

Pacific County Infill Housing Opportunities

Livable City Year: Group PC 08

Prepared for Pacific County Economic Development Council
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Image Sources: IStock, CityData.com, Pacific County Tourism Bureau, WA Trails Association

Outline:

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1. Introduction and State Housing Bills

Introduction to the Project & HB 1220:

In 2021, the Washington Legislature changed the way communities are required to plan for housing with House Bill 1220 (HB 1220). The Growth Management Act (GMA) housing goal was amended to “plan for and accommodate” housing affordable to all income levels, significantly enhancing the previous goal, which was to “encourage affordable housing.” Notable updates were also made to how jurisdictions are required to plan for housing in the housing element of their comprehensive plans, as outlined below.

Changes to Housing Element Requirements:

The updated housing element requirements of RCW 36.70A.070(2), now require jurisdictions fully planning under the GMA to address the following as they update their comprehensive plan housing element:

- Planning for sufficient land capacity for housing needs, including all economic segments of the population (moderate, low, very low, and extremely low income, as well as emergency housing and permanent supportive housing).
- **Providing for moderate-density housing options within Urban Growth Areas (UGAs), including but not limited to duplexes, triplexes, and townhomes.**
- Making adequate provisions for housing for existing and projected needs for all economic segments of the community, including documenting programs and actions needed to achieve housing availability.
- Identifying racially disparate impacts, displacement, and exclusion in housing policies and regulations, and beginning to undo those impacts; identifying areas at higher risk of displacement and establishing anti-displacement policies.

(Washington State Department of Commerce, 2023); found [here](#)

Projected Housing Needs:

HB 1220, codified in RCW 36.70A.070(2), directs the Department of Commerce to provide existing and future housing needs for communities in Washington, including units for moderate, low, very low, and extremely low-income households, and emergency housing, emergency shelters, and permanent supportive housing.

Projected housing needs for Pacific Co., per March 2023 Housing Element Update:

Total housing need	0-30% Non-PSH (Extremely low income)	0-30% PSH (Extremely low income)	30-50% Very low income	50-80% Low income	80-100% Moderate income	100-120% Moderate income	120%+ Above Moderate Income	Emergency Housing
1399	954	217	144	55	5	4	20	255

From (Washington State Department of Commerce, 2023, p. 3)

Housing Units Allocated to Municipalities

	Percent Allocation Population Growth 2020-2040	Total Housing Units Needed 2044
Unincorporated County	28.6%	400
Ilwaco	20.9%	293
Long Beach	33.58%	470
South Bend	3.98%	56
Raymond	12.94%	181
Total County		1,400

HAPT Breakdown as of April 2024. The population growth allocation percentages are based on the population growth allocations from the Pacific County Comprehensive Plan (2021). We then applied these allocations to the new March 2023 HAPT population growth and housing need numbers for the County. The total housing unit need number for the County came from the HAPT tool, found [here](#), while the population allocations to each municipality came from Table 2-7 “Projected Growth” of the Pacific County Comprehensive Plan (2021) found [here](#).

To address these housing goals of various types, infill development (gently increasing density within city boundaries), through the creation of missing middle housing (housing at medium-density, as opposed to low-density domination of single-family homes) holds the potential to expand housing capacity and meet these required goals by 2044. Infill housing and missing middle housing typologies are particularly apt for the 30-50%, 50-80%, and 80-100% income brackets. These types of housing developments aim to fill

the gap between single-family homes and large apartment buildings, offering a variety of housing options such as tiny homes, duplexes, triplexes, townhouses, and cottage clusters.

As tasked in our scope of work for the project, we have explored current zoning ordinances for each Pacific County municipality to determine recommendations that could promote, and in some cases allow for, the creation of this much-needed infill housing to align with the updated housing element requirements of RCW 36.70A.070(2), in particular: “providing for moderate-density options within Urban Growth Areas (UGAs)”. The recommended zoning code changes we outline here address barriers to housing availability by removing regulatory obstacles and streamlining the development approval process for housing projects, particularly middle housing. This includes revising zoning regulations related to setback sizes, parking requirements, provisions for middle housing types, and more. By integrating these elements into their zoning codes, municipalities can ensure that their policies align with the updated housing element requirements of RCW 36.70A.070(2) and contribute to the development of inclusive, equitable, and sustainable housing options within their jurisdiction.

HB 1337: Accessory Dwelling Units

In 2023, Washington State Legislature passed House Bill 1337, requiring all GMA planning counties and municipalities to allow up to two ADUs per lot in residential zones allowing single family dwellings. It requires the localities to revise regulations to ensure they comply within 6 months after their period update due dates.

What the legislation says:

RCW 36.70A.680:

“Cities and counties planning under this chapter [RCW 36.70A, AKA the Growth Management Act] must adopt or amend by ordinance, and incorporate into their development regulations, zoning regulations, and other official controls the requirements of this section and of RCW 36.70A.681, to take effect six months after the jurisdiction's next periodic comprehensive plan update required under RCW 36.70A.130.”

This means that Pacific County, as a GMA planning county, and its cities, must update their ordinances to comply with HB 1337, AKA RCW 36.70.680, RCW 36.70.681, pertaining to ADUs in growth management areas and cities.

RCW 36.70A.681:

- Must allow minimum 2 ADUs per lot:

- The city or county must allow at least two dwelling units on all lots within all zones in urban growth areas that allow single family homes, “for lots that meet the minimum lot size required for the principal housing unit.”
- Allow several types:
 - Attached, detached, or a combination of types must be allowed
 - Conversion of existing structures, such as detached garages, must be allowed.
- Maximum ADU size requirement:
 - Localities may not require that ADUs be less than 1,000 gross square feet in size.
- Owner Occupancy:
 - A local government may not require owner occupancy for the principal unit or ADUs.

HB 1110: The “Middle Housing Bill”

House Bill 1110, enacted in Washington State during the 2023-24 legislative session, is part of the state’s efforts to address housing affordability and availability by allowing and regulating middle housing. It requires 77 communities to revise their zoning codes to allow middle housing buildings of two to six units per lot in residential neighborhoods. This is in addition to the statewide requirement to allow two accessory dwelling units (ADUs) per lot within designated urban growth areas. Essentially, House Bill 1110 aims to diversify housing options, increase housing affordability, and promote more sustainable land use practices across WA State by increasing middle housing in areas traditionally dedicated to single-family detached housing. While Pacific County’s cities are not among the 77 municipalities this bill applies to currently, (found here: [Update MH City List only 05-13-2024 .pdf | Powered by Box](#)), the Bill’s model ordinances to allow for middle housing are still relevant to consider in Pacific County.

Key provisions of House Bill 1110 & Middle Housing Model Ordinances found [here](#) include:

- Requiring municipalities to allow 6 out of the following 9 Middle Housing types:
 - Duplexes, Triplexes, Fourplexes, Fiveplexes, Sixplexes, Townhomes, Stacked Flats, Courtyard Apartments, Cottage Housing
- Restrictions on the ability to require off-street parking
 - lifts parking requirements if housing unit is half a mile or less from transit
- Allowing a minimum of 2 dwelling units per lot
- Limits on development standards that may create barriers to middle housing

- Streamlining design review processes– only administrative design review would be required
- Adopting a form-based code in one or more zoning districts that permit residential uses

Read more about HB 1110 here:

- <https://app.leg.wa.gov/billssummary?BillNumber=1110&Initiative=false&Year=2023>
- [1110 HBR HOUS 23.pdf \(wa.gov\)](#)
- [Tier 1 and 2 Cities Middle Housing Model Ordinance FINAL 24-0123.pdf | Powered by Box](#)

2. Recommendations Applicable to All Municipalities

General Zoning Recommendations for all municipalities in Pacific County:

- 1) The first recommendation we would make to support infill housing in Pacific County is to allow for the provision of tiny homes: dwelling units 400 sq feet or less. This size of tiny home is currently not permitted in Pacific County due to the minimum living area of a residential structure being defined as 410 square feet in Pacific County Ordinance 184, Section 21.D. Additionally, in Section 21.F.7, it is stated that (A) there shall be no more than one accessory dwelling unit per lot of record, and (D) that ADUs are limited in size to no more than 1200 square feet. While the municipalities in the County have ADU provisions, tiny homes are another type of infill housing that could expand housing inventory, particularly affordable ones. This concept was brought up by local developer Heather Hamilton in a conversation we had with her. Tiny homes are a helpful form of infill development because they utilize small, often underutilized parcels of land within established neighborhoods, allowing for efficient use of space and increased housing density. Their compact size and minimal footprint make them well-suited for infill projects, which cater to a wider array of housing needs. A case study to look towards as a town that successfully implemented tiny homes into its zoning code is Austin, TX.

Read about it further here:

[document.cfm \(austintexas.gov\)](#)

- 2) The second recommendation we offer to support the creation of infill housing in Pacific County is to create zoning provisions specifically tailored to cottage housing developments, which typically consist of small, clustered homes with shared open space. This can facilitate the development of compact, affordable housing options

suitable for middle-income households. An example of a town that has done this is Spokane City, with their code revision to allow cottage and pocket neighborhoods. *Read about it here:*

[cottage-housing-and-pocket-residential-code-revision-summary-2017-11-02.pdf \(spokanecity.org\)](https://www.spokanecity.org/cottage-housing-and-pocket-residential-code-revision-summary-2017-11-02.pdf)

- 3) The third recommendation we offer is the incorporation of pre-approved plans for ADUs and middle housing types (duplex, triplex, quadruplex, etc.), which would aid in streamlining the permitting process for residents. The 2,400-person city of Leavenworth has adopted pre-approved plans for sale to promote the creation of these housing types. Local developer Heather Hamilton and local architect Cheryl Green, whom we both consulted with, agreed that offering such pre-approved plans would expedite the process and make it more manageable. The City partnered with a local design firm called Syndicate Smith.

View the pre-approved plans here:

[Accessory Dwelling Unit Plans – City of Leavenworth.](#)

**Note: this is a recommendation we echo that was also included in PC-03's final recommendations. While it hasn't experienced much success to date in Leavenworth, we still believe it has merit to include as a recommendation.*

- 4) The fourth recommendation we offer to reduce barriers to the creation of infill housing arose in our consultation with a local architect. The architect explained that many people feel daunted by the permitting and building process, leading some to give up on the process entirely. In an area whose goal is to create more housing, having residents bail during the process is something important to address. Providing additional support, as possible, to aid citizens in building according to current county and municipal codes would increase the success and completion rate of housing projects such as ADUs in the county. One way to do so is to utilize the services of a circuit permitter to streamline the process: a type of permitting official who could work for the whole county. Additionally, offering pre-permit appointments could be considered, as the City of Anacortes, WA does.

Read about it here:

[Pre-Application Meetings | Anacortes, WA \(anacorteswa.gov\).](#)

- 5) To further improve the permitting process for infill development use, we recommend that an expedited process is granted for infill development projects. For example, the city of San Diego, California, uses expedited permit review to encourage infill development through its Affordable/In-Fill Housing and Sustainable Building Expedite Program. Through the program, San Diego expedites the development review process for projects that increase the city's affordable housing

stock or for infill projects that provide more affordable housing units than they replace. (City of San Diego, Development Services Department, 2020).

Read more about it here:

[Affordable, In-Fill Housing and Sustainable Buildings Expedite Program | City of San Diego Official Website](#)

- 6) Echoing the same suggestions as PC-03, we recommend that the County eliminate the requirement for a minimum building size, currently set at no less than 410 square feet, per Pacific County Ordinance 184 (LCY PC-03, 2023, p.17). Removing the minimum building size would facilitate a broader range of ADU development, allowing smaller lots to accommodate an ADU. As per the previous group's recommendation, implementing a provision that prohibits Park Model Homes would achieve the same objective as the current code while permitting smaller ADU units (LCY PC-03, 2023, p.17).

- 7) While further discussion with municipal leaders is required to discuss the financial feasibility of offering incentives and subsidy programs, we recommend that any municipality in Pacific County that can, engage in something of the sort to incentivize the creation of housing set aside for year-round residents, particularly affordably. For example, the Town of Wellfleet, MA offers interest-free loans to develop ADUs or to get them up to code, as well as providing tax exemptions to homeowners on the portion of property the unit will occupy. The Wellfleet Affordable Housing Trust is offering financial assistance through forgivable loans and incentives to homeowners in Wellfleet. They are providing four \$10,000 forgivable loans with no interest to homeowners who create an Accessory Dwelling Unit (ADU) that will be rented affordably for at least five years. Additionally, they offer post-construction incentives to homeowners willing to rent their ADU at affordable rates according to HUD Affordable Fair Market Rent guidelines for a minimum of five years. These funds can also be used to convert existing apartments into legal ADUs.

Read more about it here:

[ADU Center Incentives \(lowercapehousing.org\)](#)

- 8) If no funding can go toward subsidization or incentivization, hosting resources or a manual for residents to find these state and federally-funded programs to assist them would also be of benefit, as the City of Santa Cruz does on their website.

Read about it here:

[showdocument \(cityofsantacruz.com\).](#)

Examples of programs that could be listed as resources on municipal websites include the Home Rehabilitation Loan Program (HRLP) of WA State, offered for Pacific County through the Coastal Community Action Program, which provides low-interest or deferred payment loans to rural low-income homeowners for making essential modifications on their homes. This can help to improve the livability of the housing stock of Pacific County.

Read about it here:

[Home Rehabilitation Loan Program \(HRLP\) - Washington State Department of Commerce](#)

- 9) We reiterate PC-03's recommendation of providing a deferral of the System Development Charges (SDC) to incentivize developers to build affordable housing or keep their property affordable over time (LCY PC-03, 2023, p.25). We would need to speak to municipal leaders about feasibility in Pacific County municipalities. Some municipalities such as Portland and Lake Oswego, Oregon offer waivers for affordable housing SDCs, while others delay payments or consider similar policies, particularly for affordable housing. Rather than requiring payment of SDCs upon permit issuance, a deferral option allows developers to pay them when homes are ready for occupancy. This mitigates the upfront costs for developers, thereby reducing the interest accrued on projects. Higher density and infill housing leverage existing infrastructure for utilities, transportation, stormwater management, and parks. Consequently, SDCs for middle housing on city lots should be lower compared to those for new subdivisions on undeveloped land lacking existing infrastructure, (Habitat for Humanity Portland Region, 2023).

Read further about it here:

<https://habitatportlandregion.org/what-are-sdcs-are-why-do-they-matter-for-affordable-homeownership/>

- 10) Finally, we recommend that municipalities consider incorporating a multi-family property tax exemption program, which would be designed to incentivize the development of multi-family housing units within specific areas of the city. Property owners who develop or rehabilitate qualifying multi-family projects may be eligible for a property tax exemption on the assessed value of improvements for a predetermined period, encouraging the construction of affordable housing and addressing housing shortages. The city of Bremerton, WA, has an MFTE Program.

Read more about it here:

[Multi-Family Property Tax Exemption Program \(MFTE\) | Bremerton, WA - Official Website \(bremertonwa.gov\)](#)

- 11) Affordable Housing Property Tax Levy

Cities and counties may also impose up to a .50 cent levy per \$1,000 assessed valuation on a home, for the purpose of financing affordable housing for very low income households (50% of the AMI,) or for affordable homeownership, owner-occupied home repair, and foreclosure programs for low income households (80% of the AMI.) This tax levy may only be passed by the majority of voters in a taxing district, and can be imposed each year for up to 10 years. Vancouver, WA, Bellingham, and Jefferson County have all passed this levy. In Vancouver, this levy provides revenue to the Vancouver Affordable Housing Fund. The most recent iteration in Vancouver sets a levy of .30 cents per \$1,000 assessed valuation and includes a stipulation that as the city grows, the levy rate per property will go down. *Read further about it here:*

<https://mrsc.org/explore-topics/housing-homelessness/housing/affordable-housing-funding#levy>

3. Municipality-Specific Recommendations

Long Beach - By Cameron Berrens

To fully understand the options for housing within Long Beach each parcel needs to be looked at on a per parcel basis. With the help of the previous group, starting to analyze vacant and underutilized parcels, this process was made easier. The first barrier to housing is the parcel setbacks. This is already shifting the maximum capacity of a parcel. Long Beach is pretty standardized as well as similar to those across the state. While other cities within this study have vastly different setbacks, Long Beach is not facing the same problems. Similarly, other cities are lacking sewer coverage which would be a main recommendation. The GIS layer that was given to us by the county is not up-to-date. I was able to go in and do what is called a locate where you place a PDF file into arc GIS, then similarities between the map in this case of the sewer, which was taken from the Long Beach sewer city website. I was able to reference the street layer and comparatively place the sewer layer on top of where I assumed it would go. This then gave me the understanding that the sewer in Long Beach is vast as well as all-encompassing. The recommendation for the sewer would be to get the layer data shape files from the third party that created them and House them on the county's website. This would allow for a greater ease of use as well as having an updated version of what is happening within the city.

