p> 	<p>A medium building consisting of 7 or more stacked units with the appearance of a large house or a small apartment building. Allowed only in UR-3.</p>



# Parking Summary Sheet

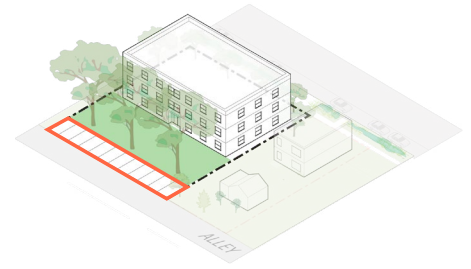
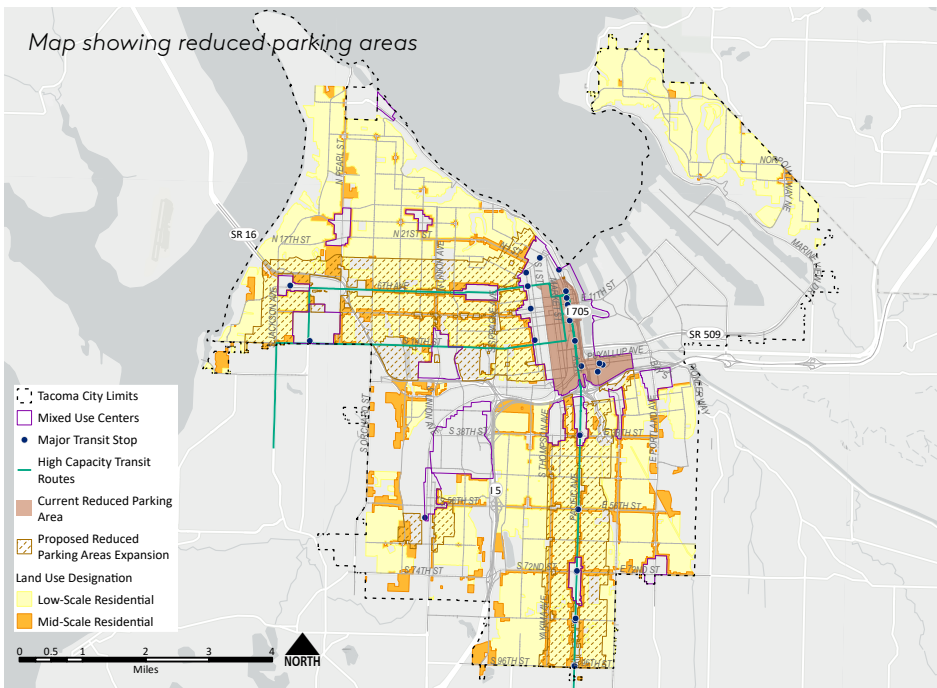


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## Overview

Home in Tacoma includes reduced parking requirements for new housing, making it easier to fit multiple elements on to a lot, encourage walkable neighborhoods, promote transportation choices, allow flexibility for developers, and lower construction costs.

- Depending on the zone, parking requirements will be relaxed from 2 required parking spaces per dwelling to 1 to 0.5 spaces per dwelling. No parking will be required near transit, consistent with new state legislation.
- No parking maximums are included, so developers can build more parking than minimum requirements.
- A covered bike parking space will be required for every unit, as well as some short-term bike parking for visitors.



Illustrative diagram showing parking area

◀ Parking will be reduced through the Reduced Parking Area Expansion - 1/2 mile walking distance from major transit stops. Includes Pac Ave, transit lines #1, 2 and future LINK extension. Applies only to residential zoning districts.

Full interactive map available at [Home in Tacoma Project: AHAS Planning Actions - City of Tacoma](#)

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



# Affordability & Retention Bonuses Summary Sheet



## Overview

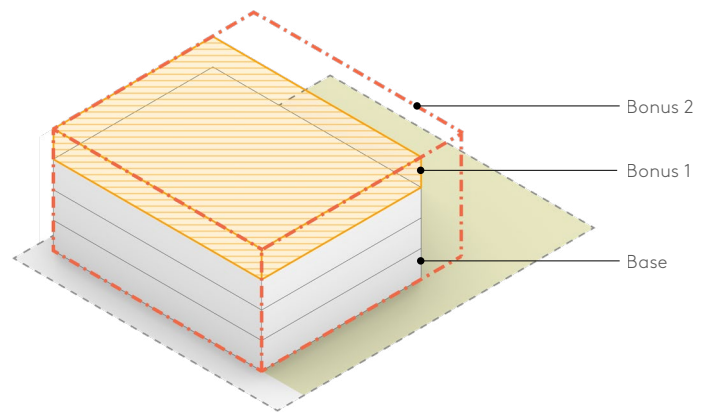
- The proposed HIT affordability bonuses are intended to support the construction of housing affordable to households earning 60% to 80% AMI (area median income) for rentals, and up to 100% AMI for ownership.
- The HIT market feasibility analysis shows middle housing is financially feasible & will increase affordability and choice—but other actions are needed for moderate to low-income households. The HIT Bonus Program can help meet that need and support other goals. (see chart below)
- Other City programs exist (see the **Affordable Housing Action Strategy**) and could be expanded to create deeper affordability.
- Fee in lieu of affordable housing bonus tied to median housing price.
- Fee in lieu of affordable housing bonus tied to median housing price.
- Establish a required affordability bonus program review every 2 years.

