

Plans & Policies

Existing Conditions Analysis

Tacoma Mall Neighborhood Subarea Plan

Prepared by the City of Tacoma

INTRODUCTION

The objectives and policies of the Tacoma Mall Neighborhood Subarea Plan are well aligned with, and strongly supported by, an abundance of existing plans policies at the Federal, State, regional, and local levels. These plans and policies have been put in place to foster the outcomes sought by the Tacoma Mall Neighborhood Subarea Plan: Fostering the development of a sustainable, livable, vibrant, mixed-use community that accommodates a substantial share of regional growth and offers a robust range of housing, transportation, employment, and neighborhood amenities. Policies at all levels further call for equity and empowerment steps to ensure that everyone has the opportunity to help shape the vision for the neighborhood, and to foster a community that is a welcoming place to work or live for people of all cultures, ages, and incomes.

The Puget Sound region is forecast to become home to 5 million people and 3 million jobs by 2040. Our historic regional population growth has been associated with an outward urbanization of ecologically and agriculturally sensitive areas, while some urban areas have struggled to keep pace. Policies at all levels call upon local jurisdictions to take decisive steps to bend these trends, contain the outward expansion of the urban footprint and direct growth to compact urban centers.

In support of this regional growth strategy, in 1993 the City of Tacoma and the Puget Sound Regional Council designated the Tacoma Mall Neighborhood as a regional growth center—a focal point for future jobs/housing concentration. Tacoma then adopted mixed-use zoning and development regulations to allow more intensive development consistent with that vision. Over 20 years later, the community has recognized needs and opportunities to do more to catalyze and direct positive change in the neighborhood. This plan is a major opportunity to ensure that growth in the Tacoma Mall Neighborhood contributes not only to accommodating Tacoma’s share of regional growth, but also to the creation of an equitable, healthy, sustainable, livable and unique neighborhood.

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- Tacoma-Pierce County Health Department*

The following policy documents have informed and directed the development of this Plan, as summarized below:

- U.S. Environmental Protection Agency - National Estuaries Program Watershed Protection & Restoration Grants
- Washington State Growth Management Act
- Washington State Policy on Greenhouse Gas Emissions
- Puget Sound Regional Council - VISION 2040
- Puget Sound Regional Council - Transportation 2040
- Puget Sound Regional Council – Plan Review Manual
- Growing Transit Communities Compact
- Puget Sound Action Agenda
- Pierce County Countywide Planning Policies
- City of Tacoma Strategic Plan: Tacoma 2025
- City of Tacoma Comprehensive Plan: One Tacoma
- City of Tacoma Complete Streets Design Guidelines
- City of Tacoma Greenroads Policy
- City of Tacoma Climate Action Plan
- City of Tacoma Human Services Strategic Plan
- City of Tacoma Consolidated Plan
- City of Tacoma Neighborhood Action Strategies (1999)
- City of Tacoma current initiatives:
 - Auto Row Design Plan
 - Arts Master Plan
 - Environmental Action Plan
- Metropolitan Parks District – Green Vision 2030 Strategic Plan Interim Update
- Sound Transit Long-Range Plan
- Pierce Transit Performance Measures & Service Guidelines
- Tacoma-Pierce County Health Department

U.S. ENVIRONMENTAL PROTECTION AGENCY - NATIONAL ESTUARIES PROGRAM WATERSHED PROTECTION & RESTORATION GRANTS

Puget Sound is one of 28 estuaries of national significance as designated by the National Estuary Program (NEP)¹. Under this program, the US Environmental Protection Agency (EPA) receives federal funding to support local efforts to protect and restore Puget Sound. These funds are used for financial assistance to state, local and Tribal governments for their efforts to implement the Puget Sound Action

¹ <http://www.ecy.wa.gov/programs/sea/grants/nep/index.html>

Agenda. In January 2011, EPA selected the Washington Departments of Ecology and Commerce to receive a grant for “Watershed Protection and Restoration”.

The state awarded the City of Tacoma NEP grant funding for development of the Tacoma Mall Subarea Plan & EIS in recognition of the importance of compact urban development patterns in the regional effort to restore the health of the Puget Sound.

WASHINGTON STATE GROWTH MANAGEMENT ACT

Adopted in 1990, the Growth Management Act (GMA) requires municipalities to plan for accommodating growth and grants counties, in consultation with cities, the authority to assign growth allocations for population and employment. In general, GMA goals support focused growth in designated urban centers with adequate infrastructure, while preserving the rural area around the urban centers. The GMA identifies specific requirements for comprehensive plans, focused primarily on the required land use, housing, transportation, utilities and capital facilities elements.

The Growth Management Act (GMA) sets forth 13 goals to guide planning and development regulations for cities and counties². Most of these pertain to the Tacoma Mall Neighborhood Subarea Plan, including the following that are most directly aligned with the overall objectives of this Plan:

- Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

² GMA link

- Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

The GMA requires municipalities to plan for accommodating growth, and grants counties, in consultation with cities, the authority to assign growth allocations for population and employment. In general, the regional and local governments of the Puget Sound region have agreed that the goals of the GMA will be most successfully achieved by maximizing the portion of growth that can be accommodated in urbanized areas with adequate infrastructure. Assigned by the Pierce County Regional Council (within parameters set by the PSRC), the City of Tacoma's allocations are 127,000 new residents and 97,000 new jobs by the year 2040³. The Tacoma Mall Neighborhood Subarea Plan is intended to play a key role in helping the City plan for accommodating these allocations, as required by the GMA.

Within Tacoma, one of the key strategies to achieve GMA goals is to maximize accommodation of the growth allocations within designated Mixed-Use Centers. This concentrates growth and development where there is plentiful development capacity, a concentration of employment, and significant infrastructure and transit service, while preserving lower-density neighborhoods and regional natural and resource lands. Downtown Tacoma is planned to accommodate the largest share of that growth, including 67,900 jobs and 76,200 residents by 2040. The Tacoma Mall Mixed-Use Center is designated as the next highest concentration of growth, with an additional 7,555 jobs and 8,079 residents by the year 2040. Should the additional 116 acres be added, those growth allocations would increase to 8,385 jobs and 8,887 residents by 2040. A 2013 City of Tacoma study estimated that the 485-acre Tacoma Mall Center has the capacity to accommodate an additional 44,760 jobs and 33,570 residents as currently zoned.

Accommodating growth in designated centers can only be successful through a holistic approach that makes these Centers attractive places to live and work. The intent is not just growth, but growing well in livable, sustainable and unique neighborhoods with the infrastructure, services and amenities that make them great urban neighborhoods. This Plan is intended to guide and catalyze growth and positive change consistent with the GMA goals and meeting Tacoma's aspirations for sustainability and equity in a great urban neighborhood.

The Tacoma Mall Neighborhood is one of Tacoma's highest concentrations of jobs, and a growing number of residents call the area home. With major assets including the Tacoma Mall, access and visibility from Interstate 5, Pierce Transit bus service, existing street and utilities infrastructure, and affordable housing options the area has many assets to promote positive growth and change. At the same time, community outreach has highlighted issues and missing components of a great urban neighborhood including parks and open space, walkability and bicycle access, access to healthy foods and other components, concern about public safety. Finally, the area is important as the headwaters of two sensitive watersheds—thus growth in the area requires forethought to protect and enhance the environment.

³ Link to Buildable Lands analysis/Via 2013 report

WASHINGTON STATE POLICY ON GREENHOUSE GAS EMISSIONS

In 2008, the Washington State Legislature passed House Bill 2815, mandating reductions in vehicle miles traveled (VMT). Intended as a strategy to reduce greenhouse gas emissions from automobiles, the legislation sets targets of 18 percent reduction in per capita VMT by 2020, 35 percent by 2035, and 50 percent by 2050. Numerous studies have shown that households in walkable, transit-rich neighborhoods tend to drive less than comparable households located in more car-dependent environments. Focusing new household growth within the Tacoma Mall Neighborhood will help the State to meet its VMT reduction goals.

VISION 2040

VISION 2040 is the PSRC's vision and strategy for accommodating the five million people and three million jobs expected to be present in the Puget Sound region by 2040, while promoting the "well-being of people and communities, economic vitality, and a healthy environment."⁴ It is the long-range growth management, environmental, economic, and transportation strategy for the central Puget Sound. VISION 2040 promotes an environmentally friendly growth pattern that will contain the expansion of urban growth areas, conserve farm and forest lands, support compact communities where people may both live and work, and envisions that a significant share of new employment and housing will occur in vibrant urban centers. VISION 2040 promotes the theme of "people, prosperity, planet" as a sustainability framework.

VISION 2040 calls for concentrating growth in urban centers, defined as "locations identified to take a greater proportion of future population and employment in order to curb sprawl". Centers are characterized by "compact, pedestrian-oriented development, a mix of different office, commercial, civic, entertainment, and residential uses," along with "improved accessibility and mobility for walking, biking, and transit."