Upon reviewing the PC10 document I noticed that their suggestions were to increase the automation as well as housing of spatial data for Pacific County. Sewer layers, as well as electrical lines, and other infrastructure, would be very helpful for developers, as well as individuals requesting that data ease of use to these what would've been proprietary data allows for simpler as well as more efficient interaction between individuals who want to build in the area as well as the city.

To try to understand the city, a little better I went through and observed the housing types per zone. Saw that there is an opportunity to increase housing density, as well as housing options. Through the current approach of zoning, there are residential zones, commercial zones, and shoreline zones. Each one of these zones has its own specified niche, which they are trying to fill for example the residential zones are, focused on housing units. The R1 and R1R zones focus on creating single-family housing while keeping the style of Long Beach. There is an opportunity to grow in this area. From comparing the lot sizes as well as lot coverage percentage of these parcels that were given to us by the previous group all of the single-family housing zones can fit a duplex while this is not out of the ordinary for other cities to do Long Beach has not done it. The current solution is to zone duplexes in R2 and R2R. Which stand for residential two and residential two restricted. These zoned parcels also can fit larger middle housing units, which can fit triplexes and fourplexes. One option would be to allow triplexes and four Plexes in the zones which could help increase overall housing options.

While the prettiest and easiest option would be to use the vacant parcels to their capacity as well as change zoning to promote more full housing while this reality could be plausible it will not meet the half projection tool, no matter what the reality is that people will not want to sell their parcels and therefore not allow the city to meet the projection numbers. From the standpoint of being able to get land to build houses, the parcels inside the UGA boundary are easiest to obtain, but they are easy to obtain. Through land prices, as well as people not wanting to sell their parcels. This will be a hard battle. One that might have small victories, but will have a big impact.

In the reality that all of the parcels that were selected as vacant were to allow their maximum housing capacity just at the current zoning, there would be approximately 130 units out of the 427 at the HAPT numbers stating this is a starting point. A similar analysis can be run to look at all of the underutilized parcels within the city. This can do a similar process of taking the zoning, the size of the parcel, housing, sizes, and setbacks, and determining, which of the parcels can allow for higher density, as well as those that are on the verge of higher density. If a parcel is slightly too small, then the lock coverage could be increased to allow for more coverage, which could result in more housing units.

Finding housing opportunities is going to be a multi-faceted approach. Parcels need to be determined on a zoning angle, parcel, size, angle, density, angle, lock, and coverage angle, as well as who is willing to sell their parcel or give their parcel to the city.

There is the other side of the coin, the Long Beach UGA needs to be extended. The current UGA line is placed on the city boundary, most cities have an urban growth boundary that allows for the city to grow. If the urban grown boundary sounds familiar to Pacific County, this is because the county has been sued by Futurewise. According to Futurewise's website homepage, it states they are "For three decades, Futurewise has been your steward of the GMA, helping rural and urban communities across Washington plan for a just, sustainable future" (Home. Futurewise. (2024, April 30). <https://futurewise.org/>). This is quite interesting when it comes to the reason why Pacific County was sued. These are just my understandings of the document and I am no lawyer and do not understand these documents from the full law perspective.

When reviewing the "FUTUREWISE, v. GROWTH MANAGEMENT HEARINGS BOARD, an agency of the State of Washington, and PACIFIC COUNTY, a political subdivision of the State of Washington " the conclusion of the brisk reading states that in 1997 Pacific County adopted a Critical Lands and Resource Ordinance which designated Agricultural Lands of Long Term Commercial Significance. Then the County adopted the Growth Management Act the following year. Western Washington Growth Management Hearings Board decided that Pacific County would not fully incorporate the Growth Management Act until 2006. There is a section devoted to how Pacific County has a lack of viable land when it comes to farming "normal" annual crops such as wheat, peas, and corn. The section continues to state that the valuable crops are cranberries, forestry, and shellfish as well as the 12 dairy farms that are barely big enough to produce a livable wage. Pacific County limited the definition of Agricultural Lands of Long Term Commercial Significance to aquaculture, cranberries, and/or other bog-related crops. Futurewise's problem from what I can tell was the lack of defining what land was to be used for agricultural use. The court ruling on this section was the Futurewise comments were too late to make a change on this information. Also stating that the GMA should not create an "open season" for ridicule and comments but that this must be done in the time that was sectioned for public comment. Futurewise wanted all of the Agricultural Lands of long-term commercial Significance to be mapped exactly when the Pacific County states that they have never done that don't need to delineate all of the precise area that is being used.

When reading the "BEFORE THE GROWTH MANAGEMENT HEARINGS BOARD WESTERN WASHINGTON REGION STATE OF WASHINGTON " which from what I understand is the background that is stated before the case there is a section that discusses Urban Growth Boundaries. The court case happened in 2010-2012 based on the stamp marks on the title pages of documents within the pdf document that is placed online. Futurewise states that since the 1998 Pacific County Comprehensive plan there have been new OFM population projection numbers, one set in 2002 and the other set in 2007. (This is being written in June of 2024 and there have been new OFH population projection numbers since the lawsuit which can change the amount of land that is needed per the population based on the population change.) Parties are able to challenge the UGA designations when OFM populations have changed, this is when the document states (located on page 48 of the document) :

Pacific County has completed the mandatory 10-year evaluation of the Urban Growth Areas as required by RCW 36.70A.130(3) ... The four UGAs [Ilwaco, Long Beach, Raymond, and South Bend] are adequately sized to accommodate the future growth over the next 20 years.

From what I understand is Futurewise stated that there is a need for 180 acres of land to be able to meet the OFM projections, and therefore the urban growth areas need to be decreased to force these 368 vacant parcels within the urban growth areas to be used. Pacific County rebounded with a statement saying that areas within the municipalities are constrained by wetlands, steep slopes, and other environmental constraints. The GMA goal is to produce sprawl, and therefore is creating a boundary for which cities are constrained into, therefore are forced to use the parcels at their disposal that fall within this boundary. Counties are not allowed to have urban growth areas that are greater than the area needed to accommodate the urban growth projection. Oh, FM numbers.

To place all of this information into conclusion, cities are only allowed to have urban growth areas that meet their population. What does this mean for the current day? Each city within Pacific County has to focus on creating changes on the vacant underutilized parcels that were denoted by the previous group. Our group stepped in to look at the viability of the current zoning, as well as make changes to the zoning to allow for higher opportunities per parcel. This was done by comparing the MMH types that were created by the Washington State Department of Commerce as well as looking at what the zoning states for what can be built on each parcel.

Overview of Recommendations:

Long Beach does not have the same zoning constraints as the other cities. Some cities have a lack of sewer some cities have high minimum lot requirements for multifamily housing, and some cities have setbacks that are limiting. Long Beach does not have these same limitations, the current limitations with Long Beach is the amount of parcels that fall within environmentally constrained areas. The recommendation is to go through and create a GIS layer that has correct buffers for each of the areas lined out by the US fish and wildlife data set about wetlands. Through this correct information, the limitations of buffer zones can help distinguish what areas are then defined as buildable and those that are invalid.

Just because a parcel is currently vacant and has been pointed out by the previous group and through this analysis, we're stating that it can house a housing option does not mean that land is a viable option. Looking at Long Beach map four The observation can be made that Long Beach sits within two wetland areas. Throughout the long beaches city outline there is a large swath of area that is taken up by wetlands, as well as the wetland buffers the wetland buffers may be incorrect based on the designation of the type of wetland and what category it falls into, this area is still a wetland is hard to build upon. Through wetland mitigation, this area can be given back to Long Beach and can be a viable area in which parcels can be developed into housing.

Long Beach GIS Methodology :

The previous PC05/PC06 Group created a Housing Need Assessment as well as a Land capacity analysis. These projects underlined the state of housing and the availability at the city and county levels. The Housing Need Assessment looked at Pacific County's four incorporated jurisdictions, and noted that "Given the buildable land in Pacific County, maximizing density on lot sizes will be key to meeting the projected housing need". When these numbers are compared to the HAPT population projections, the conclusion can be drawn that the housing capacity has not increased in conjunction with the population creating a scarcity in housing.

The results of the Land Capacity Analysis were a group of parcels located in each city that were labeled as : Partially Utilized, Under Utilized, Vacant. This was shown in the final presentation as a map, but our group was about to get a hold of the "Shapefiles" created in Arc GIS Pro. To find if there is opportunity for housing, the current group took the "Middle Housing Types" created by the Washington State Department of Commerce and compared them to the size of parcels located within each jurisdiction (Washington State Department of Commerce).

From the previous group's final shapefiles, there was some data that needed to be cleaned up to use them in the way that was needed. I was able to connect them to the zoning data that was also given. This was done using the spatial join tool to connect the parcel data to another zoning layer as some parcels were missing their zoning information.

Now the data is in a better place and has the correct zoning and approximate usable area, I used the "Calculate Metrics" Tool in ArcGIS Pro which created the lengths and the widths which will be used to compare against the Washington State Department of Commerce Middle Housing Types. What happens behind the scenes is ArcGIS knows the length and the width of a polygon, but that is data that is not shown to the end user, but upon using "Calculate Metrics" this data can be retrieved. The size of each parcel is important when being able to determine what could possibly fit in any given parcel. When it comes down to the capacity of a parcel, every inch counts.

Exporting the Shapefile out of ArcGIS Pro and into an Excel spreadsheet, I was able to compare the size comparisons of the parcel size as well as the usable area. This step can be done within ArcGIS, but I decided that Excel would be easier as the ability to write functions is a little bit easier. The next step was to compare the lengths and widths of each parcel to the lengths and widths of the middle housing types. This was done by creating an "If statement" which is a conditional statement to see if something is true or false. The plan was to write a statement that would return true if the housing type would fit and return false if it fitment was impossible. As an example looking at a parcel with a length of 61ft and a width of 25ft, the smallest is a infill housing type that is not a single family home is a duplex that needs a minimum lot size of 44 ft by 95ft. The "if statement" checks if the

numbers were to be flipped in this case if the parcel was labeled as 25ft by 61ft instead, this is to make sure that is possible in either configuration for it is only looking for a usable size. The if statement will return “true” if both length and width conditions are met, if either condition is not met the statement returns false. Each parcel for the city was checked per infill housing types parcel minimums that were created in the *PSR MH Models* document created by the Department of Commerce . If housing needs are to be met, the best approach would be to build the largest middle housing type on each parcel. Maps were created to show such designation of what a parcel could feasibly contain. While length and width are a size constraint for middle housing, a barrier that supersedes is maximum lot coverage.

Each zoning type has its own maximum lot coverage percentage, this can help define the style of a zone as well as defining the amount of impervious area. For the city of Long Beach the maximum lot coverage ranges from 60% to 75% depending on the zone. These numbers are essential when comparing what housing types are allowed per parcel. To be able to define what housing type is available per parcel, maximum lot coverage needs to be looked at. In order to do so, the current area of each parcel was multiplied by the lot coverage that is allowed in that zoning. The coverage percentage was converted into a decimal number to calculate this number. The number that was created was the amount of area that a building can cover in that zone on that parcel. The number was compared to the total area that the Missing Middle Housing area occupies; the results are true or false if the housing type was less than what could be built on that parcel. This comparison at each housing option that was listed in the *PSR MH Models* to view the viability of the housing type per parcel.

To understand the total viability of a parcel per housing type, an analysis was necessary to determine what housing type can fit based on length and width, lot coverage, as well as zoning code. A housing type can meet criteria based on the physical characteristics of a parcel, but can not be allowed based on the zoning. The opposite can happen, a parcel can allow a Missing Middle Housing type, but will be able to physically fit when it comes to comparing.

Long Beach Maps:

Cartographer: Cameron Berrens



Long Beach Map 1. Demonstrates the current zoning of the parcels that were listed as vacant by the previous group. This was done to create an awareness of what the parcels were zoned as to be to determine the housing opportunities of each parcel.

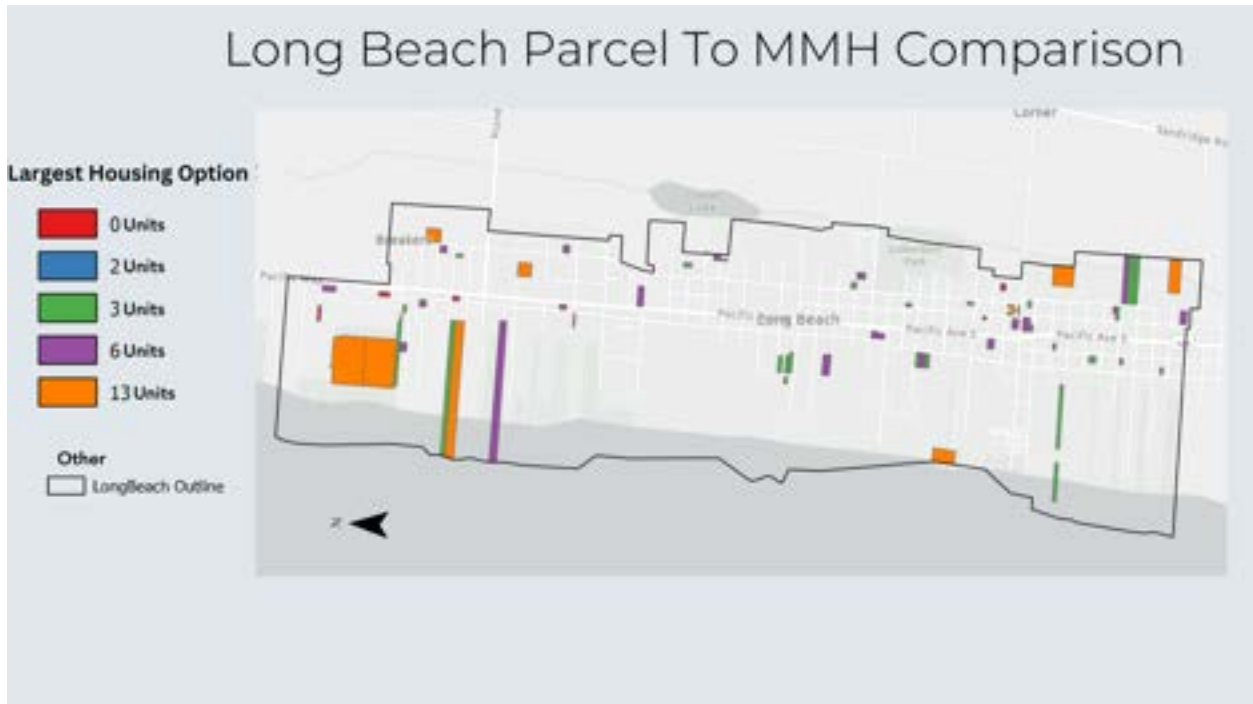
Methodology: Using the previous groups data as well as validating the zoning of each of the parcels against a printed out map that was given to the group by Sue and Kelly. I found the map online. <https://www.longbeachwa.gov/media/111>

- Note: During this project the city of Long Beach seemed to be actively updating their website. This link to the map may change and therefore create an invalid link. If so, "Zoning Map" can be searched through the city website to find an updated version.



Long Beach Map 2. The goal of this map was to show the allowed housing type of the parcels that were labeled as vacant. Hotels and Motels do not count as housing units by the state and are not currently allowed long term housing options. This was just stated as a way of demonstrating the “Allowed Uses” based on what the zoning code says.

- Methodology: Using the comprehensive plan of Long Beach through looking at the allowed residential used per each individual zone, I created a column in the data that matches the zoning type. This map is being symbolized based on that column of data. There are some zones that allow for the same housing type and therefore this map shows that information.*



Long Beach Map 3. Demonstrates the MMH types that were created by the WA Department of Commerce and the largest building size that will fit in each parcel. The map Methodology: To understand what housing type was allowed in each parcel, there needed to be column of data that represented the length and width of each parcel. This was done using tools within Arc GIS Pro and then exporting the length and width of each parcel into their own separate columns. The data was exported out as an Excel spreadsheet, within this spreadsheet a length of “If” statements were created to check the length and width of the parcel against the size of the MMH type. The MMH standards are listed in the table below.