## Bonuses offered (can be combined)

- More units (density)
- Larger Buildings (floor area or “FAR”)
- Taller Buildings (Rear Yard in UR 1/2, entire building in UR-3)
- Parking reductions
- Multi Family Tax Exemption (in UR-3)
- Relaxed Setbacks (front and rear)
- Reduced Tree Canopy

## Public Benefits

- Affordability: Two levels — moderately affordable and deeply affordable
- Building retention: Keep existing building while adding units to site
- One visitable unit required in affordable bonus



Illustrative diagram showing bonuses

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



# Unit Lot Subdivision Summary Sheet

## Overview

- Home In Tacoma Phase 1 and state law allow lot flexibility and separate ownership of individual units (new or existing) in new UR (Urban Residential) zones to encourage and create new opportunities to create separate lots and promote more homeownership.
- Creation of new lots is permitted, with a new minimum lot size of 2,500 sq/ft in UR Zones.
- Unit Lot Subdivisions are a way to divide property for separate ownership, potentially with shared access, utilities, and infrastructure.
- Minimum site size for a Unit Lot Subdivision (or minimum "parent lot") is in the District Standards table.
- Unit lots can be created from the parent lot, provided the overall lot area/density standards are met. The parent lot must meet all standards but unit lots do not have to meet standards.

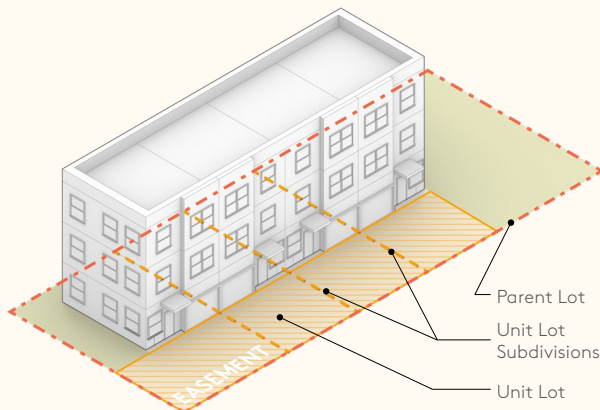
## Example:

6,000 square foot parcel in UR-1.  
Maximum density is 1 unit per 1,500 sf of site area.

$$6,000 / 1,500 = 4 \text{ units}$$

Four child parcels could be created. Not all units would have to be on 1,500 square feet of land, but all development standards are required to be met for the site as a whole.

Easements could be provided for pedestrian or automobile access, and some amenities (e.g. open space for some types of development could be owned in common, often through HOA's).



Illustrative diagram showing unit lot subdivisions.

## ULS - Unit Lot Subdivision

**"Lot, parent"** - legal lot which establishes the exterior boundary of a unit lot subdivision

**"Lot, unit"** - portion of a parent lot, the fee of which may be independently transferred upon recording of a unit lot subdivision.

According to the Black Home Initiative, reducing the required minimum lot size in low-intensity (i.e. single family) neighborhoods creates flexibility for lower cost homes by reducing the land costs for each home. It is an excellent tool to support affordable homeownership and works well for rowhouses and cottages.