At the top of VISION 2040's hierarchy of centers are the Regional Growth Centers, "envisioned as major focal points of higher density population and employment, served with efficient multimodal transportation infrastructure and services." The Tacoma Mall Mixed-Use Center is one of the 27 designated Regional Growth Centers, and is second in Tacoma's hierarchy after the Downtown Tacoma Regional Growth Center.

TRANSPORTATION 2040

Transportation 2040 is an action plan for transportation in the central Puget Sound region for the next 30 years. Transportation 2040 identifies investments to support expected regional growth and improve the service transportation provides to people and businesses. It lays out a financing plan that suggests a long-term shift in how we fund transportation improvements. Transportation 2040 also proposes a strategy for reducing transportation's contribution to climate change and its impact on important regional concerns such as air pollution and the health of Puget Sound.

⁴ Vision 2040 link

PSRC'S PLAN REVIEW MANUAL

PSRC's Plan Review Manual provides guidance and checklists for aligning plans and policies with VISION 2040 and the GMA. The checklist includes a reporting tool specifically for designated Centers. The checklist includes the following:

- Plan Concept or Vision:
 - Describe the Center's role in the city and region and commit to compact, pedestrian and transit-oriented development
 - Clearly identify the area and describe the relationship to other plans
 - Include a market analysis
- Environment
 - Identify and protect critical and environmentally sensitive areas
 - Describe and encourage public access to parks, open space and civic spaces
 - Include innovative stormwater management
 - Reduce air pollution and greenhouse gas emissions
- Land Use
 - Defined boundaries and shape for the Center
 - Establish residential and employment growth targets
 - Describe and map existing and future land uses
 - Establish design standards for pedestrian-friendly and transit-oriented development
- Housing
 - Document existing and targeted housing units
 - Provide for a variety of housing types, affordability and special housing needs
 - Include implementation strategies
- Economy
 - Describe key sectors and industry clusters
 - Address economic development
- Public Services
 - Describe local capital plans for infrastructure and financing consistent with targeted growth
- Transportation
 - Integrated multimodal transportation network, including pedestrian and bicycles, and linkages to adjacent neighborhoods
 - Develop in relation to regional and local transit
 - Provide Complete Streets that serve all users

- Context-sensitive design of transportation facilities
- Provide for environmentally friendly street treatments
- Include level-of-service standards and concurrency provisions that encourage transit
- Include parking management strategy
- Include mode-split goals

The objectives of the Tacoma Mall Neighborhood Subarea Plan are entirely consistent with VISION 2040's intention to target growth and leverage the potential of Regional Growth Centers, while enhancing the qualities which make them great places to live, work and shop.

GROWING TRANSIT COMMUNITIES COMPACT

The City of Tacoma has signed on to a regional pact committing to taking the following steps:

- Attract more of the region's residential and employment growth to high capacity transit communities.
- Provide housing choices affordable to a full range of incomes near high-capacity transit.
- Increase access to opportunity for existing and future residents of transit communities.

PUGET SOUND ACTION AGENDA

In 2007, the Washington Legislature created the Puget Sound Partnership to coordinate the regional effort to clean up Puget Sound. Updated in 2014, the Action Agenda recognizes that City and county governments are the primary implementers of many of the near-term actions described in the Action Agenda.

Strategies proposed through this Plan directly support the 2014 Action Agenda for Puget Sound strategies, including⁵:

- A2.3 Implement restoration projects in urban and developed areas while accommodating growth, density, and infill development
- A3.1 – Use integrated market-based programs, incentives, and ecosystem markets to steward and conserve private forest and agricultural lands.
- A4. Encourage Compact Regional Growth Patterns and Create Dense, Attractive and Mixed-Use and Transit-Oriented Communities

“Encouraging compact urban patterns would direct development away from working farms and forestlands and protect food and fiber production, wildlife habitat, ecosystem functions and water quality. Compact development patterns reduce impervious cover that leads to run-off pollution, and decrease shoreline development that leads to erosion and habitat destruction.”

⁵ www.psp.wa.gov

Finally, compact development is more energy efficient, reducing energy-related pollution including greenhouse gas emissions.”

- C2.1 Manage urban runoff at the basin and watershed scale

“Built Environment Runoff—The Challenge

Urban stormwater runoff poses a high risk to the health of Puget Sound by causing two major problems. First, the runoff transports a mixture of pollutants such as petroleum products, heavy metals, bacteria, nutrients, and sediments from construction sites, roads, highways, parking lots, lawns, and other developed lands with the following consequences.”

PIERCE COUNTY COUNTYWIDE PLANNING POLICIES

In accordance with the Washington GMA, the Pierce County Regional Council maintains the Pierce County Countywide Planning Policies (CPPs) to coordinate planning on a countywide basis. They are one planning tool intended to ensure that Pierce County and cities within the County develop local policies based on shared and agreed upon goals. They are also an important mechanism to coordinate local actions to be consistent with the state Growth Management Act and with VISION 2040.

Most recently updated in 2014, the PCCPPs direct Pierce County and municipalities to the following policy objectives:

Housing

- Meet housing needs for all economic segments of the population
- Coordinate countywide to meet affordable housing needs
- Consider the location of jobs, transportation choices and services in housing strategies
- A minimum of 25% of the growth population allocation should be affordable to households earning 80 percent or less of Area Median Income
- Consider incorporating affordable housing allocations as part of RGC growth targets
- Contribute to meeting the countywide need for special needs housing opportunities
- Plan for a range of strategies to meet the need for safe and healthy housing choices

Agricultural Lands

- Help preserve agricultural lands by designating receiving areas for a regional Transfer of Development Rights program

Community & Urban Design

- Develop high quality, compact communities that:
 - Impart a sense of place
 - Preserve local character
 - Provide for mixed uses and choices in housing types
 - Encourage walking, bicycling, and transit use

- Design public buildings and spaces to contribute to a unique sense of community and of place
- Design transportation and infrastructure projects to achieve community objectives
- Transportation facilities should fit in the context of the communities and meet urban design principles in centers and transit station areas

Economic Development & Employment

- Work to achieve a prospering and sustainable regional economy by supporting business and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life, through steps including:
 - Designating land and planning for future commercial and industrial development
 - Providing sufficient land for projected growth within designated urban centers
 - Providing adequate public facilities and services to employment centers and an adequate supply of housing with good access to employment centers
- Promote diverse economic opportunities for all citizens, especially the unemployed, disadvantaged persons, minorities and small businesses. Measures may include:
 - Determining a reasonable "jobs/housing" balance accessible to employment centers;
 - Encouraging redevelopment of underutilized commercial areas;
- Develop zoning and land use controls that are flexible while ensuring sound design and development standards
- Encourage economic development in areas served by transit and transportation facilities
- Promote educational, job training, and cultural opportunities for all
- Plan for economic growth and development by:
 - Reducing inefficient, sprawling development patterns;
 - Reducing transportation demand;
 - Coordinating the provision of public facilities and services and/or insuring that new development supports the cost of public facility and service expansions
 - Promoting development in areas with existing available public facility capacity;
 - Encouraging joint public/private development as appropriate;
 - Concentrating a significant amount of economic growth in designated centers;
 - Ensuring the efficient flow of people, goods, services, and information in and through the region, particularly in and connecting designated centers
 - Streamlining permit processing;
 - Striving to maintain adequate public facilities and service levels;

Economic Development – Education

- Encourage joint use of playgrounds, parks, open-spaces and recreational facilities;
- Initiate dialogues with school districts about school district boundaries and service areas in relation to designated urban growth areas

Health and Well-Being

Promote and develop transportation systems and options that minimize negative impacts to human health by:

- Improving safety and striving to achieve the state's goal of zero deaths and disabling injuries
- Designing streets for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity

Archaeological & Cultural Preservation

- Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's and the county's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place

Natural Resources, Open Space, Protection of Environmentally-Sensitive Lands, & the Environment

- Protect and enhance natural resources
- Utilize transfer of development rights or other approaches
- Educate the community concerning the importance of environmental objectives;
- Prevent air and water quality degradation
- Maintain natural hydrological functions, ecosystems and watersheds and, where feasible, restore to a more natural state
- Identify and address the impacts of climate change on hydrological systems
- Protect and restore natural habitat critical for the conservation of salmonid species listed under the federal Endangered Species Act

Watersheds

Coordinate watershed planning and land use planning and implementation activities including:

- Evaluate the use of vegetation retention, tree conservation, and maximum impervious surface standards
- Utilize watershed boundaries instead of jurisdictional boundaries for plans and studies
- Consider impacts on natural environmental and built systems that are located outside jurisdictional boundaries but within the shared watershed;
- Incorporate information in watershed plans in planning efforts

Climate Change

- Address adaptation and mitigation strategies from the effects of climate change in plans
- Promote green development standards in public and private development and operations

- Encourage carbon sequestration through increasing vegetation and canopy cover in urban areas
- Cooperate to develop strong regional public transportation options
- Increase alternatives to driving alone
- Encourage transit oriented development