Table 1:

WA Dept of Commerce identified recommended standards for 20 MMH types, as compiled below:

MMH type:	No. units	MMH dimensions (sq ft)	MMH area (sq ft)	Min lot dimensions (sq ft)	Min lot size (sq ft)
Duplex 01	2	24 x 45	1,080	44 x 95	4,180
Duplex 02	2	39 x 35	1,365	49 x 85	4,165
Duplex 03	2	36 x 36	1,296	46 x 86	3,956
Cottage housing 01 (6 bldgs)	6	21 x 22 (per bldg, x6)	2,772 total 462 (per unit)	105 x 120	12,600
Cottage housing 02 (6 bldgs)	6	21 x 25 (per bldg, x6)	3,150 total 525 (per unit)	105 x 120	12,600

MMH type:	No. units	MMH dimensions (sq ft)	MMH area (sq ft)	Min lot dimensions (sq ft)	Min lot size (sq ft)
Triplex 01	3	35 x 49	1,715	45 x 99	4,455
Triplex 02	3	45 x 39	1,755	55 x 88	4,840
Fourplex 01	4	40 x 40	1,600	50 x 90	4,500
Fourplex 02	4	36 x 58	2,088	46 x 138	6,348
Fourplex 03	4	49 x 47	2,303	59 x 97	3,363
Fourplex 04	4	40 x 58	2,320	50 x 108	5,400
Fiveplex 01	5	80 x 54	4,320	90 x 104	9,360
Fiveplex 02	5	98 x 71	6,958	108 x 121	13,068
Sixplex 01	6	67 x 47	3,149	77 x 97	7,469
Sixplex 02	6	42 x 62	2,604	52 x 112	5,824
Courtyard 01	6	67 x 47	3,149	77 x 97	7,469
Courtyard 02	~13	108 x 88	9,504	140 x 120	16,800
Courtyard 03 <i>*not an option in Pac co due to 35 ft bldg height limits</i>	6+	120 x 118	14,160	140 x 150	21,000
Townhouse 01	3	22 x 35 (per unit, x3)	2,310 770 (per unit)	76 x 85	6,460
Townhouse 02	5	22 x 35 (per unit, x5)	3,850 770 (per unit)	120 x 85	10,200
Townhouse 03 (2 bldgs)* <i>not an option in Pac co due to 35 ft bldg height limits</i>	6	20 x 35 (per unit, x3 for 2 bldgs)	2,100 (per bldg) 4,200 total 700 (per unit)	160 x 60	9,600

Table 1. Created from information from Washington State Department of Commerce. (n.d.). PSR_MH Models.pdf. Retrieved May 28, 2024, from <https://deptofcommerce.app.box.com/s/j2h7j57vb0roy3praq8w897ed3sspxza>



Long Beach Map 4 . Demonstrates the buffers of the wetland areas. Each type of wetland has its own buffer distance that is needed between the wetland and the ability to build. This data was downloaded from the U.S. Fish and Wildlife government website (*Download Seamless Wetlands Data by State | U.S. Fish & Wildlife Service, 2024*). The data describes different types of wetlands, but the buffers are based on different “Categories”. While the individual categories were not stated within the data, I created a buffer of the largest and smallest size to encompass all of the options in between.

Methodology: Using the wetland shapefiles from the U.S. Fish and Wildlife, a buffer was created using the “Buffer” tool with Arc GIS Pro, one at 25ft and another at 300ft. Using the “Select by location” tool, parcels that fell within the buffer radius were updated to denote where they fell within the buffers.



Long Beach Map 5. This map symbolizes the relationship between what is being physically allowed based on the length and width of the parcel, and comparing that to the zoning of that parcel. This is to find the relationship between zoning is limiting what is being allowed or if the size of parcels is limiting.

Methodology: To create this map, the previous data from the maps was used, looking at what is being allowed based on zoning, as well as the parcel to housing type comparison this data was created. Through the process of looking at what fit into a parcel as well as, but it was zoned as created this viability, for example, if a parcel was zoned where the highest housing type was a duplex, but according to the parcel to middle housing comparison came back as a quad Plex then that parcel was labeled as quad flex and larger fits, but not allowed.



Long Beach Map6 . To create this map, the previous data from the maps was used, looking at what is being allowed based on zoning, as well as the parcel to housing type comparison this data was created. Through the process of looking at what fit into a parcel as well as, but it was zoned as created this viability, for example, if a parcel was zoned where the highest housing type was a duplex, but according to the parcel to middle housing comparison came back as a quad Plex then that parcel was labeled as quad flex and larger fits, but not allowed.

This map is comparing the lot coverage percentage to that of the info housing types. The goal of this map was to discover what could fit when only looking at the area that a housing type would take up. Each zone has its own percentage of how much of the lot can be taken up. This can be a constraint when it comes to allowing for housing. Just because an infill housing type can fit based on length and width doesn't mean that the lot coverage would allow it and that is why this was created.

Methodology: The creation of this map rotated around the coverage percentage that was described within Long Beach zoning. Using this percentage converted into a decimal number, and then multiplying it against the parcel area, the result would be the amount of area that is technically buildable on that parcel. Comparing this created number to that of the area that each infill housing type takes up. This gives the answer of what housing type will fit in that parcel.

For example, if a parcel can only have 60% coverage of a metaphorical 1000 foot parcel then only 600 feet can be taken up. This 600 feet would be then against the MMH and based on which one would fit it would return that information.



Long Beach Map 7. To continue the thought process behind the wetland designation, this map is the “wetland designation“ that was given by by the US fish and wildlife government site. This map is the “raw data“ and is showing where each different type of wetland is the parcel sensitivity/if it’s being affected by a buffer is still present on this map.

Methodology: the data from the US fish and wildlife government site was placed into the map, using the symbolization tool, unique fields, then “wetland type” (which is the name of the column within the data), the data was symbolized based on what is in this table. The first color was a plethora of colors so I hand changed the colors into a more earthy town to reflect the wetland a little better. The buffer sensitivity was created from the previous map and that data is just being symbolized based on that previous column.

South Bend - by Jennifer Hunt

South Bend, Washington, is a beloved town with a rich history dating back to its founding in the late 19th century. The town itself has flourished in remarkable ways over the years. Originally established around a sawmill built by the Riddell brothers, South Bend quickly grew into a bustling community fueled by the timber industry. While its economic and demographic peak is encapsulated in historic photographs from centuries of yore, the City's resilience is evident in its continued vitality, relying upon the wealth of its natural resources like timber and oyster and upon the resilient and vibrant people who call the City home.

While an analysis of current population trends since 2010 does not indicate a sharp incline in residents to South Bend (1,817 in 2010 compared to 1,859 in 2022 according to ACS 5-year data (U.S. Census Bureau, 2010, 2020)), these new state guidelines outlined in RCW 36.70 still require every municipality to plan for population increases by 2044. As outlined in the [Housing Units Allocated to Each Municipality](#) Table, South Bend is anticipated to plan for 56 housing units in accordance with population projections and distribution by 2044.

One excellent way to plan for housing at all income levels as required may be to detail efforts in adapting the current zoning code to allow for more infill housing, specifically small to mid-sized middle housing types like duplexes-sixplexes. Washington state law defines "middle housing" as buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes. They may include duplexes, fourplexes, townhouses, courtyard apartments, cottage housing or other configurations – the same types of housing that already exist in many older neighborhoods (Washington State Department of Commerce, 2024). These middle housing types, by virtue of being denser than single-family homes, are naturally more affordable options in large part than single-family homes. This is of significance for South Bend, a municipality in which the median household income is \$45,156 (U.S. Census Bureau, 2022) which is about three-quarters of the amount of Pacific County (\$58,889) (U.S. Census Bureau, 2022), and about half the amount in Washington: \$90,325 (U.S. Census Bureau, 2022). Supporting and creating a diverse array of housing simply makes sense in more ways than one.

Today, South Bend faces the modern challenge of addressing housing shortages, which makes the need for infill housing crucial. Infill housing, the practice of developing vacant or underutilized parcels within existing urban areas, offers a sustainable solution to accommodate population growth without expanding the town's footprint. These middle housing types outlined by the WA Dept of Commerce in [Table 1](#) below provide this mid-range density of housing type and serve to maximize the efficiency of the parcel without affecting the current aesthetics or environment of the neighborhood. By leveraging

its existing infrastructure and historical charm, South Bend can provide diverse affordable housing options and preserve its unique character, to ensure a flourishing future for all its residents– current and future.

Table 1:

WA Dept of Commerce identified recommended standards for 20 MMH types, as compiled below:

MMH type:	No. units	MMH dimensions (sq ft)	MMH area (sq ft)	Min lot dimensions (sq ft)	Min lot size (sq ft)
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MMH type:	No. units	MMH dimensions (sq ft)	MMH area (sq ft)	Min lot dimensions (sq ft)	Min lot size (sq ft)
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Table 1. Created from information from the Washington State Department of Commerce. (n.d.). PSR_MH Models.pdf. Retrieved May 28, 2024, from <https://deptoocommerce.app.box.com/s/j2h7j57vb0roy3praq8w897ed3sspxza>

Barriers to Infill Middle Housing Opportunities in South Bend:

Overview of Barriers to Infill Housing Opportunities in South Bend:

- Large minimum lot sizes ([Maps 2-5](#))
- No new multi-family housing allowed in Downtown Commercial district ([Map 1](#))
- Lack of sewer access ([Map 7](#))
- Large setbacks
- Restrictive max ADU size
- Maximum lot coverage ([Map 6](#))
- Restrictive parking requirements
- Wetlands and other environmental concerns ([Maps 8-9](#))

In analyzing South Bend over the past few months, the potential barriers to infill housing have stood out to me, as detailed below:

The first and most significant barrier is current minimum lot size standards. The current minimum lot size of 11,600 sq ft for a duplex and 20,000 sq ft for a multi-family housing unit in the Neighborhood District is significantly larger than comparable municipalities, and significantly more so than the min. lot sizes for each standard MMH type listed in [Table 1](#) (min lot sizes in final column to the right). The duplex lot size minimum of 11,600 sq ft in South Bend Zoning Code is over 1.5x the size of Raymond’s minimum lot size for duplexes of 7,500 sq ft (*City of Raymond*, 2021, p. 3). Based on the information compiled using WA Dept of Commerce’s recommended standard minimum lot sizes for the MMH housing types (furthest right column in [Table 1](#)), the standard recommended lot sizes proposed for duplexes are below 5,000 sq ft— less than half the size of South Bend’s current minimum lot sizes for duplexes. These WA Dept of Commerce values also show that fiveplexes and sixplexes can be built within the 11,600 sq ft minimum lot size currently in place in South Bend, exemplifying the degree to which the current

minimum lot sizes are oversized. [Maps 2-5](#) detail the restrictive quality of current minimum lot sizes in South Bend, and what these vacant parcels could physically contain in juxtaposition.

A second barrier to infill housing in South Bend is the prohibition of new multi-family housing developments or duplexes in the Downtown Commercial District. As [Map 1](#) of the South Bend GIS analysis maps demonstrates, there are 8 potential vacant parcels in this zone that could be dwelling units.

The third barrier to infill housing opportunities in South Bend that I noted is the lack of sewer extension throughout the city. As visualized in [Map 7](#), there are 91 vacant parcels (from those identified by the previous LCY group) that I analyzed as being either 'near' or 'far from' sewer and without sewer connection. Similarly, there is a lack of road extension to these vacant properties, which also inhibits development on them.

The fourth barrier identified to infill housing opportunities in South Bend is the large setbacks. Setbacks like the 20 ft front setback requirement in the Neighborhood District, while keeping a cohesive look, significantly reduce buildable parcel area in a municipality in which large minimum lot sizes are already restrictive.

A fifth barrier to infill housing opportunities in South Bend is maximum ADU size. While allowed, ADUs cannot exceed 500 sq feet or 25% of the primary dwelling unit in South Bend. This is a small max size requirement and thus bars from along two-dwelling ADUs.

A sixth barrier to infill housing in South Bend is maximum lot coverage. As visualized in [Map 6](#), many of South Bend's vacant lots are restricted from housing MMH under current zoning due to maximum lot coverage requirements in place.

The seventh barrier to infill housing in South Bend, not unlike other small municipalities, is parking requirements. Requiring 2 parking spaces per dwelling unit as South Bend currently does restricts development.

The final barrier I identified, which is independent of zoning code, is environmental concerns. As Pacific County is an important environmental area on the coast, the environmental concerns that arise from that must be considered when analyzing infill housing potential. In [Maps 8-9](#) I outline the vacant parcels affected by designated wetlands, of which there are a maximum of 44, there are additional environmental concerns such as steep slopes, liquefaction zones, landslide hazard areas, and more.

Recommendations to Address Barriers:

Overview of Recommendations:

- Decrease minimum lot sizes
- Allow new multi-family housing in Downtown Commercial District
 - Consider zoning for live-work residences in the Downtown Commercial District

- Extend sewer to vacant parcels (utilize USDA grants)
 - extend roads to vacant parcels as well (utilize grants)
- Reduce setbacks
- Increase minimum ADU size
- Increase max lot coverage
- Relax parking requirements
- Introduce a density bonus
- Consider form-based codes
- Consider establishing an overlay zone [as a means to accomplish these changes]

Other non-infill specific recommendations:

- Update GIS zoning layer to conform to current rezoning (post 2017)
- Perform a comprehensive wetland/environmental concerns assessment for categorization for buffer analysis
- Perform a merged parcel middle housing analysis utilizing the 25 identified [here](#)

Note: The following recommendations promote Goal 4.1 in South Bend’s current comprehensive plan (2020): “Encourage the development of a wide range of housing types that serve the needs of all South Bend citizens”. They include:

- 1) To allow for more parcels to be able to house infill middle housing types, it is recommended that South Bend reduce its minimum lot sizes. Relaxing both the minimum lot size for duplexes and multi-family housing would allow for more middle infill housing to be developed in South Bend to meet 2044 Housing population projections. The City of Tacoma, for example, in their RIPP (Resident Infill Pilot Program) set out minimum duplex lot sizes in their residential zones to be 6,000 sq ft and multi-family infill housing unit minimum lot sizes to be 7,500 sq ft (City of Tacoma, 2024).

Read about it here:

https://www.cityoftacoma.org/government/city_departments/planning_and_development_services/planning_services/residential_infill_pilot_program.

While South Bend need not make such drastic cuts to their minimum lot sizes as to do away with half of the area, momentum is in favor of decreasing minimum lot sizes in order to allow for more infill housing opportunities.

- 2) To allow for the creation of more infill middle housing, we recommend that South Bend alter its zoning code to allow the development of new duplex and multi-family housing in the Downtown and Commercial district. As demonstrated by [Map 1](#) on page 14, there are parcels in this zone that would be applicable for infill housing.

Zoning to allow live-work residences in the Downtown Commercial District could also be an option to increase infill housing opportunities. An example of a city that has zoned for live-work residences is Kinston, NC. With the help of the UNC Development Finance Initiative (DFI), the City of Kinston, NC established a live-work overlay zoning district in the historic Mitchelltown neighborhood which revitalized business and created housing in the district.

Read about it here:

[Growing Together: Utilizing Live-Work to Enhance Our Communities | Community and Economic Development - Blog by UNC School of Government](#)

- 3) In order to extend the sewer to the 41 vacant parcels ‘near sewer’ and 51 ‘far from sewer’ I identified in [Map 7](#), there exist grants that may be applicable to Pacific Co municipalities. US Dept of Agriculture (USDA) Rural Development - Water and Waste Disposal Loan and Grant Program which provides funding for water and waste disposal systems in rural areas and towns with populations of 10,000 or less. Municipalities in Pacific County may be eligible for these grants and loans to improve their sewer infrastructure (U.S. Department of Agriculture, n.d.).

More info about the program here:

<https://www.rd.usda.gov/programs-services/water-environmental-programs/water-waste-disposal-loan-grant-program-3#other-requirements>

Another sewer extension grant program for South Bend to investigate is the CHIP (Connecting Housing to Infrastructure Program), which was started in 2021 and funds utility connections for affordable housing projects. By covering upfront infrastructure costs and integrating housing into municipal systems, CHIP enhances the viability of affordable housing initiatives and increases the number of affordable housing units available. Moreover, the program assists local governments in reducing per unit connection fees.

Read more about it here:

<https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-housing/chip/>

Additionally, extending roads to these identified vacant parcels would also be beneficial to incite their development. An example of a grant that could allow for road extension in South Bend is The Rural Utilities Service (RUS) Infrastructure Loan program, which provides funding for the construction, improvement, and expansion of rural infrastructure, encompassing roads and utilities. These loans are available to rural utilities and organizations that provide essential community services and can be used to expand roads and support various community infrastructure needs.