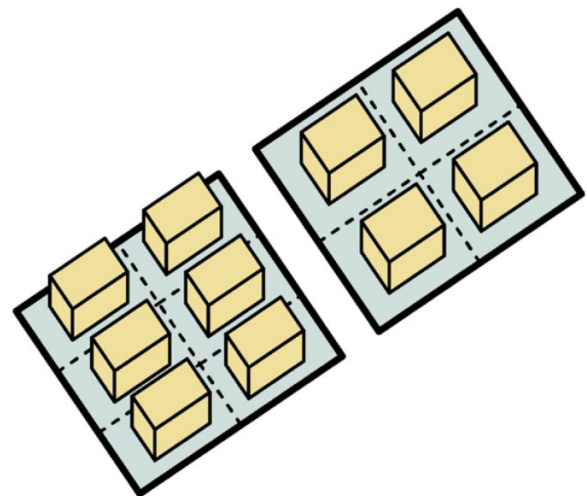


Diagram showing the same parent lot divided into different number of unit lots. Image Source: MAKERS

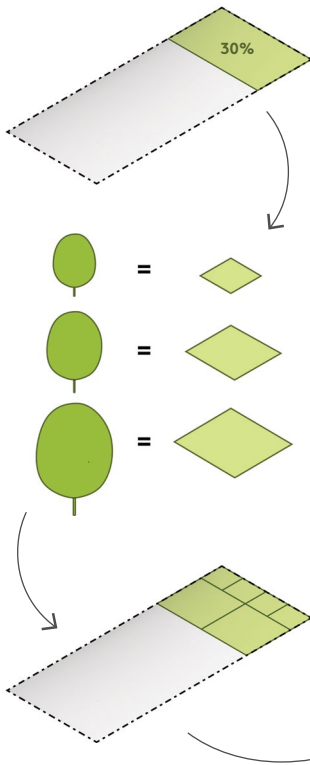




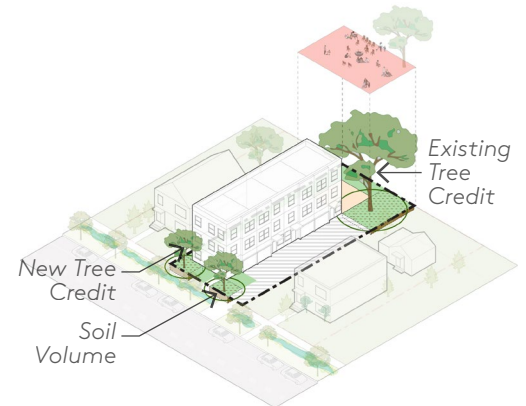
# Amenity Space and Tree Requirements Summary

## Overview

- Planting new trees, retaining existing trees, or some combination, will be required for all development to meet minimum "Tree Credits". A Fee in Lieu of tree planting offers flexibility where meeting required credits is infeasible.
- Retention of existing trees will be required based on tree size whether or not new development is proposed. Removal of trees with trunks over 18" in diameter will require a variance. A Canopy Loss Fee for tree removal within a specified size range will be offered to provide flexibility.
- Soil volume requirements will be increased to promote tree longevity and health. Suspended pavement systems will be encouraged to provide soil for trees in the same place as driveways, parking and paths.
- Each dwelling unit will be required to provide amenity / yard space.
- All required planting must be climate-adapted, and 50% of all plants that are not trees in UR-1 and UR-2 must be native to western Washington and/or western Oregon.

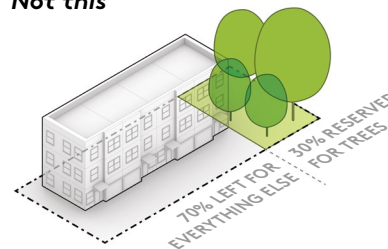


**"Tree Credits"** quantify the value of a tree's canopy for the purposes of defining how many trees are required based on a percent of lot area. Both existing and new trees provide value, thus are allocated credit based on the mature size of their species (for new trees) or trunk diameter (for existing trees). The total credits of retained and new trees on a site must be at least the required minimum.

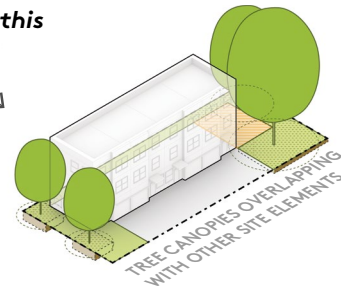


Illustrative diagram showing amenity space, soil volume, and tree credits.

**Not this**



**But this**



Code revisions, like reduced tree clearances, aim to maximize opportunities for overlapping site elements while supporting a Citywide 30% tree canopy goal.

	UR-1	UR-2	UR-3
Amenity Space	10% of lot area	7.5% of lot area	5% of lot area
Tree credits (canopy equivalent)	<ul style="list-style-type: none"> <li>• Baseline: 35%</li> <li>• Bonus 1: 30%</li> <li>• Bonus 2: 25%</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 30%</li> <li>• Bonus 1: 25%</li> <li>• Bonus 2: 20%</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline: 25%</li> <li>• Bonus 1: 20%</li> <li>• Bonus 2: 15%</li> </ul>