Transportation

- Promote a sustainable transportation system that assures the ability of future generations to provide transportation infrastructure and services in an effective, efficient, clean, and cost effective manner
- Improve safety in the transportation system by working toward the state’s “zero death and disabling injury” target
- Plan, design, construct and operate transportation facilities for all travel modes
- Use low-impact development practices or environmentally appropriate approaches for the design, construction and operation of transportation facilities
- Promote alternatives to automobile travel and/or reduce the number of vehicle miles traveled (modal split, trip generation and trip length)

Urban Growth Areas, Promotion Of Contiguous & Orderly Development & Provision Of Urban Services To Such Development

- Centers are to be areas of concentrated employment and/or housing which serve as the hubs of transit and transportation systems. Centers are to:
 - Be priority locations for accommodating growth
 - Strengthen existing development patterns
 - Promote housing opportunities close to employment
 - Support development of an extensive multimodal transportation system which reduces dependency on automobiles
 - Reduce congestion and improve air quality
 - Maximize the benefit of public investment in infrastructure and services
- Tacoma is a Metropolitan City with two Regional Growth Centers: The Tacoma Central Business District and the Tacoma Mall
- The South Tacoma Manufacturing/Industrial Center is a candidate regional growth center

Overall Policies for Non-Industrial Centers

Centers shall be characterized by all of the following:

- Clearly defined geographic boundaries
- Intensity/density of land uses sufficient to support high-capacity transit
- Pedestrian-oriented land uses and amenities

- Pedestrian connections shall be provided throughout
- Urban design standards which reflect the local community
- Provisions to reduce single-occupancy vehicle use especially during peak hours and commute times
- Provisions for bicycle use
- Sufficient public open spaces and recreational opportunities
- Uses which provide both daytime and nighttime activities
- Infrastructure and services shall be either present and available or planned and financed consistent with the expected rate of growth
- Priority for transportation and infrastructure funds shall be given to designated centers
- Create a high density and intensity core area to support transit and high occupancy vehicle use
- Provisions for non-motorized transportation shall be provided, including:
 - Bicycle-friendly roadway design
 - Wider outside lane or shared parking/bike lanes
 - Bike-activated signals
 - Covered, secure bicycle parking at all places of employment
 - Bicycle racks
 - Pedestrian pathways

Regional Growth Center

Concepts and Principles:

“Regional Growth Centers are locations that include a dense mix of business, commercial, residential and cultural activity within a compact area. Regional Growth Centers are targeted for employment and residential growth, and provide excellent transportation service, including fast, convenient high capacity transit service, as well as investment in major public amenities”.

- Regional Growth Centers shall plan to meet the following criteria:
- A minimum of 25 employees per gross acre of non-residential lands; and
- A minimum of 10 households per gross acre; and/or
- A minimum of 15,000 employees; and
- Not to exceed a maximum of 1-1/2 square miles in size; and
- Planning policies recognizing the need to receive a significant share of the regional growth.

The Tacoma Mall Neighborhood Plan is required to and shall meet the policy direction of the PCCPPs.

TACOMA 2025

Prepared in 2014, Tacoma 2025 is a strategic plan and vision for the future of Tacoma. Tacoma 2025 was developed to guide the City in decision-making and resource allocation, as well as performance tracking and reporting. It focuses on seven focus areas: Health & Safety, Human & Social Needs, Economic Vibrancy & Employment, Education & Learning, Arts & Cultural Vitality, Natural & Built Environment, and Government Performance.

A Vision for Tacoma's Future

"Tacoma is one of the nation's healthiest, safest, and most playful cities. We have daily access to stunning natural surroundings and a great quality of life. We are Washington's most diverse big city, with arts, culture, parks, and recreational opportunities that are envied by much larger cities. We recognize how lucky we are, but we know we can make it better". -Tacoma 2025

Core values—consisting of opportunity, equity, partnerships and accountability—shaped the discussion of the future and helped identify key issues and opportunities for the future.

The Comprehensive Plan, and this Subarea Plan, share and support these core values and the direction established in all of the Tacoma 2025 focus areas:

- Natural and Built Environment
- Economic Vibrancy and Employment
- Health and Safety
- Arts and Cultural Vitality
- Human and Social Needs
- Education and Learning
- Government Performance

TACOMA COMPREHENSIVE PLAN

Tacoma's Comprehensive Plan looks forward to Tacoma's long-term future, ensuring that growth happens in a beneficial, healthy, and sustainable way. In 2015, Tacoma is the second largest city in the Puget Sound region and the most important business employment center in the South Sound region. Recognizing Tacoma's role in the region, the Puget Sound Regional Council designated Tacoma as a Metropolitan City, serving as Pierce County's civic, cultural and economic hub and a focal point for future population and employment growth. The Comprehensive Plan was informed by and is consistent with the GMA, Vision 2040, and the PCCPPs.

VISION 2040 designates Tacoma as one of five Metropolitan Cities in the region. As a Metropolitan City, Tacoma is to serve as a focal point for accommodating forecast growth and helping to relieve development pressure on rural and natural resource lands. By planning for future population, housing and employment that align with targets, the Tacoma Comprehensive Plan seeks to fulfill its role and responsibility as a Metropolitan City. At the same time, the Comprehensive Plan seeks to ensure that the vision for Tacoma's character, services and quality of life are maintained and enhanced as the city

grows. Accordingly, the Plan supports allocation of resources where the greatest amount of growth is forecast. The Comprehensive Plan advances a sustainable approach to growth and future development and a healthy environment for future generations of Tacomans.

In 2014, Tacoma participated in a collaborative county-wide effort led by Pierce County to prepare an updated Buildable Lands Report. This report documents development trends and the capacity of the County's UGAs, and served as the basis for the growth targets incorporated into this plan.

The following summarizes the most pertinent policy direction of Tacoma's Comprehensive Plan:

Comprehensive Plan: Community Engagement Element

Tacoma is committed to engaging the interests of the entire community in planning for the future. The City will strive to build and sustain robust partnerships with individuals, neighborhoods, businesses, organizations, institutions and other government agencies, and to ensure that city decision-making processes are clear and transparent.

Tacoma is committed to inclusive and equitable community engagement consistent with the Equity and Empowerment Initiative framework adopted by City Council in September 2015.

Subarea Plans for smaller geographic areas allow for a more detailed consideration of specific goals, needs and interests within a specified area.

Comprehensive Plan: Public Facilities Element

Tacoma strives to provide adequate public facilities and services, as efficiently and cost-effectively as possible, to serve both existing and new development. Such facilities and services will be designed to meet the capital facility needs of the community and to support Tacoma's land use growth and development concepts. Tacoma will coordinate with other agencies for their provision of public facilities and services for which they are responsible, as well as with businesses and citizens.

Tacoma's public facilities priorities supportive of this Subarea Plan:

- Meet multiple objectives with public facilities
- Financial responsibility, e.g. avoiding future costs
- Reduce greenhouse gas emissions or supports the adaptation to climate change
- Stimulate or respond to growth and development within the designated centers
- Catalyze development, attract and retain private enterprise and residents
- Stimulate the economy by expanding employment opportunities, strengthening the tax base or providing for private investment opportunities
- Consider a range of funding strategies, including impact fees, grants, public/private partnerships, and investments by businesses, and Local Improvement Districts
- Design natural infrastructure into projects whenever feasible
- Incorporate consideration of physical health and well-being

- Incorporate community values and goals
- Support and implement sustainability
- Use environmentally sensitive building techniques and low impact surface water methods
- Whenever feasible, ensure that utilities in designated centers are undergrounded
- Meet adopted levels of service

TABLE 9. Level of Service Standards Not Subject to Concurrency

PUBLIC FACILITIES	LEVEL OF SERVICE STANDARD
Emergency Medical Services (EMS)	0.016 units per 1,000 people
Fire	0.109 apparatus per 1,000 people
Law Enforcement	288.58 square feet of facility space per 1,000 people
Library	60 square feet per 1,000 circulation
Parks	
Local	3 acres per 1,000 people, and within ¼ mile of all residents
Regional	7 acres per 1,000 people
Open Space/Wildlife Habitat	2 acres per 1,000 people

Note: These LOS standards are subject to periodic review and updates by providers. This table will be updated to reflect current information as part of the annual Comprehensive Plan review process.

“Provide public facilities that address past deficiencies, particularly those in underserved areas, meet the needs of growth, and enhance the quality of life through acceptable levels of service and priorities”.

“Use capital facility improvements within mixed-use centers to enhance and revitalize these areas, support compact development and encourage transit use”.

“Design, locate and provide public facilities with features and characteristics that support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness, livability, sustainability, and equity”.

Comprehensive Plan: Urban Form Element

Tacoma’s Urban Form policies articulate the need to plan for growth and change in a manner that concentrates development in livable, dense, compact, complete communities with all the amenities necessary to make them attractive places to live and work, with full range of transportation options, with parks and open spaces, with the necessary services and shopping, with streets that are safe, comfortable and welcoming.