Read more about it here:

<https://www.rd.usda.gov/programs-services/all-programs/telecom-programs/rus-infrastructure-loans>

- 4) Reducing setback requirements or providing flexibility for them is a recommendation to address the restrictive large setbacks, such as the 20 ft front setback in the neighborhood. As the Dept of Commerce writes: “Reducing minimum lot sizes is one of the most effective ways to support homeownership and increase housing capacity. Cities interested in permitting very small lots should adjust dimensional standards to ensure such lots are buildable. This may include reducing or removing side setback and lot coverage requirements.” (*Washington State Department of Commerce, 2024, pg. 47*). South Bend could reduce its 20 ft front setback to 15 ft in an effort to establish more buildable area per parcel to mitigate current large minimum lot size.

An example of a municipality that has reduced their setbacks to encourage more buildable area per parcel is Bainbridge Island, WA (population: 24,825). They have amended their zoning code such that it reads:

e. Setbacks. Unless required for public safety purposes, such as sight distance, setbacks may be reduced as described below. This section does not supersede lesser setback requirements in the MUTC/HS Road district zones, as outlined in Tables 17.12.070-1 and 18.12.020-3, as applicable.

i. Zoning Setback Reductions.

(A) Front setback within project: 10 feet.

(B) Rear setback within project: minimum of five feet.

(C) Side setback within project: minimum of five feet.

Read more about it here:

[Chapter 2.16 LAND USE REVIEW PROCEDURES \(codepublishing.com\)](#)

- 5) To increase infill housing capacity in South Bend, we recommend the zoning code be altered to increase the maximum allowed ADU size. While not a missing middle housing type (MMH), ADUs are a very flexible form of infill housing ADUs that are poised to greatly relieve many housing pressures, as they supports a variety of housing needs, such as to age in place with a carer or adult child, for young people or families starting out that cannot yet afford a home, as well as a form of income for homeowners. ADUs not only add to the housing stock, but also keep it as year-round With their ability to fill the gaps in housing availability and maximize land use in the increasingly limited space, ADUs are positioned as a crucial

mechanism for increasing year-round housing stock, providing infill housing at a smaller scale to serve a range of housing needs, and thus holding the potential to play a pivotal role in addressing housing at many levels in South Bend. ADUs increase housing density without significantly altering the character of existing neighborhoods, an important factor for historic South Bend. ADUs serve to fill the vacant spaces and bolster housing capacity within existing city limits.

Zoning Ordinance 184 Section 15.20.150 Accessory Dwelling Units currently states that an ADU “shall be no larger than 25% or up to 500 square feet, whichever is the greater, of the total square footage of the primary dwelling unit” (“Zoning Code Ordinance”, 2023, p. 31). This stipulation allows only very small ADUs, and would struggle to accommodate more than one person comfortably. Expanding this maximum size to 800 sq ft or up to 50% of the primary dwelling unit would allow for two-bedroom ADUs. An example of a town that has more flexible maximum ADU size constraints is the 6,000-person town of Eastham, MA, similarly experiencing a year-round infill housing shortage. To combat this, Eastham allows for ADUs to be 50% of the site coverage of the primary dwelling unit or 1,200 square feet, whichever is smaller, thus allowing for two-bedroom ADUs where there are larger homes. *Read about it in Eastham Zoning Code here:*

[Eastham-Zoning-Bylaw-Amended-May-2023-PDF \(eastham-ma.gov\)](#)

- 6) Another recommendation to create more infill housing opportunities in South Bend is increasing max lot coverage. Snohomish, a small town northeast of Seattle (population: 10,130 people, has adjusted its zoning to increase the maximum lot coverage in certain residential zones. This change allows for more compact development and higher density housing options.

Read more about it in Snohomish Zoning Code here:

<https://www.snohomishwa.gov/DocumentCenter/View/6640/Zoning-Code-Update>

- 7) As was mentioned by the PC-03 group (p. 24), I recommend that leniency or entirely eliminating parking requirements tied to residential zones be considered. This includes considering flexibility or removing the 1 parking spot requirement per ADU in South Bend (Policy 15. 20. 150), as towns like the town of Kirkland, WA has.

Read more about this here:

<https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Housing/Accessory-Dwelling-Units#section-3>

In South Bend, per Zoning code policy 15.20.270, 2 parking spots are required per residential dwelling unit. This can be relaxed to 1.5 or 1 if within a certain distance of

transit stops. An example of a town that has done this is Bainbridge Island, WA (population: 24,825 people). Their zoning code reads as follows:

d. Residential Parking. The parking requirements outlined in BIMC 18.15.020 may be modified to require one parking space for homes under 800 square feet and one and one-half parking spaces for homes between 800 and 1,200 square feet. This reduction may not be combined with any other reductions to result in less than one space per unit, and additional guest parking may be required pursuant to Table 18.15.020-1. A limited number of parking spaces may be designed to accommodate alternative fuel or subcompact vehicles such as Smart™ cars, with parking stall dimensional standards reduced from the standards outlined in BIMC 18.15.020.J. The applicants are encouraged to work with neighboring property owners to ensure street parking is not overburdened. If the project is requesting a reduction in required parking through the housing design demonstration project program, then the development shall integrate at least one guest parking space for every five dwelling units.

Read more about this here:

<https://www.codepublishing.com/WA/BainbridgeIsland/html/BainbridgeIsland02/BainbridgeIsland0216.html>

- 8) Additionally, I recommend that South Bend consider incorporating a density bonus program that offers developers increased building density or expedited permitting processes in exchange for constructing housing units within underutilized or vacant lots in established neighborhoods, thereby revitalizing urban areas and promoting sustainable development. An example of a density bonus is the city of Yarmouth, MA, who enacted a density bonus in their code to support the creation of affordable housing units: “412.2.4 Bonus Density. Except for cluster subdivision as outlined in Sec 402 of this Bylaw, and for projects developing under VCOD regulations of this bylaw, a bonus density shall be allowed, provided the affordable housing units are restricted in perpetuity. The minimum lot area required in the applicable zoning area may be reduced up to 20% and the side and rear setbacks may be reduced by up to 20% in order to permit up to one additional market rate unit on the property for each affordable unit required by this bylaw. Bonus density shall be allowed when the affordable housing units required are provided offsite by donation or through a payment of fees in lieu of providing the units in the locus of the development. No more than three (3) bonus units shall be allowed per development and no development shall be segmented or phased to avoid compliance with this limit.” (Town of Yarmouth, 2022, p. 104-105).

Read about it here: [Zoning-Bylaw-thru-04-26-22 \(yarmouth.ma.us\)](https://www.yarmouth.ma.us/DocumentCenter/View/104)

9) Another possibility I recommend South Bend potentially explore to promote infill housing development is adopting form based codes—a zoning regulation that prioritizes the physical form and design of buildings and public spaces over land use, promoting cohesive and aesthetically pleasing urban development. Form based codes allow any parcel in a community to be used for housing development at a variety of scales, allowing for infill development, small-scale development, a variety of housing types, and streamlined development of housing throughout a community. This makes it possible to quickly increase housing development at scale, to promote sustainable development while maintaining the town’s historic character. Here is a list of award-winning form based codes for small Communities (less than 20,000 residents):

- Beaufort, SC Citywide Form-Based Code, read [here](#)
- Bellevue, KY SmartCode Form-Based Code, read [here](#)
- Soledad, CA Downtown Form-Based Code, read [here](#)

From: Smart Growth America. (August 1, 2023). How form-based codes can help reshape a city. <https://smartgrowthamerica.org/how-form-based-codes-can-help-reshape-a-city/>

10) A final recommendation to increase infill housing opportunities in South Bend is to establish a floating zone/overlay zone in order to flexibly establish some of these recommendations without changing zoning code for each district individually. An example of a town that has established an overlay zone to promote infill housing is Amesbury, Massachusetts (population: 17,370 people). In 2023 they established the East End Smart Growth Overlay District (aka 40R). This new district aims to concentrate mixed-use development in existing commercial areas, enhancing the transition between commercial and residential neighborhoods. The Smart Growth Overlay District provides the City with enhanced control over creating well-designed, mixed-use developments.

Read more about it here:

[East End Smart Growth Overlay District \(40R\) | Amesbury, MA \(amesburyma.gov\)](#)

Other non-infill MMH specific related recommendations

1) For future GIS analysis, an updated zoning layer would be helpful to create a new GIS polygon layer with the updated zoning. To identify the zoning of each of the vacant parcels identified and handed off by the previous LCY group, I georeferenced the tiff file of the updated zoning map.

- 2) I recommend that a comprehensive environmental concerns analysis be conducted to analyze the areas within city limits that are barred from development due to these factors. Additionally, I suggest that South Bend consider utilizing a watershed program from the WA Dept of Commerce called the Ecosystem Services Program, which can assist by “Develop[ing] program(s) to incentivize developers to incorporate low-impact development approaches”.

Read more about it here:

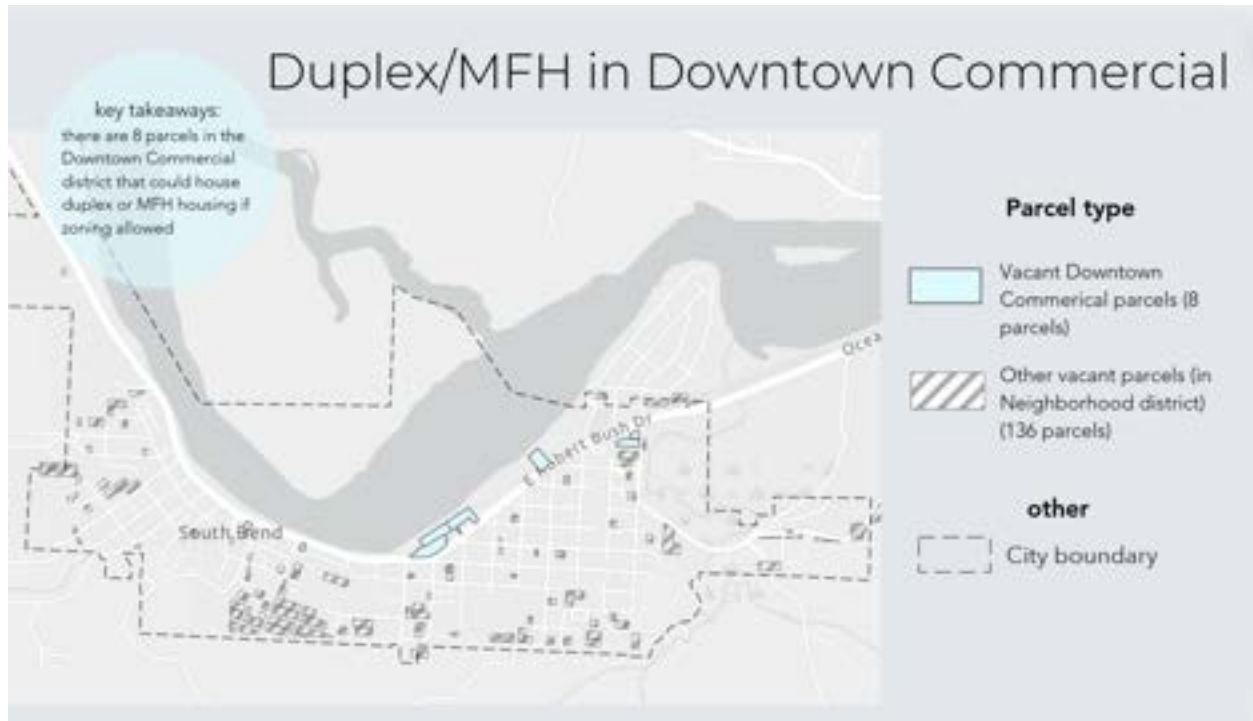
[Puget Sound National Estuary Program – Integrated Watershed and Stormwater Planning](#)

*note: the short link above says “Puget Sound”, this grant is open to any fully or partial GMA planning city/county, with \$2.2 million available state-wide.

- 3) Finally, I recommend that a middle housing analysis be conducted on the 25 merged parcels I identified in [Maps 10 and 11](#). This analysis will allow for the City to visualize the housing potential if adjacent parcels were merged to create larger single parcels.

South Bend Maps

Cartographer: Jennifer Hunt



South Bend **Map 1**. Demonstrates the vacant parcels in the Downtown Commercial District that could be viable for infill housing yet are barred from it due to zoning restrictions that prohibit new construction of duplexes and multi-family housing (MFH) in the Downtown Commercial District.

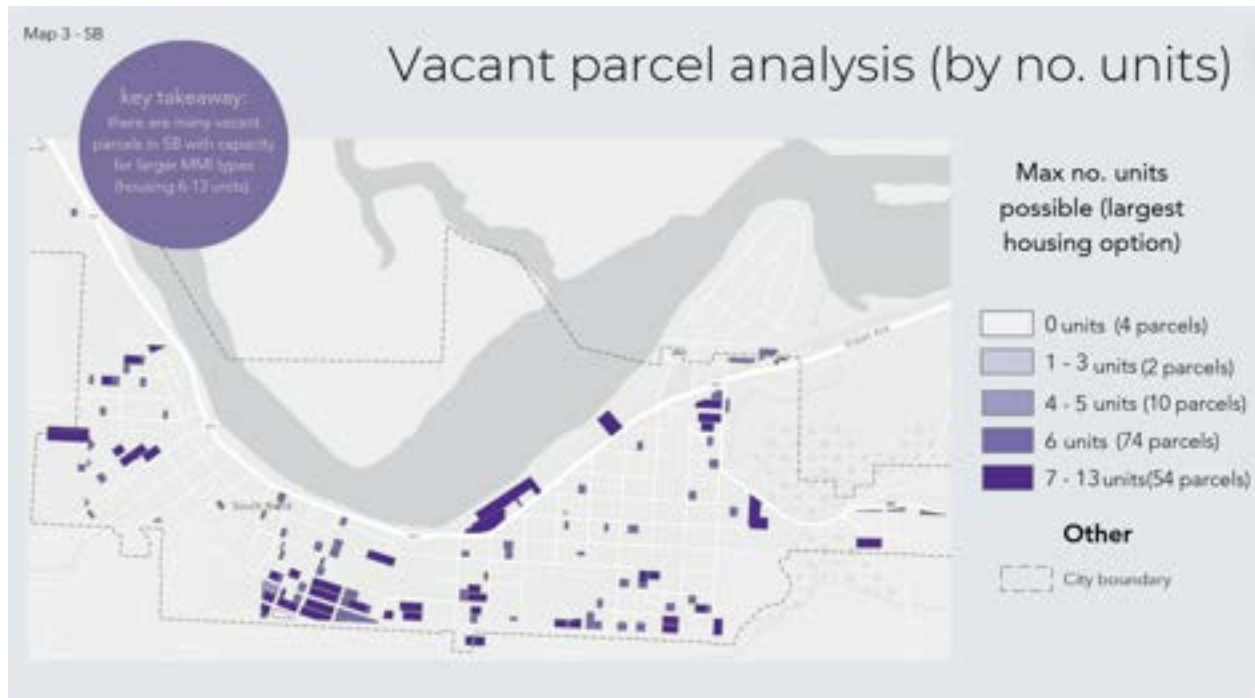
Methodology: symbolizing vacant parcel layer based on its zoning field

Data sources: Vacant parcel layer (144 parcels) identified by previous LCY group, South Bend current zoning ordinances (for consultation)



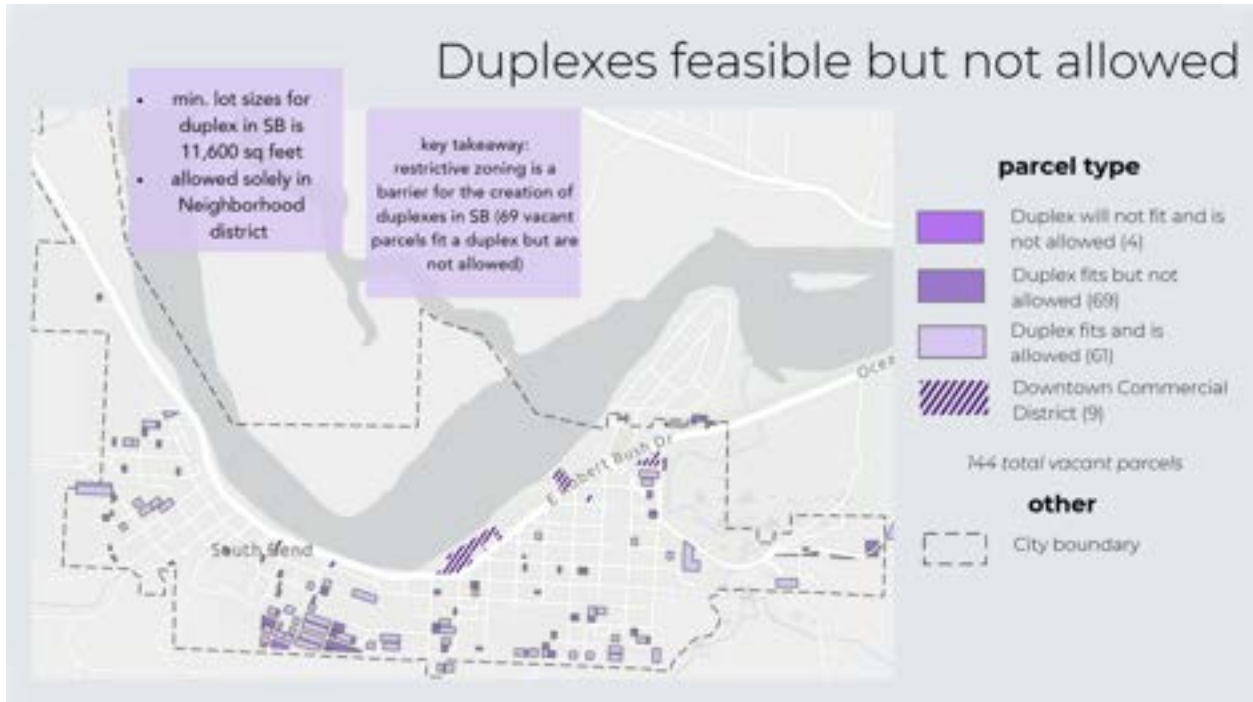
South Bend Map 2. Indicates the size (in square feet) of the identified vacant parcels. Size is broken down by zoning code minimum lot sizes: 8,700 sq ft for single family, 11,600 sq ft for duplex, and 20,000 sq ft for MFH.