Over the past recent decades, the Tacoma Mall neighborhood has developed without the benefit of a vision or framework for how to become a place that people want to live, work and grow in. The result is that recent development has not contributed to the neighborhood as much as it might have.

The following terms and policies will guide development of the Tacoma Mall Neighborhood Plan:

“The term “complete neighborhood” describes a neighborhood with safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable transportation options and civic amenities. An important element of a complete neighborhood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities”.

Policy UF–1.3 “Promote the development of compact, complete and connected neighborhoods where residents have easy, convenient access to many of the places and services they use daily including grocery stores, restaurants, schools and parks, that support a variety of transportation options, and which are characterized by a vibrant mix of commercial and residential uses within an easy walk of home”.

Key policy direction for the Tacoma Mall Neighborhood Plan:

- Direct the majority of growth and change to centers, corridors, and transit station areas
- Safe, healthful, and attractive environment for people of all ages and abilities.
- Support energy-efficient, resource-efficient, and sustainable development and transportation patterns through land use and transportation planning.
- Integrate nature and use appropriate green infrastructure throughout Tacoma.
- Encourage high quality design and development that demonstrates Tacoma’s leadership in the design of the built environment, commitment to a more equitable city, and ability to experiment and generate innovative design solutions.
- Leverage the power of the arts, culture and creativity, builds character and quality of place.
- Evaluate the impacts of land use decisions on the physical characteristics of neighborhoods and current residents, particularly under-served and under-represented communities.

Comprehensive Plan: Land Use Designations

Tacoma Mall Regional Growth Center

“The urban center is a highly dense self-sufficient concentration of urban development. Buildings can range from one to twelve stories and activity is greater than in most areas of the city. It is an area of regional attraction and a focus for both the local and regional transit systems. Many major city arterials connect to the urban center and nearby freeway access is present. Parking is provided both in surface lots and within structures. Internal streets and pathways provide connections among the developments within the center.”

Minimum Allowable Site Density: 25 dwelling units/net acre

Centers

“Centers are compact, walkable and pedestrian-oriented urban places. They are connected by public transit and active transportation networks. They anchor complete neighborhoods with retail stores

and businesses (grocery stores, restaurants, markets, shops, etc.) civic amenities (libraries, schools, community centers, places of worship, etc.), housing options, health clinics, daycare centers, employment centers, plazas and parks and other public gathering places”.

- Centers will be the primary areas for growth and change in Tacoma over the next 25 years.
- “Focus growth in a citywide network of centers that provide healthy, equitable and sustainable access to services and housing and preserve the city’s character and sense of place”.
- Connect centers to each other and to other key destinations
- Accessible street environment- safe and attractive for people of all ages and abilities
- Focusing higher-density housing within a half-mile of the core.
- Mixed income levels in all centers.
- Encourage schools and colleges, health services, community centers, daycare, parks and plazas, library services, and justice services.
- Incorporate arts and culture as central components of centers
- Encourage public and private investment
- Reduce dependence on automobile use
- Mixed-use centers should include areas outside of the core where commercial uses are restricted and low rise multifamily development that is more compatible with the scale, massing and form of adjacent single family development is emphasized.
- Integrate nature and green infrastructure
- Enhance public views and connections to the surrounding natural features.
- Enhance both the internal pedestrian connectivity and connectivity to regional transportation facilities
- Enhance the public realm.
- Integrate both the placemaking and transportation functions when designing and managing streets
- Strictly limit the expansion of the mixed-use center boundaries except where it can be shown that the center has maximized its development potential, has achieved a full range of uses, and the proposed area of expansion will be developed to the fullest extent possible.
 - Support boundary expansion only when a center demonstrates a sustained level of growth consistent with the centers strategy and planned densities, where the demand for additional growth exists, and where the capacity for additional growth is limited.
- Tacoma Mall Center:
 - After the Downtown center, the Tacoma Mall area is the next highest area of concentrated development in the city
 - “The Tacoma Mall regional growth center will remain as the city’s major retail center and is planned to accommodate at least 8,000 new residents and 7,500 new jobs”.*
 - “Elevate the Tacoma Mall Regional Growth Center in its role as a regional center of employment, commercial and public services”.*

“Policy UF–5.1

Strive to achieve the Tacoma Mall Regional Growth Center’s regional allocation of employment and population growth and continue its role as a retail destination while expanding economic opportunities and services. The center should have the largest concentration of housing in South Tacoma.”

- Transit Station Areas
 - Promote future residential and employment growth in coordination with transit infrastructure and service investments.
 - Encourage transit-oriented development and transit-supportive concentrations of jobs and housing
 - Integrate station areas into the neighborhood
 - enhance pedestrian and bicycle connections and safety
 - promote high density concentrations of housing and commercial uses
 - Encourage concentrations of jobs and employment-focused land uses
 - Enhance connections between major destinations and transit facilities
- Enhance the design and transportation function of Centers, Corridors, Transit Station Areas, and Signature Trails.
- Residential Pattern Areas: the Madison Neighborhood is in Pattern Area 5: Mid-century Expansion

“Pattern Area 5: Mid-century Expansion

This area contains a general mix of residential styles, though mid-century homes are fairly common. These post-war homes frequently emphasize garages, and though alleyways exist throughout, though to a lesser extent, they are used less than in other areas. The street grid begins to shift in this area, and blocks become longer, limiting more walkable route directness”.

- Promote the unique physical, social and cultural character Historic Residential Pattern Areas as integral to Tacoma’s sense of place.
- Promote infill development within the residential pattern areas that respects the context of the area and contributes to the overall quality of design

Comprehensive Plan: Parks & Recreation Element

“Strive to provide safe, convenient, and equitable access to high-quality parks, natural areas, trails, and recreational opportunities and contribute to the health and well-being of all Tacomans”.

Key policy direction relevant to the Tacoma Mall Neighborhood:

- Provide and maintain an adequate supply and variety of parkland and recreational facilities to serve the city’s current and future population based on identified level-of-service standards and community needs.
- Meet the City’s adopted Levels of Service:
 - The Tacoma Mall currently meets this, except for a small portion of the southeast corner. However with substantial growth, a geographically focused assessment would

likely show the neighborhood would exceed the per capita LOS of 3 acres per 1,000 people.

- Prioritize investment where the greatest population growth is occurring or forecast, such as the mixed use centers.
- Provide a variety of recreational facilities and services that contribute to the health and well-being of Tacomans of all ages and abilities.
- Partner with Metro Parks Tacoma, public-private partnerships, School District
- Seek innovative implementation and funding approaches
- Consider adopting a fee-in-lieu program that would allow development to contribute toward open space, park, community garden or recreational space within a mixed-use center rather than providing on-site open space.

This Element defines a Complete Park System with several types of parks. Several specific designations are relevant in the Tacoma Mall Neighborhood.

- Neighborhood Parks: Within the Tacoma Mall Neighborhood, there is currently one park—Lincoln Heights Park which is designated a Neighborhood Park
“Neighborhood parks provide daily convenient access to basic recreation opportunities for nearby residents by foot or bicycle. Generally small in size, neighborhood parks are developed primarily for spontaneous and non-structured recreation activities”.
 - Provide convenient, daily walking access to basic recreational opportunities for nearby residents living within a 3/4-mile radius of the park.
- Urban Parks are specifically called out as appropriate within Centers
“Urban parks are a special type of open space serving the unique lifestyles and recreation needs of those who live or work in or close to downtown and designated centers. While urban parks often serve as neighborhood parks for their nearby residents, they may also provide opportunities for community events and district-wide gatherings. They contribute to place-making by enhancing the quality of life and the identity of the urban core and the mixed-use districts. Creating a network of linear urban parks connected with public squares, gardens and plazas will allow urban residents or workers to walk to public spaces or destinations designed for art displays and other leisure pursuits”.
“Plan for the acquisition and design of urban parks within the Downtown and designated centers”
- Establish specific targets for open space, park, and recreation facilities to meet needs within mixed-use centers.
- Ensure park and recreation opportunities are provided in the mixed-use centers as the population in the center increases
- Coordinate the development of linear urban parks with the design of designated corridors and signature trails.
- Community Gardens: there is an existing Community Garden in the Madison Neighborhood.
 - Enhance existing and support new community gardens within parks and on appropriate public and private lands.

- Trails – the Water Flume Trail runs along the western boundary of the Tacoma Mall Neighborhood:
 - Establish, improve, and maintain a citywide system of public trails that are a component of a larger network of bicycle and pedestrian facilities.

Comprehensive Plan: Economic Development Element

As one of five designated Metropolitan Cities in the Puget Sound Regional Council's (PSRC) VISION 2040, Tacoma must strategically attract and grow businesses to increase the number of jobs in the city.

Key policy direction relevant to the Tacoma Mall Neighborhood:

- Diversify and expand Tacoma's economic base to create a robust economy that offers Tacomans a wide range of employment opportunities, goods and services
- Ensure that there is sufficient zoning and development capacity to accommodate the 2040 employment growth allocations
- Cultivate a business culture that allows existing establishments to grow in place, draws new firms to Tacoma and encourages more homegrown enterprises
- Support efforts to attract, expand and retain businesses
- Promote key retail, office and manufacturing opportunity sites
- Support establishment of temporary markets (farmers' markets, craft markets, flea markets, etc.) and other temporary or mobile vending structures in the public realm
- Promote the establishment of Business Improvement Areas
- Proactively invest in transportation, infrastructure and utilities
- Improve the transportation network as necessary to facilitate the efficient movement of goods and attract economic activity
- Create a city brand and image
- Improve Tacoma's community appearance problems (graffiti, litter, abandoned vehicles, illegal dumping, weed abatement, property maintenance, illegal signs, etc.)
- Make Tacoma a destination city
- Leverage Tacoma's major institutions
- Create robust, thriving employment centers and strengthen and protect Tacoma's role as a regional center for industry and commerce
- Regional Growth Centers Facilitate infrastructure improvements to support mixed use and job creation projects in Regional Growth Centers
- Maintain the Tacoma Mall Regional Growth Center as a regional retail destination
- Support additional high density residential infill that drives new markets for commercial development in the Tacoma Mall Regional Center
- Conduct a subarea plan for the Tacoma Mall Regional Growth Center and pursue funding, incentives and strategies to implement the plan

- Manufacturing/Industrial Centers

*“Provide industrial land and encourage investment in necessary services
Strictly limit Comprehensive Plan Map amendments that convert industrial land”*

Comprehensive Plan: Housing Element

“Diverse + Expanding Housing Supply: The City is planning to accommodate up to 59,800 new housing units between 2010 and 2040. This figure includes new units necessary to replace units lost as a result of new development.”

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

Accommodating planned growth will require predominantly multifamily construction over the next several decades and expanding the range of housing choices will be essential to meeting the evolving demographics of our region.

Relevant policy direction for the Tacoma Mall Neighborhood:

- Promote access to high-quality affordable housing
- Apply zoning in and around centers that allows for and supports a diversity of housing types.
- Ensure equitable access to housing
- Evaluate plans and investments for the potential to cause displacement in areas with concentrations of communities of color, low- and moderate-income households, and renters.
 - When plans and investments are anticipated to create neighborhood change, pursue corrective actions to address involuntary displacement of under-served and under-represented people.
 - Use public investments, incentives, and programs, and coordinate with nonprofit housing organizations, to mitigate the impacts of market pressures that cause involuntary displacement.
- According to a Puget Sound Regional Council analysis, much of Tacoma, including this neighborhood, is characterized as Very Low Opportunity
- Promote housing that provides convenient access to jobs and to goods and services that meet daily needs

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

“Strive to accommodate 80% of the City’s housing targets within and around designated centers”.

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

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

“Encourage site designs and relationship to adjacent developments that reduces or prevents social isolation”

Comprehensive Plan: Environment Element

The following policy direction is pertinent to the Tacoma Mall Neighborhood Plan:

- Tacoma’s built and natural environments are resilient to climate change and natural hazards
“Coordinate transportation and stormwater system planning in areas with unimproved or substandard rights of way to improve water quality, prevent localized flooding, enhance pedestrian safety and neighborhood livability”.
- Use watershed existing conditions analysis to inform decisions about future land use, stormwater planning and urban forest and open space management
- Plan at a watershed scale to restore and protect watershed health
“Within the Tacoma Mall Neighborhood Subarea, watersheds include the Flett Creek watershed. Critical issues in the Flett Creek watershed include chronic water quality issues in Wapato Lake that currently keep the lake closed to fishing and swimming, and loss of wetlands and riparian forest. The Thea Foss watershed. Critical issues include water quality and degraded conditions along the nearshore and adjacent upland areas”.
- Promote community resilience through climate change adaptation strategies
- “Ensure that all Tacomans have access to clean air and water, can experience nature in their daily lives”
- Manage the quality and quantity of stormwater runoff entering Tacoma waterbodies, so as to protect public health and safety, surface and groundwater quality and the ecological functions of natural drainage systems
- Encourage infiltration of stormwater to promote aquifer recharge and assure continuous and adequate groundwater supply
“The Clover-Chambers Creek Watershed aquifer system is a large groundwater resource area which encompasses central Pierce County, areas to the south and west of Tacoma and extends into Tacoma city limits, most notably in the South Tacoma area”.
“Climate change has and will continue to impact water resources in Tacoma, led by changes to the timing and quantity of snow accumulation in the Cascade mountains, soil moisture and streamflow”.
- Improve Water Quality
“Ensure that plans and investments are consistent with, and advance, efforts to improve watershed hydrology by achieving more natural flow patterns in rivers, streams, floodplains, wetlands and groundwater aquifers”.
- Improve protections to watershed processes by tailoring zoning and regulations

- Strive to achieve a citywide tree canopy cover of 30 per cent by the year 2030 (“30-by-30”)
- Invest in tree planting and maintenance, especially in low canopy areas, neighborhoods with underserved or under-represented communities
- Actions should achieve multiple urban forestry, open space, water quality and stormwater management objectives
- Support the reduction of Tacoma’s greenhouse gas emissions
“Enhance compact and livable neighborhoods by instituting smart growth principles and by increasing tree canopy and open space”
- Plan for reduce and address the impacts of climate change

Comprehensive Plan: Design & Development Element

- Design new development to respond to and enhance the distinctive physical, historic, aesthetic and cultural qualities of its location, while accommodating growth and change
- Design buildings and streetscape of a human scale to create a more inviting atmosphere for pedestrians
- Encourage development that responds to and enhances the positive qualities of site and context—the block, the public realm, and natural features
- Encourage development, building and site design that promote active living
- Encourage the continued use of alleys
- Parking area design and management balances the needs of all users, supports modal priorities, and is responsive to site context
- Minimizes the impacts of vehicular access and parking lots on pedestrian safety and the visual environment through a range of site, parking and building design approaches
- Ensure that new building and site development practices promote environmental health and ecosystem services, such as pollutant reduction, carbon sequestration, air cooling, water filtration, or reduction of stormwater runoff
- Infuse the City’s built environment with creative expression and design that encourages expressions of creativity and results in vibrant public spaces where people want to be
- Increase the opportunities for the public to provide place-making in neighborhoods and business districts to help reflect, define and celebrate distinct areas
- Create spaces that are consistently interesting and have active presences to the street
- Design civic spaces to include public art and to highlight the culture of neighborhoods and diverse communities
- Develop and implement arts experiences that shape the identity of place

Centers

- Ensure Centers become places where people want to live and gather, and where getting around by walking, biking, or wheelchair is an attractive choice

- Create a pedestrian-oriented environment and provide places for people to sit, spend time, and gather with windows, entrances, pathways, and other features that provide connections to the street environment
 - Responsive to street space width, allowing taller buildings on wider streets
 - Provide frequent street connections and crossings
 - Site and design new developments with safe, convenient, connected and attractive pedestrian access
 - Provide bicycle facilities
 - Integrate natural and green infrastructure, such as street trees, native landscaping, green spaces, green roofs, gardens, and vegetated stormwater management systems, into centers and corridors
 - Locate public squares, plazas, and other gathering places in centers
 - Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources
- “Encourage new development and public places to include design elements and public art that contribute to the distinct identities of centers and corridors, and that highlight the history and diverse cultures of neighborhoods”.*
- Within core commercial areas, encourage uses at street level that generate pedestrian activity and support transit ridership
 - Centers must remain compact enough to increase densities, facilitate economical and efficient provision of utilities, public facilities and services, and support more walking, bicycling, and transit use
 - Mixed-use centers are appropriate “receiving areas” for the transfer of development rights
 - Provide the multifamily tax incentive
 - Wherever possible, engage artists to create context sensitive additions that enhance these places
 - Create new public views of Mount Rainier, Commencement Bay, Tacoma Narrows, bridges, gulches, the Downtown skyline and other landmark features
 - Reduce and minimize visual clutter related to billboards, signs, utility infrastructure and other similar elements
 - Prioritize undergrounding of utilities in designated centers
 - Promote a sense of safety and foster positive social interaction to help to prevent crime
 - Compatible and graceful transitions between differing densities, intensities and activities
 - Minimize the impacts of auto-oriented uses, vehicle areas, drive-through areas, signage, and exterior display and storage areas on adjacent residential areas
 - Buffer between designated Manufacturing/Industrial Centers and adjacent residential or mixed-use areas to protect both the viability of long-term industrial operations and the livability of adjacent areas

- limit and/or mitigate negative air quality and noise impacts particularly in areas near freeways, high traffic streets
- Ensure that all citizens have nearby, convenient and equitable access to healthy foods
- Recruit and or/retain and expand grocery stores and neighborhood-based markets offering fresh produce in or in close proximity to designated centers

Comprehensive Plan: Transportation Master Plan

Tacoma's Transportation Master Plan (TMP) is Tacoma's policy direction on transportation issues, as well as including the City's transportation projects list. The TMP integrates Tacoma's Mixed-Use Centers vision and calls for Centers to be well served by a range of transportation choices and investment in creating Complete Streets. The TMP also reflects the Regional Growth Centers vision calling for centers to be high priority locations for transportation investments that will reduce overall vehicle miles travelled and greenhouse gas emissions.