- **Methodology:** vacant parcel layer symbolizing the 'Shape_Area' field of the parcels, multiplied by 3.2804 to convert from meters to feet, using graduated colors. See Long Beach methodology [here](#) for further details of the methodology process of this map.
- **Data sources:** vacant parcel layer from previous LCY group, South Bend current zoning ordinances (for consultation)



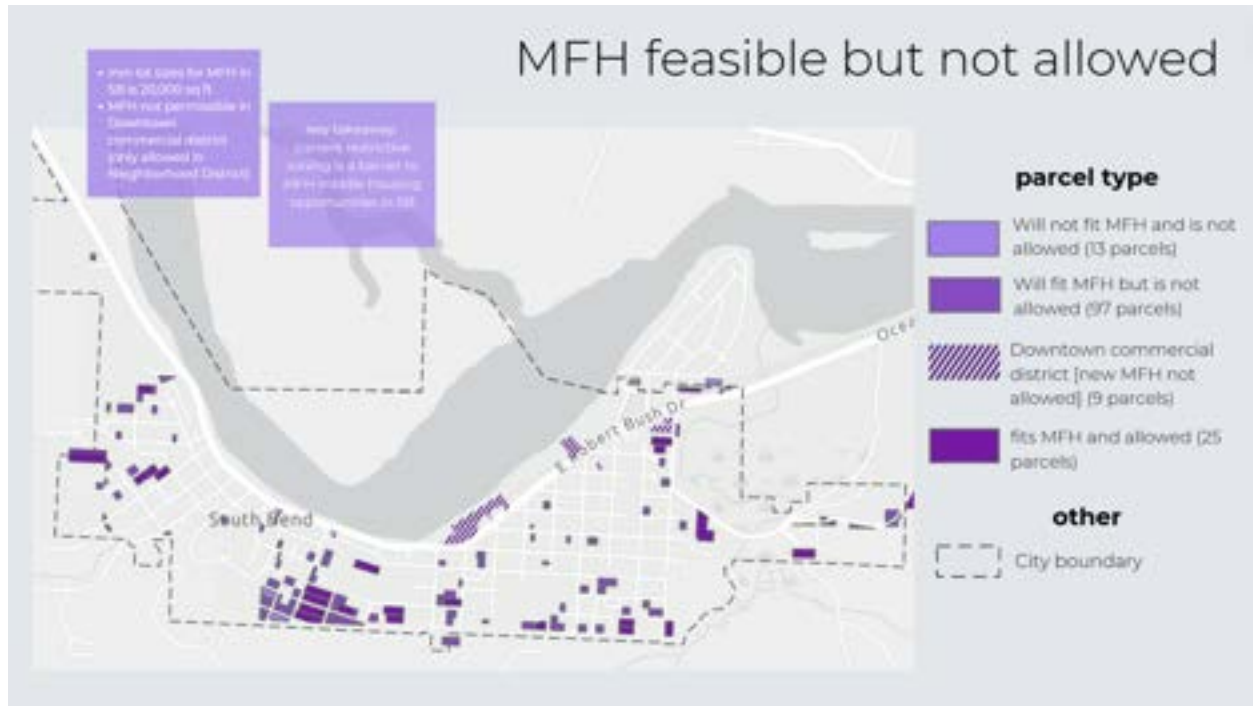
South Bend Map 3. This map represents the maximum number of housing units possible per parcel by factoring in current South Bend zoning restrictions and comparing the vacant parcel size to the standard dimensions put forth for the MMH housing types by the WA Dept of Commerce.

- *Methodology:* See Long Beach methodology [here](#) for further details of the methodology process of this map.
- *Data sources:* vacant parcel layer from previous LCY group, South Bend current zoning ordinances (for consultation), WA Dept of Commerce MMH standard type dimensions



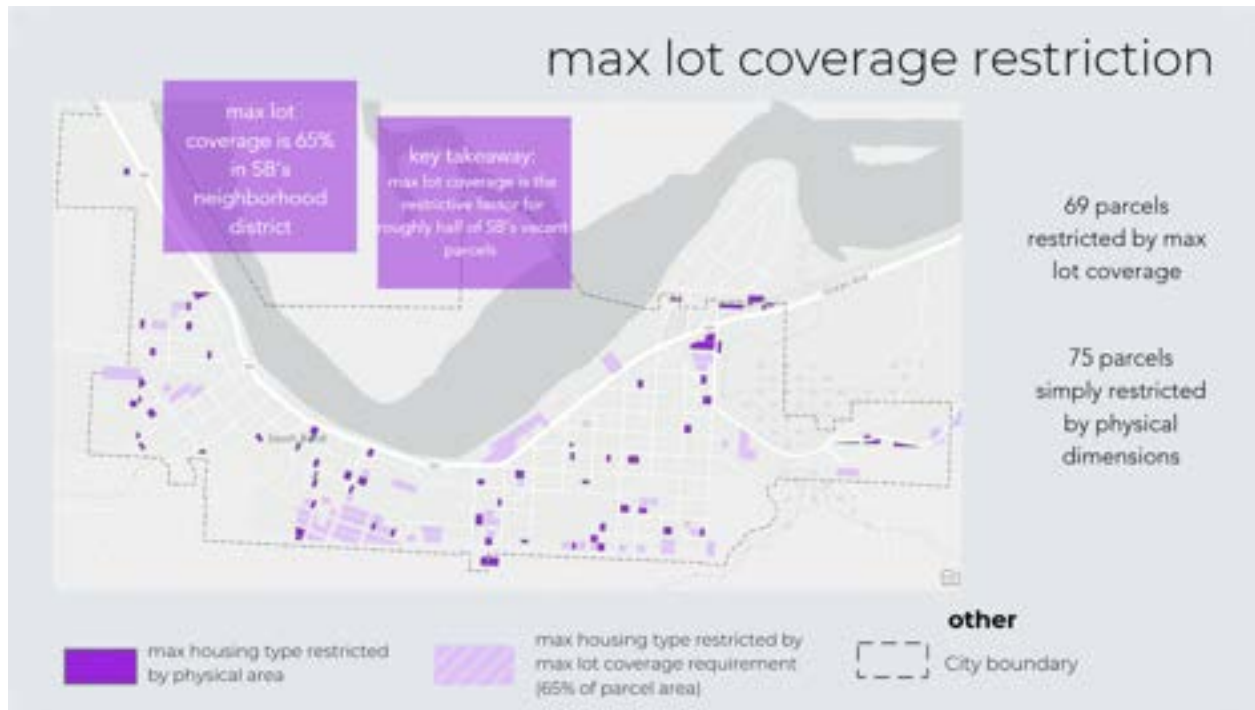
South Bend Map 4. Visualizes the vacant parcels that can physically house a duplex based on MMH standard types, yet cannot based on current South Bend zoning (min, lot sizes and max lot coverages)

- *Methodology:* vacant parcel layer 'Shape_Area' field in feet, calculated for [Map 2](#), was compared using a series of nested if statements in Excel to compare the size of the vacant parcels to the standard duplex MMH types from [Table 1](#) to see if a duplex physically can be contained by the size of each parcel, after being vetted that the parcel is in the right zone. See Long Beach methodology [here](#) for further details of the methodology process of this map.
- *Data sources:* vacant parcel layer from previous LCY group, South Bend current zoning ordinances (for consultation)



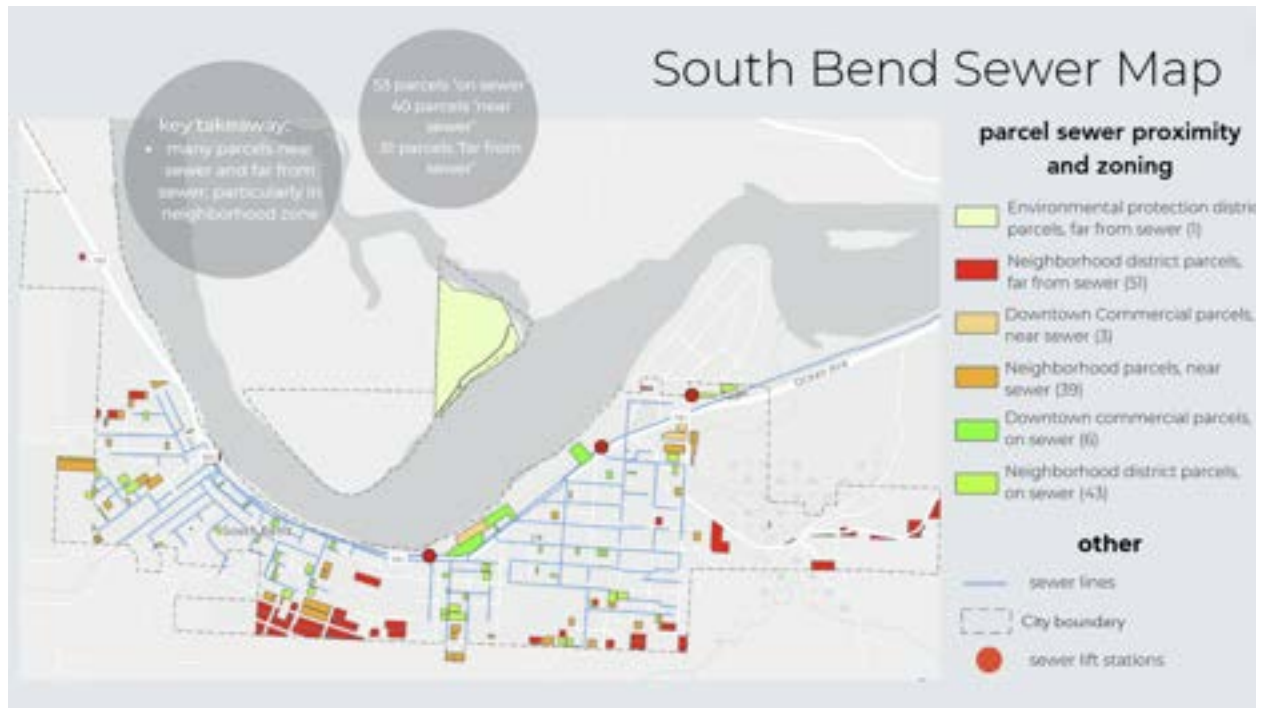
South Bend Map 5. Demonstrates the vacant parcels that can physically contain multi-family housing (MFH) based on MMH standard types, yet cannot based on current South Bend zoning (min, lot sizes and max lot coverages)

- *Methodology:* vacant parcel layer 'Shape_Area' field in feet, calculated for [Map 2](#), was compared using a series of nested if statements in Excel to compare the size of the vacant parcels to the standard MFH MMH types from Table 1 to see if each MGH type can physically can be contained by the size of each parcel, after being vetted that the parcel is in the right zone
- *Data sources:* vacant parcel layer from previous LCY group, South Bend current zoning ordinances (for consultation)



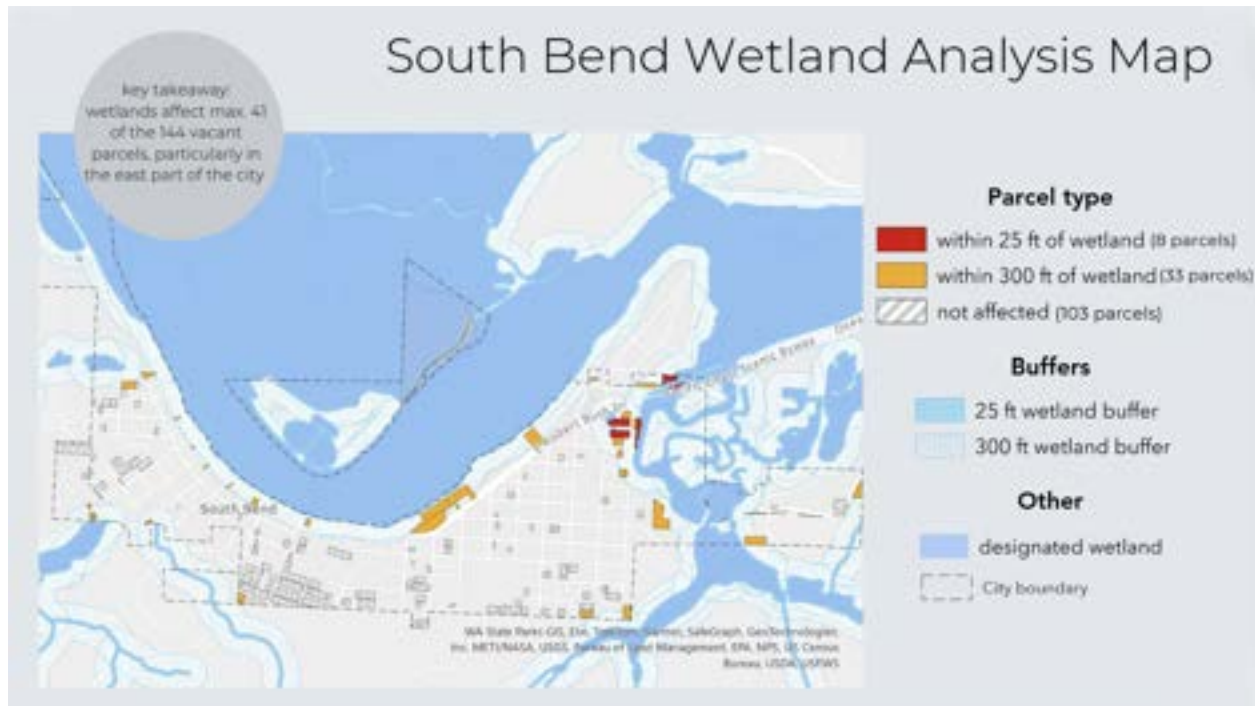
South Bend Map 6. Demonstrates the restrictive reason for each of the vacant parcels. The 69 parcels symbolized in pink stripes are restricted by maximum lot coverage requirements (65% of the parcel in South Bend's current zoning code). The remaining 75 parcels, symbolized in violet, are constrained by their physical dimensions/size.

- **Methodology:** vacant parcel layer 'Shape_Area' field in feet, calculated for [Map 2](#), was compared using a series of nested if statements in Excel to compare the size of the vacant parcels to the standard MFH MMH types from Table 1 to see if each MFH type can physically can be contained by the size of each parcel, after being vetted that the parcel is in the right zone, and if not: offering the reason (physical area constraint or max lot coverage constraint)
- **Data sources:** vacant parcel layer from previous LCY group, South Bend current zoning ordinances (for consultation)



South Bend Map 7. Demonstrates both the zoning and the sewer proximity category of each of the vacant 144 parcels. Sewer lines and lift stations (the red circles) are also shown on the map.

- **Methodology:** updated zoning field was created (previous GIS zoning file was inconsistent with the 2017 zoning update for the City of South Bend) by georeferencing the update zoning map as a tiff at 50% transparency in ArcGIS Pro. After the updated zoning layer was filled out for each parcel, sewer proximity was determined by creating a 40 ft buffer around the sewer lines layer, and categorizing the parcels touched by varying sized buffers from the sewer lines. The two fields were then symbolized simultaneously in the legend to provide the audience with the sewer proximity information as well as the zoning of the parcel in order to visualize trends.
- **Data sources:** vacant parcel layer from previous LCY group, South Bend current zoning ordinances (for consultation), GIS sewer lines layer from the City of South Bend (performed by Gray & Osborne Inc)

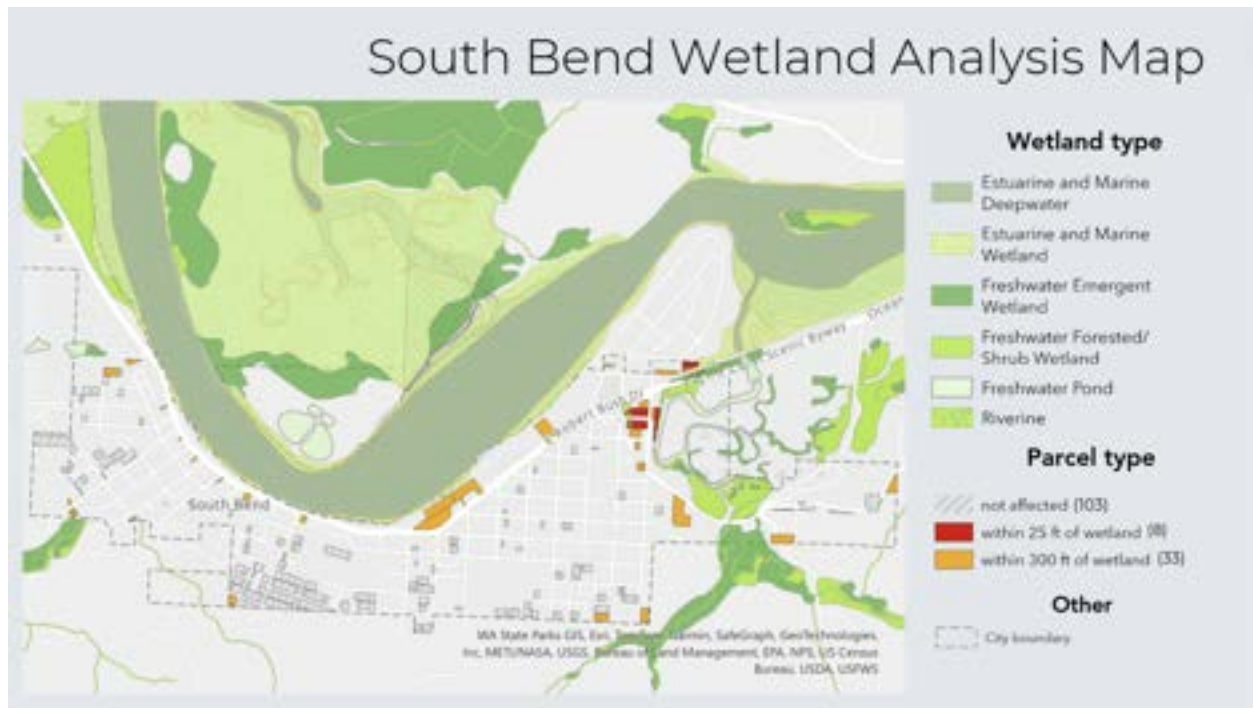


South Bend Map 8. Indicated the vacant South Bend parcels affected by wetlands. As the category of buffer is unknown to us (i-iv possible), I demonstrated two buffers: 25 ft and 300 ft, as those are the minimum and maximum required buffers from wetlands based on the Pacific County wetland delineation Table 3-2 (Pacific County Department of Community Development, 2022, p. 12-13) in the 2022 periodic Pacific County Consistency Analysis lists buffers based on category of wetland. While data displays wetland type (estuarine, interdunal etc.) it does not have categorization (i-iv) of the wetlands thus we are unable to delineate based on wetland category. However, the minimum buffer is 25 ft and the maximum is 300 ft, thus this map we created indicates the vacant parcels within South Bend City limits that are affected by the wetlands, either within 25 ft (red parcels) or 300 ft (orange parcels). The other vacant parcels are unaffected and symbolized in white and gray hatching. The wetland layer is symbolized in blue, while the 25 ft buffer is symbolized in blue with darker dots, and the 300 ft buffer is symbolized as white with blue dots. The parcels affected by the 300 ft buffer are symbolized in orange, while the parcels affected by the 25 ft buffer are symbolized in red. Parcels unaffected by either buffer are symbolized as gray and white stripes.

- **Methodology:** wetland shapefiles were downloaded from the U.S. Fish and Wildlife government website (*Download Seamless Wetlands Data by State | U.S. Fish & Wildlife Service, 2024*), then clipped to the area desired (municipality of South Bend). Next, 25 ft and 300 ft buffers were applied to the clipped wetland layer and a new column named 'affected_by_wetland' was created. Parcels within the 25 ft buffer were selected and denoted as 'within 25 ft' in the new field, while parcels within the 300 ft buffer were selected and denoted as 'within 300 ft' in the new field. The layer of

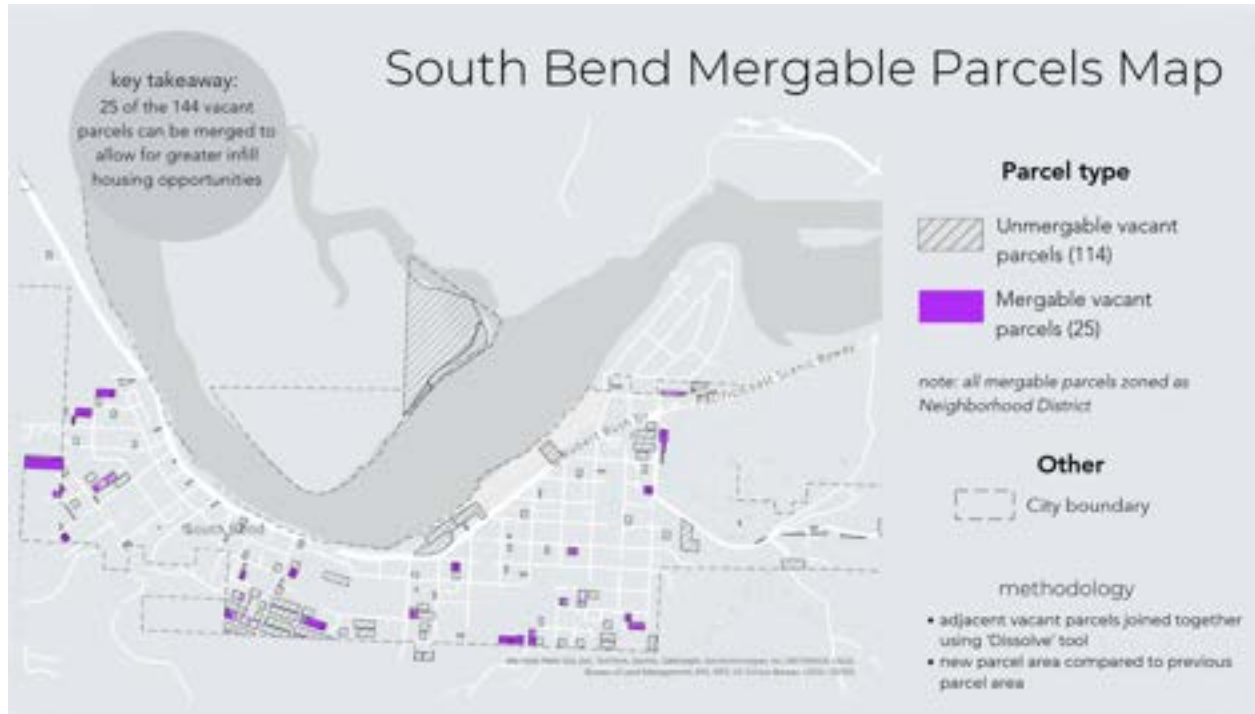
vacant parcels was symbolized based on the 'affected_by_wetland' layer, with 'within 25 ft' symbolized in red and 'within 300 ft' symbolized in orange. The remaining parcels 'unaffected by wetland' were symbolized in white and gray hatch. The parcel layer was ordered on top of the wetland buffer layers, both at 50% transparency with the 25 ft buffer in darker blue and 300 ft buffer in lighter blue

- *Data sources:* vacant parcel layer from previous LCY group, South Bend current zoning ordinances (for consultation), GIS wetland layer from fws.org: U.S. Fish and Wildlife government website (*Download Seamless Wetlands Data by State | U.S. Fish & Wildlife Service, 2024*)



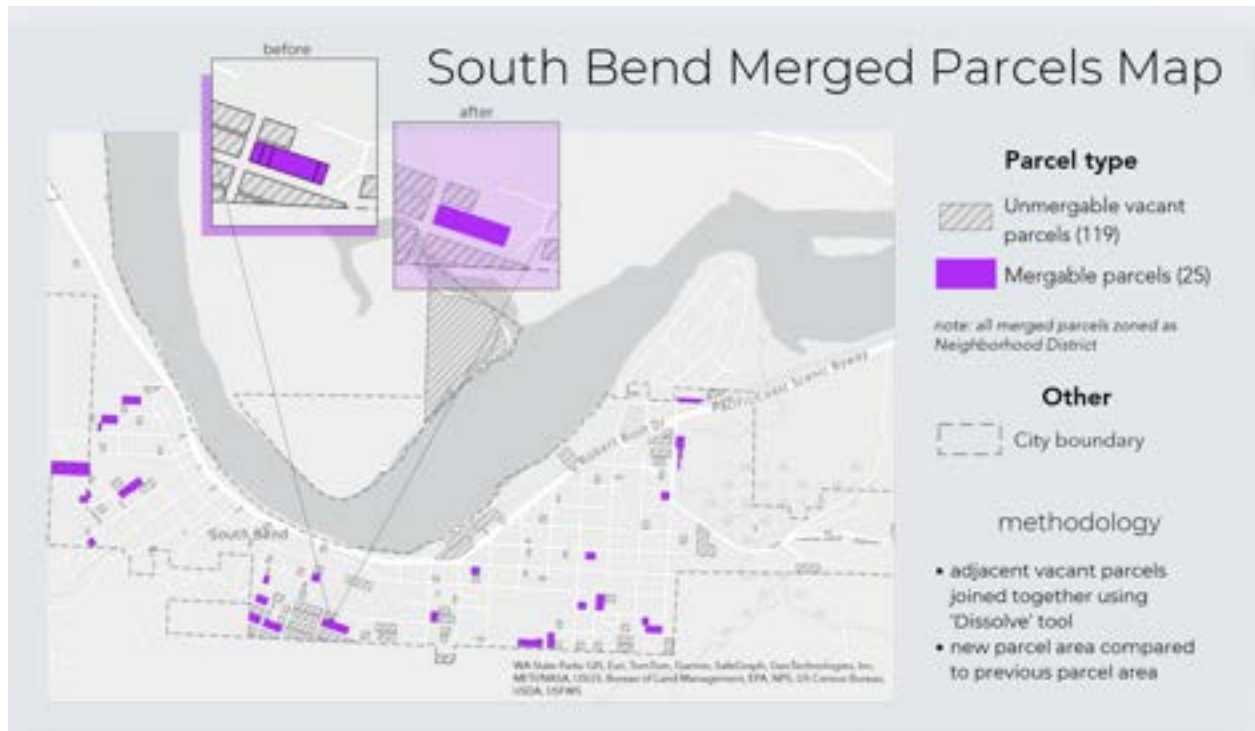
South Bend Map 9. Indicated the vacant South Bend parcels affected by wetlands, but with the 'wetland_type' field that came with the data symbolized to show the variation in wetland type within the city limits. The parcels affected by the 25-300 ft wetland buffers are also visualized on the map.

- *Methodology:* wetland layer symbolized by 'wetland_type', additional components duplicated from Map 7 methodology
- *Data sources:* vacant parcel layer from previous LCY group, South Bend current zoning ordinances (for consultation), GIS wetland layer from fws.org (fish and wildlife)



South Bend Map 10. Demonstrates the vacant parcels that are eligible to be merged as they are adjacent.

- *Methodology:* manually selecting and merging parcels in the vacant parcel layer that share a boundary. These dissolved parcels are exported into a new layer, as described in [Map 10](#).
- *Data sources:* vacant parcel layer from previous LCY group



South Bend Map 11. Demonstrates the vacant parcels post-merge.

- *Methodology:* manually selecting and merging parcels in the vacant parcel layer that share a boundary. These dissolved parcels are exported into a new layer and indicated as such in the map
- *Data sources:* vacant parcel layer from previous LCY group

Raymond

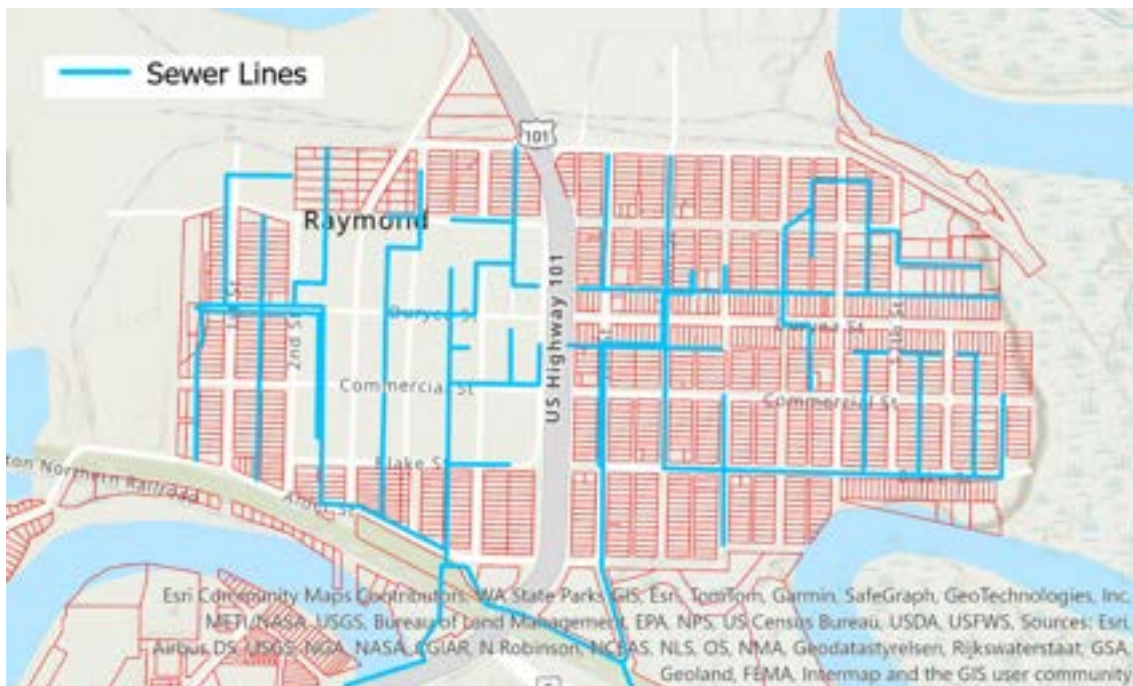
General Findings and GIS Analysis

In researching Raymond’s housing, zoning and infrastructure, in comparison to other municipalities in Pacific County, we found some considerable progress made in allowing higher density housing such as duplexes and other multifamily housing types. However, further changes could be considered in relaxing regulations around minimum lot sizes for multifamily housing and setbacks. Additionally, in order to assess the state of infill housing, we examined sewer line GIS data to determine where housing could most easily be developed in existing neighborhoods. From this data we found that sewer lines may not extend throughout the entirety of the Raymond Growth Management Area (GMA). Expanding sewer lines through infrastructure grants such as the Connecting Housing to Infrastructure Program (CHIP) could be pursued in order to allow further development within the GMA of Raymond if infill housing is not adequate to meet projected housing needs. These general recommendations will be detailed further at the end of this section.

Sewer Maps

The following maps show the sewer lines in Raymond based on GIS files provided from the county, overlaid on top of the municipality’s residential parcels.