Vision

"Tacoma is a sustainable community with many diverse residents, businesses, and visitors who have various transportation priorities. The City is strategic in how it plans its transportation system with an emphasis on carrying the people and goods that foster Tacoma's culture, character, and competitiveness. The transportation system offers multimodal travel options that provide safe access for all users and neighborhoods".

Guiding Principles

- Support all modes: Account for all modes of travel in planning Tacoma's streets, sidewalks, trails, and other facilities
- Land use and Transportation: Link transportation with community priorities and existing plans for land use
- Sustainability: Provide a transportation system that supports triple bottom line of environmental, fiscal, and social sustainability
- Coordination: Work with other agencies and levels of government to put funds toward transportation priorities

The TMP includes a prioritized list of transportation projects for the Tacoma Mall Neighborhood Subarea. The TMP also recognizes that this Subarea Plan will further refine transportation strategies, priorities and project lists for the Subarea.

Pedestrian Priority Network

The TMP applies the concept of 20-minute neighborhoods around designated mixed use centers (MUCs). These neighborhoods are built on the idea that most walking trips in the US are less than one mile and while all streets in Tacoma will be used by pedestrians, these areas are likely to serve the greatest number of people.

Within the Tacoma Mall subarea the MUCs are the Tacoma Mall and 56th and S Tacoma Way. Nearly the entire Tacoma Mall subarea is within 20 minute walking distance to one of these growth centers. These

are areas that already have, or are planned to realize more dense residential uses and a mix of nearby destinations that people can walk to. The Tacoma Public Library: South Tacoma, South Park and Edison Elementary School are key pedestrian destinations within the subarea.

Bicycle Priority Network

Tacoma's Bicycle Priority Network presented above seeks to build a continuous network of crosstown corridors in order to facilitate comfortable and safe bicycle travel for people of all ages and abilities.

The most significant planned bicycle facilities within the Tacoma Mall subarea are the north/south protected bike facility on Pine St/Oakes St and the east/west bike lanes on 56th St and 47 St. The existing shared use Water Flume Trail is another major north/south bicycle connection within the subarea.

Transit Priority Network

Transit will be prioritized over other modes on certain streets, which is illustrated in the transit priority network shown below. This map highlights the streets where transit will be prioritized and indicates the level of transit service intensity that the City could support in the future.

Within the Tacoma Mall Neighborhood there is an existing South Tacoma Sounder Rail Station on S Washington St just south of 58th St, which goes runs north/south between Lakewood and Seattle. Medium and high intensity transit could be supported east/west on 38th, 47th, and 56th Streets, as well as low intensity transit north/south on Pine St/Oakes St.

Potential Sound Transit High Capacity Transit and City of Tacoma Streetcar Corridors

In addition to the street-level planning for transit in Tacoma, the City is also looking ahead to potential rail and high capacity transit investments. The Sound Transit Long Range Plan Update, under way in 2014 and 2015, identified several areas in Tacoma that could be connected well via light rail, streetcar, or bus rapid transit.

The City has also identified potential corridors for a future streetcar network. The network connects many of Tacoma's mixed use centers and key destinations.

Within the Tacoma Mall subarea there are recommended city streetcar lines on Union Ave, 38th St, Pine St, 47th/48th St, and South Tacoma Way. There is also a long range plan for high capacity transit between South Downtown and Tacoma Mall.

Freight Priority Network

There are no heavy haul network roads within the subarea, but South Tacoma Way, I-5, and Union Ave are primary streets which are planned to carry the most freight movements through the Tacoma Mall subarea.

Auto Priority Network

The auto priority network, shown below, provides guidance for future right-of-way improvements, recognizes the limitations associated with street widening, and attempts to balance the access and

mobility needs of all users including motorists, pedestrians, bicyclists, transit, and freight while responding to anticipated growth.

The primary streets designated for auto travel within the Tacoma Mall subarea are South Tacoma Way, Pine St, Tacoma Mall Blvd, and I-5 in the north/south directions and 38th St and 56th St in the east/west directions.

Comprehensive Plan: Historic Element

While the Tacoma Mall Neighborhood has few known historic or archaeological resources, this Plan identifies and calls for preservation of those that do exist. The plan recognizes a strong connection between preserving historic and cultural resources and economic and neighborhood improvements.

- Integrate Tacoma’s historic resources into community planning efforts.
- Preserve archaeological resources as part of Tacoma’s rich history.

CITY OF TACOMA COMPLETE STREETS DESIGN GUIDELINES

The City Council directed that streets within designated Mixed-Use Centers be designed consistent with these street design guidelines. The Guidelines provide both required features and minimum dimensions of street features (such as sidewalks), as well as a preferred range in recognition of different street widths and current improvements. The Guidelines include recommended Complete Streets Typology designations for streets within the Tacoma Mall Center, which the City has now integrated into the 2015 Public Works Design Manual update. Finally, the Guidelines provide implementation recommendations, including potential funding approaches.

Complete Streets Goals

- Make transportation mode shift possible by safely and efficiently accommodating bicycles, transit, pedestrians, and automobiles.
- Design streets to accommodate larger vehicles such as buses, fire service vehicles, and freight delivery trucks without compromising pedestrian and bicycle safety.
- Support the livability of Mixed-use Centers by providing transportation choices and integrating amenities that create a safe and inviting pedestrian environment.
- Support the City’s efforts to reduce environmental impacts.
- Allow for design flexibility to better respond to different street functions and neighborhood contexts.
- Consider all users and transportation modes in the planning, design, building, and operating of streets within Mixed-use Centers.
- Use infrastructure to create or contribute to neighborhood character and identity.

Typologies for Complete Street Implementation

Tacoma Mall RGC currently has two designated Pedestrian Streets. The first, Steele Street, is a major arterial adjacent to the mall itself. The other Pedestrian Street is South 47th/South 48th Street, a minor

arterial near the southern boundary of the RGC. Although there being a wide range of existing conditions among Pedestrian Streets within Mixed-use Centers, there are predominant roadway and right-of-way widths.

Table 2.1 provides a summary of the four Complete Street typologies developed for Pedestrian Streets within Mixed-use Centers.

Table 2.1: Summary of Complete Street Typologies

	Land Use	Objective	Attributes
Mainstreet	<ul style="list-style-type: none"> High-density, people-intensive uses Local-serving retail/ mixed use May be destination for specific niche markets Buildings oriented toward and pulled up to street, parking in rear 	<ul style="list-style-type: none"> Walking is primary emphasis High quality, attractive pedestrian environment, including widened sidewalks, vegetation, seating, public art, etc. Accessible features are to be systematically distributed Congestion is accepted as a positive traffic-calming effect Frequent and convenient transit service Bicycles accommodated in bicycle lanes or shared lanes 	<ul style="list-style-type: none"> Two travel lanes (potential center median with turn pockets) On-street parking both sides Generous sidewalks & amenity zones Curb extensions at intersections Short blocks (300'-400') Driveways are minimized Separate bicycle lanes preferred approach. Sharrows appropriate in some cases Consistent street trees Maximum posted and design speed 25 mph
Avenue	<ul style="list-style-type: none"> Wide-range of medium to high density uses, including commercial (shopping centers and office, institutional, mixed-use) Buildings oriented toward, and pulled up to street, parking to side or rear 	<ul style="list-style-type: none"> Balance safety, comfort, and service for all modes Perform an important mobility function in larger network Vehicle capacity not to be expanded/some congestion expected High quality, attractive pedestrian environment, including widened sidewalks, vegetation, seating, public art, etc. Accessible features are to be systematically distributed High levels of transit accessibility Bicycles accommodated in bicycle lanes 	<ul style="list-style-type: none"> Three to five travel lanes On-street parking both sides in most cases Separate bicycle lanes preferred approach. Mid-block crossings on long blocks (500'-600') Driveways allowed, but minimized Curb extensions or small curb radii at intersections Medians on long segments with turn pockets Posted and design speed 30-35 mph Consistent street trees
Transit Priority	<ul style="list-style-type: none"> High-density, people-intensive uses Local-serving retail/mixed use Buildings oriented toward street, & pulled up to street, parking in rear May be destination for specific niche markets Connetots key destinations, i.e. hospitals, major employers, downtown, schools 	<ul style="list-style-type: none"> Convenient, frequent transit service is primary emphasis High quality, attractive pedestrian environment, including widened sidewalks, vegetation, seating, public art, etc. Accessible features are to be systematically distributed Vehicles are provided access, but flow is regulated/ deterred by frequent transit stops and pedestrian crossings Bicycles accommodated in bicycle lanes, shared lanes, or on parallel route 	<ul style="list-style-type: none"> Two shared travel lanes (potential center median, restricted turns) On-street parking both sides Generous sidewalks & amenity zones Curb extensions at intersections and transit stops Driveways are minimized Bicycles have separate lane where enough ROW and no conflicts with transit. Sharrows appropriate in some cases Consistent street trees Maximum posted and design speed 25 mph on streetcar routes, 30-35 mph elsewhere
Urban Residential	<ul style="list-style-type: none"> Multi-family residential Limited retail commercial or professional offices in mixed-use buildings within close proximity to primary pedestrian street Parking lots and/or structures 	<ul style="list-style-type: none"> Provide livable streets for residents within MUCs Support enhanced pedestrian environment, including wider sidewalks, vegetation, seating, public art Accessible features are to be systematically distributed Support opportunities for low impact development techniques Provide on-street parking for visitors of residents and customers of nearby businesses Safely accommodate bicycles 	<ul style="list-style-type: none"> 2 travel lanes 10' minimum, slow travel speeds Angled/90o/parallel parking on at least one side of street Wider sidewalks where possible Pedestrian amenities, e.g. lighting, seating, gardens Bicycle lanes, or sharrows in some cases Ample parking LID - Bioretention swales, rain gardens, additional street trees, pervious pavement