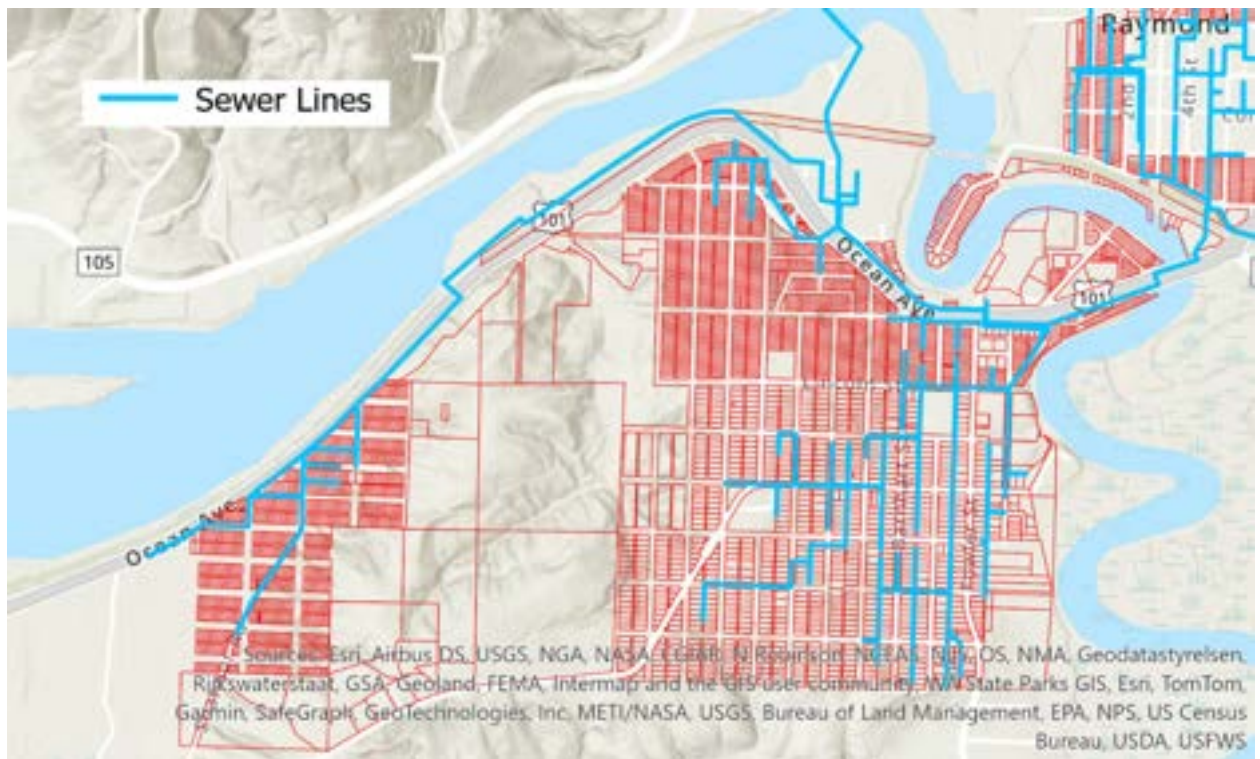
Central Area of Raymond



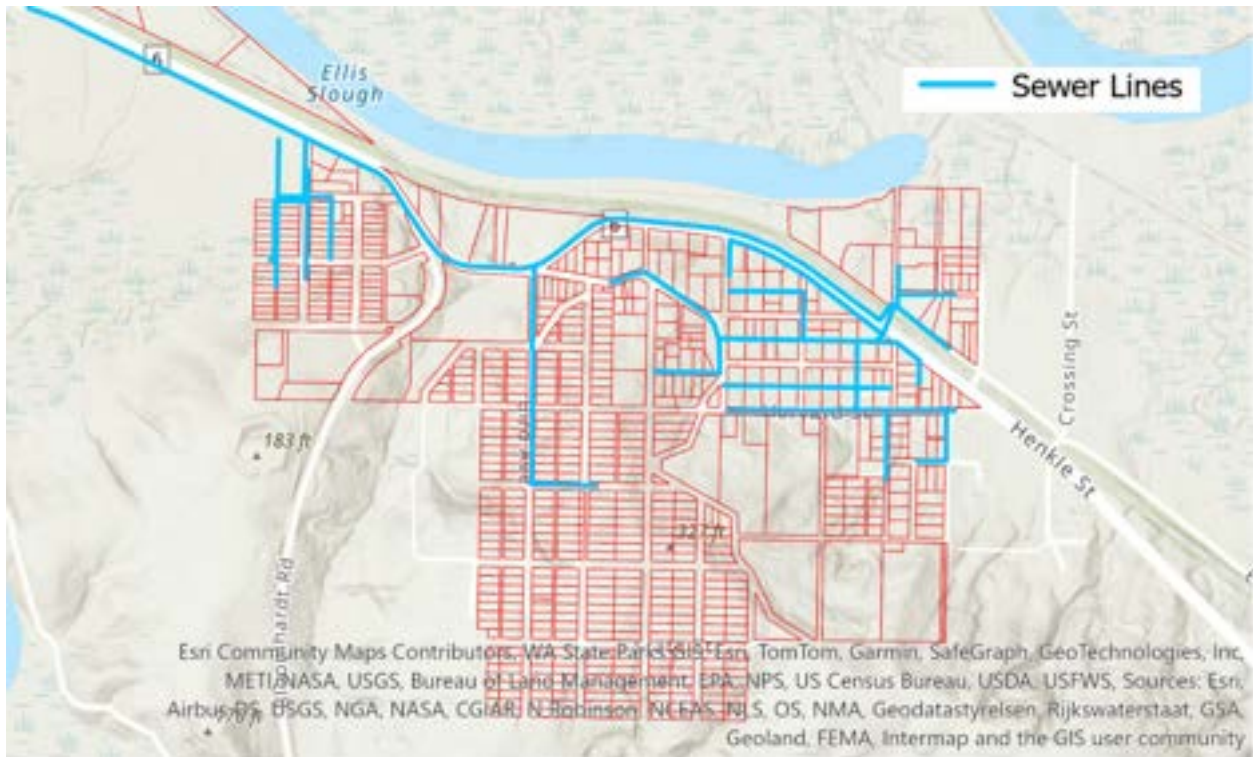
Northern Area



Southwest Area



Southeast Area



Sewer Findings and Recommendations:

From these maps we can see that there are many parcels located out of reach from existing sewer lines. Such parcels would need considerable investment in sewer extensions in order to be developed. In talking with planners and architects in the area, there was a general opinion that the limited sewer infrastructure is one barrier to development in Raymond. Applying for sewer extension grants could help encourage development to these areas if infill housing is inadequate to meet housing needs.

The [Connecting Housing to Infrastructure Program \(CHIP\)](#) is a program run by the state that assists with utilities connection or covers costs of connection fees to affordable housing and infill housing projects, if the receiving locality has the following ordinances in place around affordable housing:

- Sales and use tax for affordable housing
- Offer waivers connection fees for affordable and infill housing

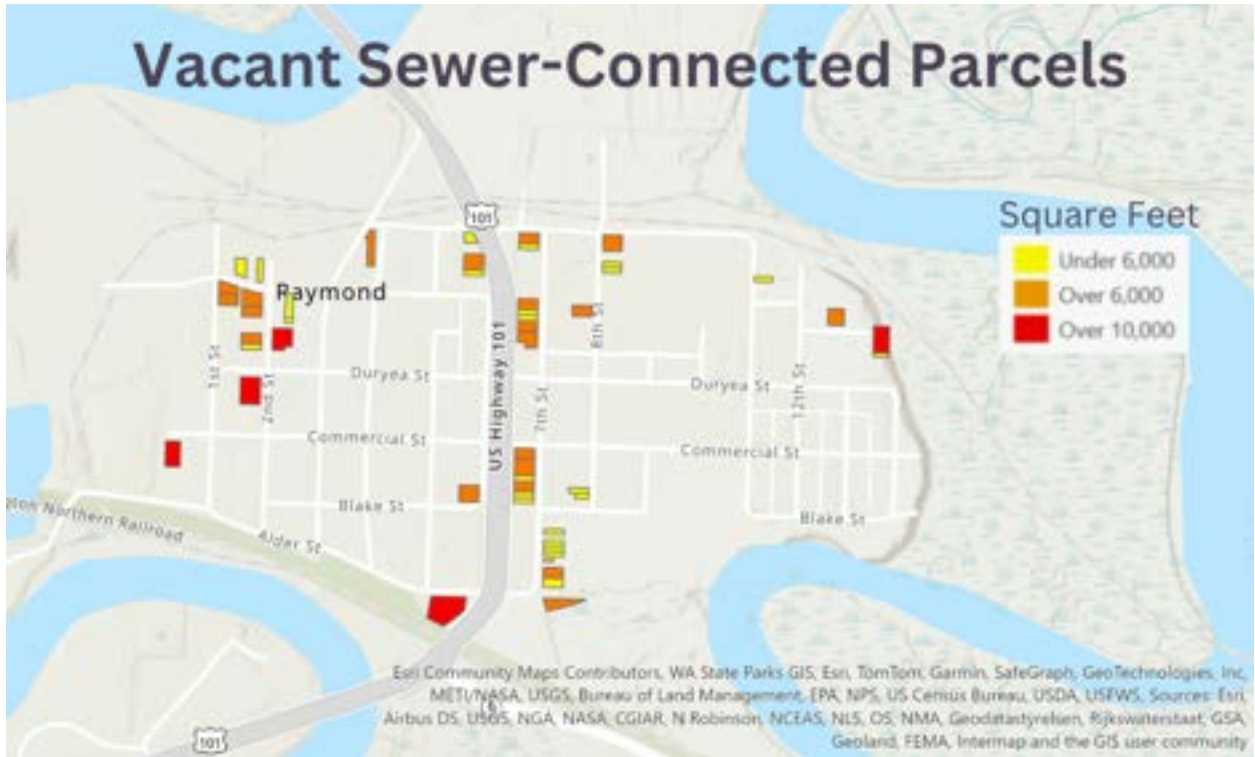
Seeing as Pacific County recently enacted a sales and use tax for affordable housing, the county or municipalities may only need to offer waivers for connection fees for affordable

infill housing. Eligible recipients are cities, counties or public utilities districts that are in partnership with an affordable housing project. Further infrastructure grants and assistance such as through the USDA are detailed in the South Bend section of this report, and may be beneficial to the development of Raymond as well.

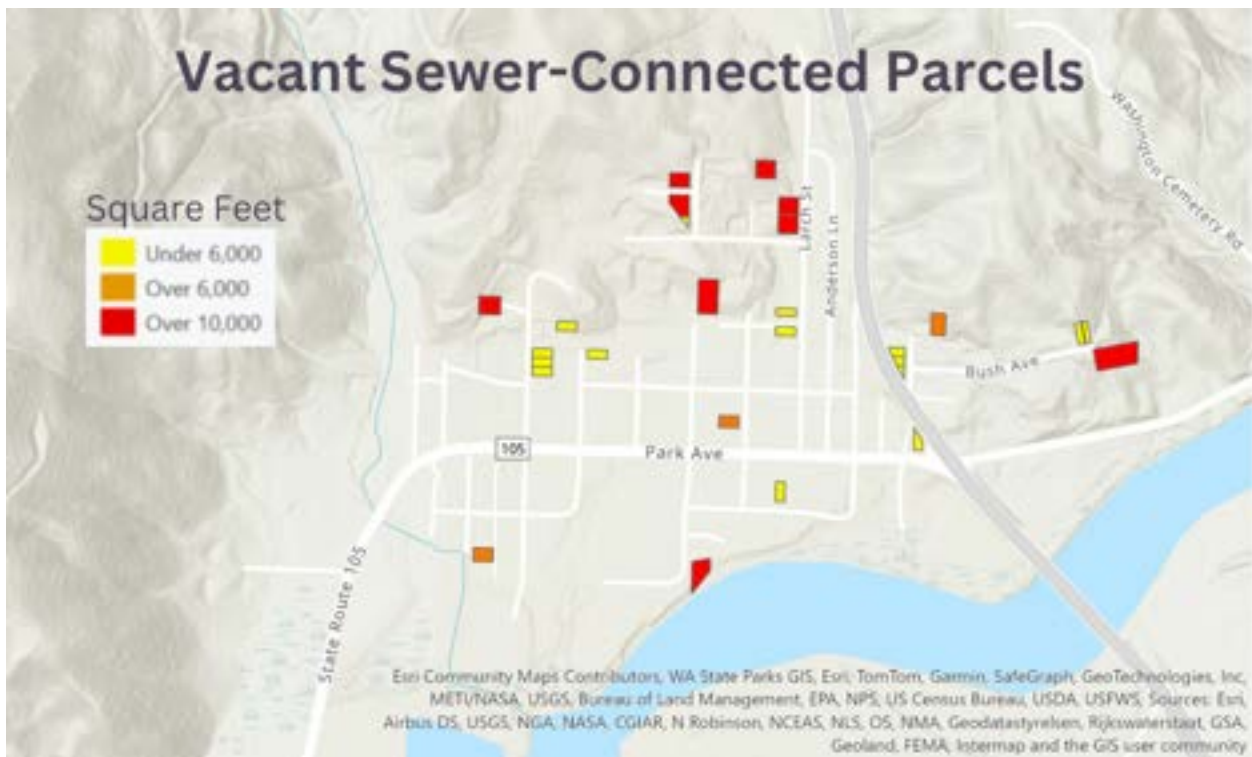
Vacant Sewer Connected Parcels

Next, we located vacant residential parcels which were within 40 feet of sewer lines, in order to determine which parcels were already connected to sewer or could be easily connected to sewer without extensive costs. Having sewer connections is an important factor in enabling infill housing. We found a total of 83 residential, vacant parcels near sewer lines. The following maps represent these parcels, symbolized according to the square footage of the parcel.

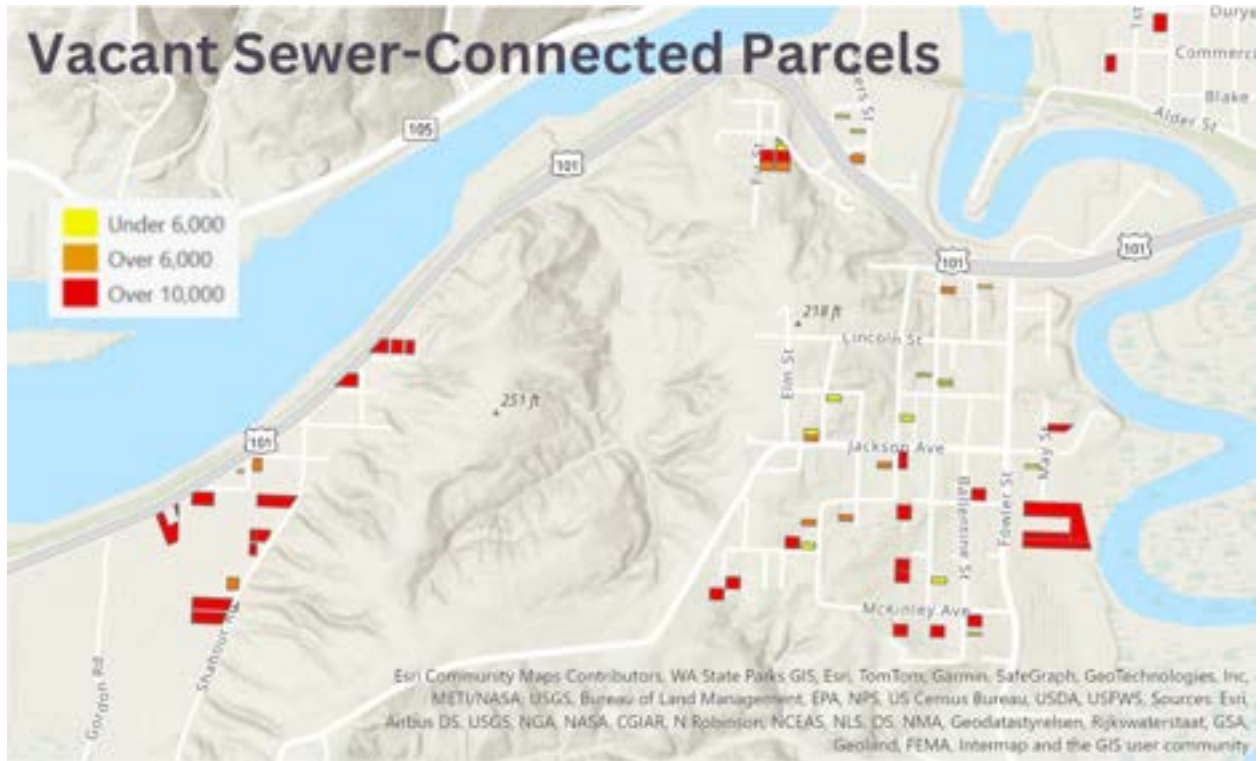
Central Area



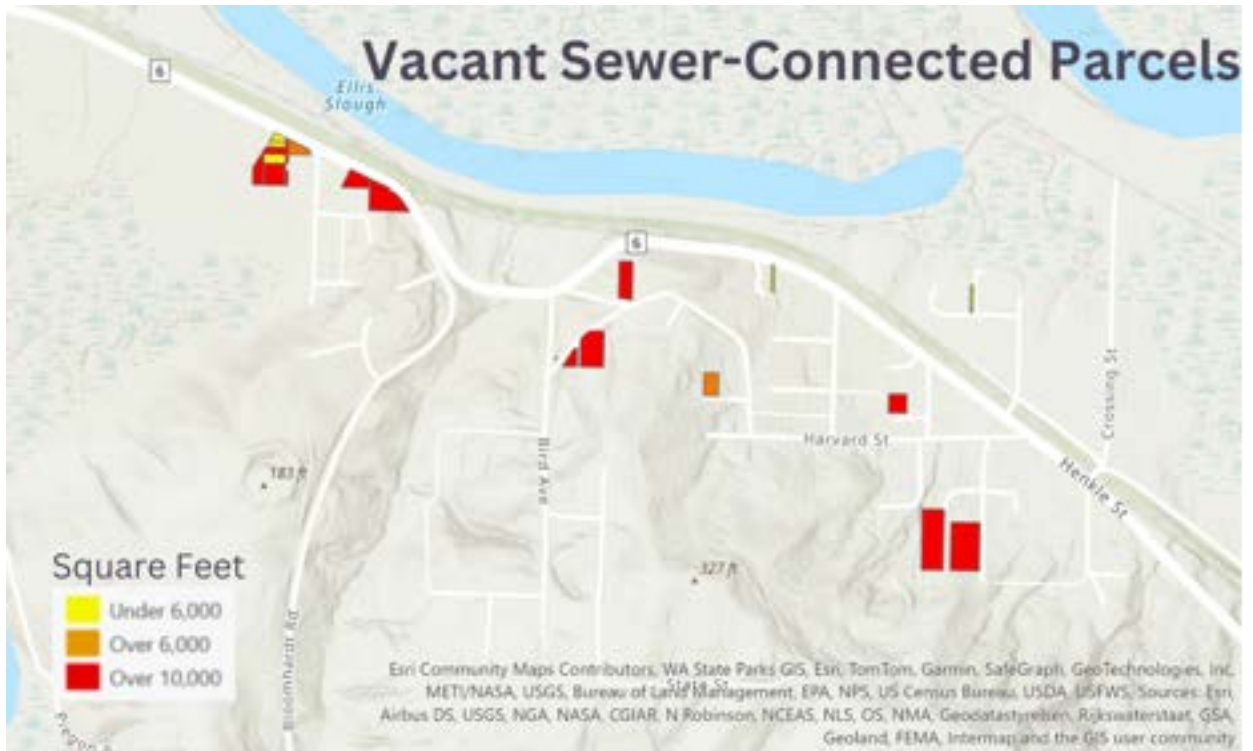
Northern Area



Southwest Area



Southeast Area



Example Parcels: Fitting in Middle Housing

We then examined a few parcels from these vacant, sewer-connected parcels in order to determine if middle housing types larger than duplexes can fit on parcels smaller than 10,000 square feet. This analysis was done to examine the feasibility of changing zoning regulations to allow multifamily housing larger than duplexes on parcels smaller than 10,000 square feet. Current regulations and goals in the 2023 Raymond Comprehensive Plan update only allow such housing types on parcels larger than 10,000 square feet.

This section shows examples of what types of middle housing could fit on a few example parcels if the minimum lot size was changed.

In order to analyze parcels for what types of middle housing fits, we utilized example middle housing types from the Office of Financial Management. These middle housing types include front, rear and side setbacks as well as space for parking behind the buildings. The following chart has been provided in order to help understand the dimensions of the middle housing types that we analyzed.

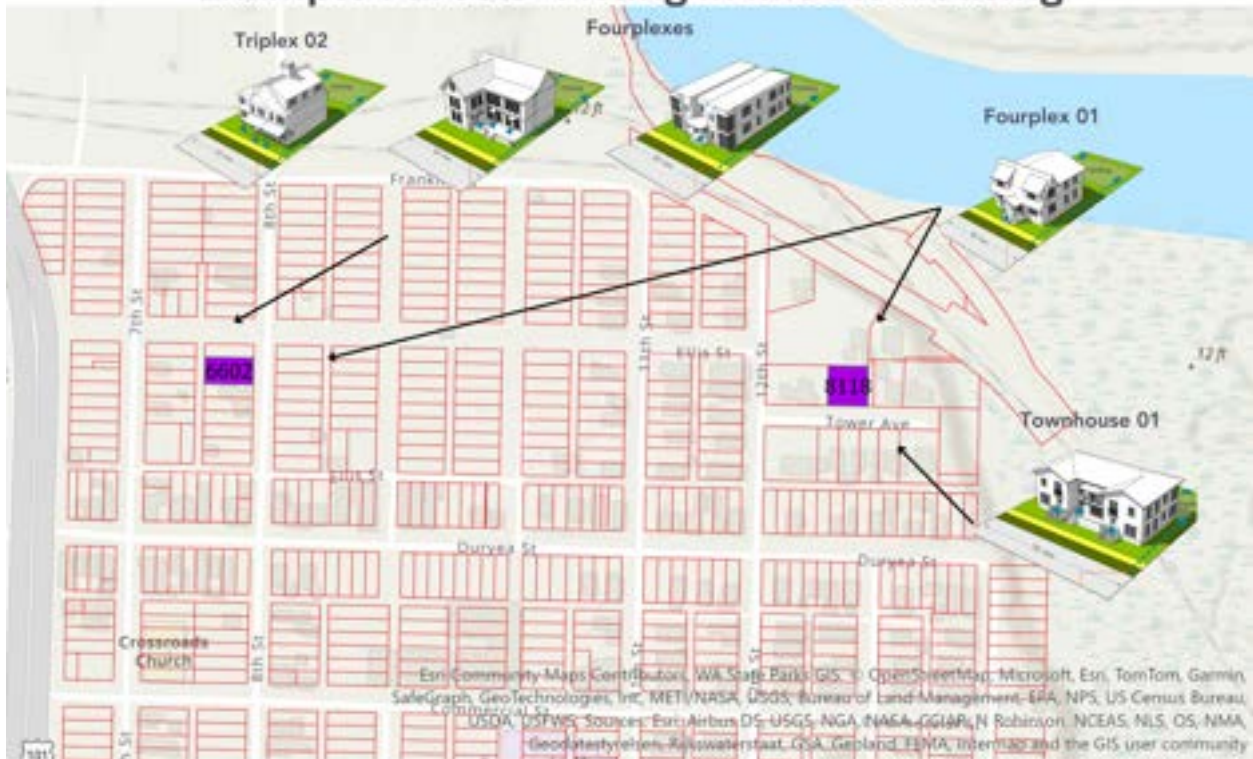
WA Dept of Commerce identified recommended standards for 20 MMH types, as compiled below:

MMH type:	No. units	MMH dimensions (sq ft)	MMH area (sq ft)	Min lot dimensions (sq ft)	Min lot size (sq ft)
Duplex 01	2	24 x 45	1,080	44 x 95	4,180
Duplex 02	2	39 x 35	1,365	49 x 85	4,165
Duplex 03	2	36 x 36	1,296	46 x 86	3,956
Cottage housing 01 (6 bldgs)	6	21 x 22 (per bldg, x6)	2,772 total 462 (per unit)	105 x 120	12,600
Cottage housing 02 (6 bldgs)	6	21 x 25 (per bldg, x6)	3,150 total 525 (per unit)	105 x 120	12,600
Triplex 01	3	35 x 49	1,715	45 x 99	4,455
Triplex 02	3	45 x 39	1,755	55 x 88	4,840
Fourplex 01	4	40 x 40	1,600	50 x 90	4,500

MMH type:	No. units	MMH dimensions (sq ft)	MMH area (sq ft)	Min lot dimensions (sq ft)	Min lot size (sq ft)
Fourplex 02	4	36 x 58	2,088	46 x 138	6,348
Fourplex 03	4	49 x 47	2,303	59 x 97	3,363
Fourplex 04	4	40 x 58	2,320	50 x 108	5,400
Fiveplex 01	5	80 x 54	4,320	90 x 104	9,360
Fiveplex 02	5	98 x 71	6,958	108 x 121	13,068
Sixplex 01	6	67 x 47	3,149	77 x 97	7,469
Sixplex 02	6	42 x 62	2,604	52 x 112	5,824
Courtyard 01	6	67 x 47	3,149	77 x 97	7,469
Courtyard 02	~13	108 x 88	9,504	140 x 120	16,800
Courtyard 03 <i>*not an option in Pac co due to 35 ft bldg height limits</i>	6+	120 x 118	14,160	140 x 150	21,000
Townhouse 01	3	22 x 35 (per unit, x3)	2,310 770 (per unit)	76 x 85	6,460
Townhouse 02	5	22 x 35 (per unit, x5)	3,850 770 (per unit)	120 x 85	10,200
Townhouse 03 (2 bldgs) <i>*not an option in Pac co due to 35 ft bldg height limits</i>	6	20 x 35 (per unit, x3 for 2 bldgs)	2,100 (per bldg) 4,200 total 700 (per unit)	160 x 60	9,600

Table 1. Created from information from Washington State Department of Commerce. (n.d.). PSR_MH Models.pdf. Retrieved May 28, 2024, from <https://deptofcommerce.app.box.com/s/j2h7j57vb0roy3prag8w897ed3sspxza>

Example Parcels- Fitting in Middle Housing



Numbers over the purple square parcels indicate the square footage of the lot, while the images and text of the middle housing types indicate what is able to fit on the lot.

Example Parcels- Fitting in Middle Housing



Example Parcels- Fitting in Middle Housing



In the above map, the two parcels, both around 6,000 square feet, were determined to be able to fit at least a triplex, while the top parcel was also able to fit our model of two types of fourplexes.

Overall Zoning Recommendations

The following zoning change recommendations, in accordance with HB 1220, aims to allow more types of middle housing, in order to accommodate projected population growth within the UGA of Raymond. These recommendations take into consideration the current zoning ordinance of Raymond as well as Raymond's Comprehensive Plan, which was passed in June 2023.

- 1) Minimum Lot Sizes: add additional categories specifying different types of housing units and minimum lot size thresholds allowed within the Residential zones.

Section 15.26.040 of the Raymond Municipal Code (RMC) references only single family homes and duplexes as being outright permitted in the Residential District, and provides minimum lot sizes for both. In the 2023 Comprehensive Plan, it adds an additional lot sizes for multifamily residential units but does not specify whether multifamily units should be outright permitted or not. In the plan, it aims to make

minimum lot sizes and duplexes the same size at 6,000 square feet, while multifamily dwelling units must be on a minimum lot of 10,000 square feet. Allowing duplexes on 6,000 square foot lots is a step in the right direction for encouraging more housing, however further changes can be considered. Under the current Comprehensive Plan, a triplex would require the same minimum lot size as a 6 or 8 unit apartment building.

Creating additional categories such as 3 units, 4 units, 6 and 8 units for example, would allow for the creation of more housing units while maintaining the same or similar character of the neighborhoods in Raymond. In our analysis of a handful of example parcels, we have shown that it is possible for triplexes and fourplexes to fit on parcels as small as 8,000 or even 6,000 feet while staying within setbacks and height limits, as well as including parking.

Including language for fourplexes and triplexes and creating smaller lot requirements to allow them on the same size as a single family home or duplex, (6,000 square feet) is recommended. This could be regulated to be allowed as long as setback and height requirements are met. At the minimum, lowering the lot sizes below 10,000 square feet for these two types would be beneficial to encourage infill middle housing and increased quality housing within established neighborhoods.

Aberdeen, WA may be a good example to understand how these changes could be feasible in Raymond. In Aberdeen, WA, in neighboring Grays Harbor County, the minimum lot sizes for single family homes, duplexes, townhomes, and multi-family homes are all set the same at 5,000 square feet, but with a density requirement of a maximum of 4 units per 1,500 square feet. This density would allow a fourplex on a 6,000 square foot lot. Aberdeen also has the same height limit of 35 feet, setbacks of 20 feet in front, while the rear setback is 5 feet.

- 2) Accessory Dwelling Units: establish flexible and reasonable ADU development standards.

Policy 3.2.7 in the Raymond Comprehensive Plan calls to allow Accessory Dwelling Units (ADUs) in the city and establish development regulations to ensure their compatibility with neighborhood character. Outright permitting ADUs, instead of conditionally allowing them, likely make the process of building an ADU quicker and easier. ADUs could also be a form of naturally occurring affordable housing, as they can be cheaper to build, and can be on the same lot as a single family home. Establishing clear yet flexible development standards could help guide the construction of ADUs while also allowing a range of ADU sizes.

Ensuring that development standards allow larger sized ADUs could help accommodate small families, or households with more than one or two people. Allowing ADUs that are 1,000 square feet or larger, for example, could allow for ADU designs with 2 or 3 bedrooms.

Given the recent passing of HB 1337 pertaining to ADUs, these regulations would also help Raymond get closer to compliance with the new ADU laws.

3) Lot Coverage: Decrease maximum lot coverage

Section 15.26.060 of the RMC currently requires a maximum lot coverage of 50%. Bringing this up to 60%-70% could better accommodate slightly larger middle housing types and ADUs. Long Beach and South Bend allow larger maximum lot coverages in residential zones. There is a 60% maximum lot coverage in Long Beach, and in most zones and for most housing types larger than a single family home, South Bend allows a maximum lot coverage of 65%.

4) Reduce Setbacks

The RMC currently establishes front setbacks as 20ft in the residential zone. Reducing front setbacks to 15 or 10 feet throughout the residential zone may help allow slightly larger forms of middle housing and ADUs. Raymonds established 25 foot rear setbacks could be reduced to match the other municipalities in Raymond- which are all either 10 or 5 feet. For example, Long Beach and South Bend both have rear setbacks of 10 feet, while Ilwaco has a rear setback of 5 feet.

Ilwaco - By Omar Ramussuen

The following zoning change recommendations aim to advance the City of Ilwaco 2020 Comprehensive Plan's goal of Accommodating anticipated future growth by way of "Ensur[ing] an adequate supply of land over the next 20 years to accommodate the residential, commercial, manufacturing, and public services and facilities needs of the community" (City of Ilwaco, 2020).

- 1) Decrease the minimum lot size within the R-1 Zoning District..

Ilwaco Municipal Code, Section 15.26.040 outlines the maintenance of a Low-density Residential (R-1) District in Ilwaco, with a minimum lot size of 5,000 square feet. Lowering this requirement to 4,500 square feet would allow for a greater number of housing units to be developed in Ilwaco while retaining the lower-density character of the R-1 District.

- 2) Decrease the minimum lot size for duplexes within the R-2 Zoning District.

Ilwaco Municipal Code, Section 15.28.050.A sets the minimum lot size for duplexes within the Multifamily Residential (R-2) District at 7,000 square feet. Lowering this minimum to 6,000 square feet would promote an increase in housing density in the R-2 Zoning District, while also allowing for a greater reduction in the requirement compared to the R-1 Zoning District, where neighborhood character must be taken into consideration.

- 3) Decrease the minimum base lot size for multi-family dwellings within the R-2 Zoning District.

Ilwaco Municipal Code, Section 15.28.050.A sets the minimum lot size for multi-family dwellings at 6,000 square feet, plus 1,000 additional square feet for each additional ground floor dwelling unit and 500 square feet for each additional dwelling unit above ground floor. Lowering this minimum base lot size requirement from 7,000 to 6,000 square feet would allow for increased housing density within the R-2 Zoning District.

- 4) Decrease the minimum additional lot size requirements for ground level, multi-family dwelling units within the R-2 Zoning District.

Ilwaco Municipal Code, Section 15.28.050.A sets the minimum lot size for multi-family dwellings at 6,000 square feet, plus 1,000 additional square feet for each additional ground floor dwelling unit and 500 square feet for each additional dwelling unit above ground floor. Lowering the minimum additional area for ground floor dwelling units from 1,000 to 500 square feet would allow for increased density within the R-2 Zoning District. It also allows for increased consistency between ground floor and above ground level dwelling units.

- 5) Decrease the minimum required front side setbacks in the R-1 and R-2 Zoning Districts.

Ilwaco Municipal Code, Section 15.26.050 (R-1 District) and 15.28.060 (R-2 District) outline the minimum required setbacks in the respective R-1 and R-2 zoning districts as 15 feet from the property line on the front side of the occupying structure, five feet on the rear side, and 5 feet on the additional two sides. This front side requirement of a 15 foot setback from the property line could be reduced to 10 feet in order to allow for the creation of more opportunities for housing units to be implemented within the R-1 and R-2 Zoning Districts.

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