CITY OF TACOMA GREENROADS POLICY

The City of Tacoma became the first "Green Roads Community" in June 2014 through adoption of Resolution 38945. This means that the City is committed to developing a Policy for the City's roads and other transportation infrastructure in order to be models of environmental, economic, and social stewardship and by setting community goals of sustainable design, construction, and maintenance.

Greenroads is a sustainability ranking system used by the City of Tacoma. As the community with the highest concentration of Greenroads certificated in the nation, we are pleased to share our perspective on what Greenroads brings to our community.

Greenroads is a certification program created by the University of Washington in collaboration with consulting firm CH2M HILL. A Greenroad is defined as a roadway project that has been designed and

constructed to a level of sustainability that is substantially higher than current common practice. It is designed for the construction of both new and renovated roads; Greenroads uses credits to determine the extent to which a project implements sustainable practices.

Through Resolution 38945 the City Council resolved to:

Develop a Green Roads Policy and Program, which shall include the following goals:

- Strive to achieve an equivalent of Greenroads certification for all new road construction and full road right-of-way reconstruction projects as financially feasible, excluding alleys
- Strive to certify an example of each form of road type by Greenroads. Road types include arterial, residential, alley, trail, and bridge.
- Strive for Greenroads Gold, or equivalent rating system, certification on all new road construction and full road right-of-way reconstruction projects over \$5 million.
- That the Program will be operationalized in the City's design manual, standards, and specifications.

CITY OF TACOMA CLIMATE ACTION PLAN

In 2006, the Tacoma City Council adopted a resolution calling for a reduction in greenhouse gas emissions in City operations and pursuing reductions in community emissions through cooperative programs and policies, including reusing older buildings, pursuing regional transfer of development rights and enhancing compact and walkable neighborhoods. In 2007, the City Council appointed the Green Ribbon Climate Action Task Force, which published the *Tacoma Climate Action Plan* in 2008. The City is now updating now as part of the Environmental Action Plan. One of the five recommended strategies in this plan is "Enhancing Compact/Livable Neighborhoods," which is also essentially the primary goal of the South Downtown Subarea Plan & EIS. The Climate Action Plan states:

"[The] City should implement smart growth principles— including compact, transit-oriented development within the City's mixed-use centers – to promote mixed-use developments, affordable housing, green building, green site development, and bike- and pedestrian-friendly neighborhoods. Policies should increase mobility while decreasing dependence on private vehicles."

This strategy to reduce Tacoma's greenhouse gas emissions is completely aligned with the regional goals for smart growth that are fundamental to VISION 2040.

CITY OF TACOMA HUMAN SERVICES STRATEGIC PLAN

The Tacoma Human Services Division implements the City's human services initiatives and oversees the numerous services and programs under contract with the City to help meet the needs of Tacoma residents. The services and programs funded by the City strengthen the community by working to provide basic needs such as food, shelter, and safety, increase adult self-sufficiency by education and employment services, and help our youth overcome barriers to success and develop the skills necessary to become productive citizens.

The purpose of the City's Human Services Strategic Plan is to provide a roadmap for investing in community priorities over the next five years. The City's Equity and Empowerment Initiative was used as a framework for the development of this plan and serves as a powerful charge and a driving force to break down the structural barriers that keep racial inequity in place and that marginalize other community members based on their age, sexual orientation, immigration status, or physical ability.

The Plan recognizes that much of Tacoma, including the Tacoma Mall Neighborhood, is considered to have a Very Low "Access to Opportunity". "Access to Opportunity" is defined as: a situation or condition that places individuals in a position to be more likely to succeed and excel (Kirwan Institute for the Study of Race and Ethnicity).

Tacoma's Human Services Vision

The vision for the human services system in the City of Tacoma is that all Tacoma residents have access to the opportunities and pathways that will lead them to well-being and prosperity. *This vision is achieved through a robust and integrated system of culturally appropriate services that are equitable, easy to access and navigate, and available in locations where the needs exist.*

2015-2019 Strategic Priorities:

- Strategic Priority 1: Meet Basic Needs of Tacoma Residents
- Strategic Priority 2: Prepare Children and Youth for Success
- Strategic Priority 3: Increase Employability, Self-Determination and Empowerment for Adults
- Strategic Priority 4: Enhance Mental Health/Substance Use Disorder Services

CITY OF TACOMA CONSOLIDATED PLAN

The Consolidated Plan establishes local priorities consistent with national objectives and priorities established by HUD (US Department of Housing and Urban Development) to utilize funds allocated by the Community Development Block Grant (CDBG), the HOME Investment Partnership Program, and the Emergency Solution Grant (ESG). Over the five-year period covered by the Consolidated Plan over \$20 million is expected to be available through these programs, including allocations and program income.

As determined in the assessment of needs and market analysis included in this plan, three broad needs were identified. The first was the need for affordable housing choice, including safe housing in good condition for all residents. In response to that need a goal was set to increase and preserve affordable housing choice which will be accomplished through projects such as home repair, down payment assistance, supporting development of new housing, rental housing rehabilitation and providing permanent supportive housing.

The second priority need established is to reduce homelessness and increase stability for all residents, including support for self-sufficiency. In response to this need a corresponding goal was set to reduce homelessness and increase stability. Projects meeting this goal include interventions across a broad spectrum, such as supportive and emergency services, transitional housing and shelters, homeless interventions and prevention, and activities to increase self-sufficiency (e.g., job training, employment readiness, and education).

The third priority need established in the planning process is the need for community and economic development and the corresponding goal is to improve infrastructure, facilities and economic opportunities. Projects to meet this goal will include extensive work with infrastructure, which is seen in both Tacoma and Lakewood as essential in encouraging stability in neighborhoods, increasing access to persons with disabilities, and attracting and retaining businesses. Projects will also support micro-enterprises and business development. Projects will also support public facilities, parks, and transportation improvements.

CITY OF TACOMA NEIGHBORHOOD ACTION STRATEGIES (1999)

The 1999 Neighborhood Action Strategy notes the following in regards to the Tacoma Mall Urban Center (as it was then designated):

The center includes both Lincoln Heights and Madison neighborhoods described separately. This center borders I-5 and is the most active retail area in Tacoma and results in the city's busiest intersection and freeway interchange at S. 38th Street. Nearly all vacant land except for parking lots has been developed. Large scale developments serve auto traffic but create barriers to internal pedestrian circulation. Current zoning allows mixed-use development but does not mandate residential development.

Although the urban center was created to receive residential growth, existing housing instead could be displaced by commercial development. Without amenities such as parks, residential development will be difficult to market. Improvements to I-5 will impact the S. 38th Street interchange area, especially when that bridge is temporarily closed. The area's assets are its commercial economic density which generate significant employment and public revenues, access to the freeway, and large areas of parking lots which could be converted to productive use. Problems include:

- An excess of traffic impacts
- Poor pedestrian access throughout commercial areas
- Poor nonmotorized access to the neighborhood across the freeway
- Lack of a street plan which fosters circulation among developments
- Lack of a business district association
- Core commercial area has few residents
- Lack of residential representation in neighborhood council affairs
- Current zoning does not mandate residential development

The area has potential to increase density with better transportation options and where parking garages replace surface lots, and redevelopment with a street network which fosters residential development.

Madison

The Madison neighborhood on the west is a mix of single family and multifamily dwellings with the Continuous Progress Center and Alternative Middle School (formerly Madison Elementary School). At the western boundary and northern boundary are industrial uses, and to the south, the Edison Gray neighborhood. Assets include its established residential land uses, relatively level grades, the schools, proximity to employment, shopping and Pierce Transit's transit center on S. 48th Street and some views of the mountains. Problems include:

- Poor pedestrian access to elementary and high schools
- Lack of curbing and sidewalks
- Poor pedestrian access throughout commercial areas
- Current zoning does not mandate residential or street patterns
- An excess of traffic impacts
- Poor nonmotorized access to the neighborhood across the freeway
- Lack of a business district association
- Core commercial area has few residents
- Unimproved streets
- Lack of residential representation in neighborhood council affairs

The area has potential as a high quality mixed residential area with improved pedestrian and bicycle access, improved streetscapes and drainage, and recreational facilities.

Lincoln Heights

This small area of low density housing, part of the Urban Mixed-use Center, is isolated from other residential areas by industrial areas to the north, the freeway and commercial areas to the east, the Tacoma Mall Urban Center to the south and commercial and industrial areas to the west. Lincoln Heights Park serves the core of this area. The housing is vintage 1940 without architectural distinction. The area has been considered to be an area for commercial expansion north of South 38th Street and this has gradually occurred along the southern, eastern and western fringe. The area's assets are its access to the urban center and other nearby commercial and the I-5, the pedestrian bridge to the Jenny Reed Elementary School across the freeway in the South End Neighborhood Council Area. The curvilinear street system, its grades and isolation tend to discourage redevelopment. Problems include:

- Levels of noise
- Access to the rest of the city by transit
- Poor pedestrian and bicycle access to other areas
- Low income levels
- Poorly maintained park facilities
- Insecure development climate

The area has potential as a mixed-use area of high design standards with improved recreation facilities, mountain views, a new gridded street system, and improved bicycle and pedestrian access to the south, north and east or as a development site for a large "big box" retail outlet.

Area Vision

South Tacoma will see continued development and redevelopment with expected regional growth, especially in the two designated mixed-use centers.

The South Tacoma Neighborhood Council envisions

- An economically healthy and livable community with diverse opportunities for employment, housing and commercial activities.
- Livable neighborhoods with completed infrastructure, proximity to goods and services, and well-developed transportation options.

The development concept is to enhance existing residential areas through public improvements and design controls, to enhance small business districts and centers through increases in density and transportation options and other public improvements and transportation improvements and to direct new industrial growth into the recognized industrial areas.

Economic Development Strategy - Tacoma Mall Urban Center

Arterials and I-5 supporting the Tacoma Mall have little capacity to handle additional traffic. Expansion of I-5 will offer marginal relief to commercial development, and will exacerbate traffic congestion on supporting arterials. Consequently, continued economic growth will depend upon improvements to other transportation modes. Newfound consideration of the centers as livable well rounded neighborhoods is an important step in their improvement. Zoning alone is not enough to ensure a livable environment. The addition of medium to high density residential is one of the best ways to support such economic growth; however, amenities such as trees, walkways and bikeways, parks, crosswalks, lighting, and friendly streetscapes that support residential and commercial development are essential.

UPCOMING CITY PLANNING INITIATIVES:

The following City initiatives are pertinent to the Tacoma Mall Neighborhood planning effort. The City shall strive to coordinate and inform these initiatives as appropriate:

- “Auto Row” Design Plan:
 - The City of Tacoma is developing design guidelines for S Tacoma Way adjacent to the Tacoma Mall Neighborhood. The guidelines will reflect and support a unique sense of place along this historical auto retail corridor, and promote marketing opportunities for businesses.
- Arts Master Plan:
 - The City of Tacoma is developing an Arts Plan that will create a five year action plan to enhance the City’s role in supporting the arts. A priority is to further position art as an economic driver. The plan vision, goals, and strategies will identify potential barriers and opportunities for a thriving arts community. The Plan will also identify partners who contribute to the arts ecosystem and can help advance the creative economy in Tacoma.
- Environmental Action Plan:
 - The City of Tacoma is developing an Environmental Action Plan which will update the 2008 Climate Action Plan, outlining strategies for reducing climate-changing greenhouse gas emissions and making other improvements to the local environment.

METRO PARKS TACOMA GREEN VISION 2030

Metro Parks Tacoma is Tacoma’s lead agency for parks and recreation. To provide future direction for the District, the Board of Park Commissioners adopted its first 20-year Strategic Parks and Program Services Plan (SPPSP) in 2006. In 2012 MPT adopted *the Green Vision 2030 – Strategic Plan Interim Update*. MPT’s vision, mission and goals are as follows:

Vision

Metro Parks Tacoma envisions a vibrant, active and engaged community.

Mission

Creating healthy opportunities to play, learn and grow.

Goals

- Goal 1: Foster active lifestyles to support a healthy community.
- Goal 2: Foster appreciation and stewardship of wildlife and natural resources.
- Goal 3: Foster appreciation of culture and heritage.
- Goal 4: Be an accountable and responsive agency that contributes to a sustainable and livable city.

“Good parks, open space and program services contribute to economic development by fostering economic benefits and promoting tourism. Environmentally, they provide green infrastructure and help manage climate change. Socially, they revitalize communities, create safer neighborhoods, help children learn and grow, improve public and environmental health, and support smart growth. Culturally, open space and program services can nurture a sense of place in the community, and provide opportunities to engage the public of diverse backgrounds”.

The Tacoma Mall Neighborhood is located in MPT’s Southwest (SW) Planning Area. Lincoln Heights Park is located within the Subarea, and South Park is just outside the southwest corner of the Subarea within the S. 56th and South Tacoma Way Neighborhood Mixed-Use Center.

Open Space Classification, LOS Standard and Design Guidelines

MPT uses a classification system to characterize its parks and provide general guidance regarding their function, design and features, and Level Of Service (LOS). LOS analysis is a method to determine whether neighborhoods are adequately and equitably served by park facilities. Lincoln Heights Park is classified as a Neighborhood Park, characterized as follows:

Neighborhood Park

- Definition and Function: Neighborhood parks provide daily convenient access to basic recreation opportunities for nearby residents by foot or bicycle. Generally small in size, neighborhood parks are developed primarily for spontaneous and non-structured recreation activities. Neighborhood parks should be designed to enhance neighborhood identity, preserve neighborhood open space and improve the quality of life of nearby residents.
- Service Area LOS: ¼-mile service radius.

Urban Park

Though none exist within the Tacoma Mall Neighborhood Subarea today, MPT's Urban Park category may be the best fit for some of the parks improvements proposed through this planning effort.

- **Definition and Function:** Offering outdoor breathing space in an otherwise concrete built environment, urban parks are a special type of open space serving the unique lifestyles and recreation needs of those who live or work in or close to downtown and mixed-use areas. While urban parks often serve as neighborhood parks for their nearby residents, they may also provide opportunities for community events and District-wide gatherings. They contribute to place-making by enhancing the quality of life and the identity of the urban core and the mixed-use districts. Creating a network of linear urban parks connected with public squares, gardens and plazas will allow urban residents or workers to walk to public spaces or destinations designed for art displays and other leisure pursuits. Urban parks may be developed and/or managed by other public or private agencies or in partnership with them, depending on their locations and forms of development.
- **Service Area LOS:**
 - 3/4-mile service radius for residents living in Tacoma's 16 mixed-use areas to serve a neighborhood park function.
- **Design Guidelines:** There are mainly two forms of urban parks: nodal urban parks for social gathering; and linear urban parks for active recreation such as walking and bicycling. Urban parks may be turfed or paved. Examples of nodal urban parks include public squares, urban plazas, landscaped courtyards and community gardens. Linear urban parks include widened boulevards and landscaped promenades adorned with street furniture, water features and art work, and completed with bike facilities."

Level of Service (LOS) Analysis

MPT strives to provide a parks system in which all residents are within the Service Area LOS radius for each park designation. According to their current analysis, the Tacoma Mall Neighborhood Subarea is adequately served by existing parks based on this Service Area LOS radius assessment method. However, the Green Vision 2030 states the following:

"...a growing health interest has surfaced in recent years supported by research evidence reaffirming that "park proximity" is a key driver for park usage, conducive to active lifestyle and integral to healthy communities. With this in mind, MPT plans to revisit the park LOS in order to truly allow people of all ages and abilities to access their neighborhood parks within 20 minutes of walking distance".

This change to LOS approach would be likely to identify gaps in LOS within the Tacoma Mall Neighborhood Subarea.

SOUND TRANSIT LONG-RANGE PLAN

Sound Transit is the provider of regional transit service within the Puget Sound region. In 2014 Sound Transit's Board of Directors adopted an updated Long-Range Plan, which serves as the basis for where mass transit should expand after the current set of projects funded through Sound Transit 2 are

complete in 2023. In 2015 the Sound Transit Board began the process for shaping a Sound Transit 3 (ST3) ballot measure identifying further transit expansions for voter consideration as soon as November 2016.

Sound Transit Long-Range Plan Goals

- Provide a public high capacity transit system that helps ensure long-term mobility, connectivity and convenience
- Strengthen communities' use of the regional transit system
- Create a financially feasible system
- Improve the economic vitality of the region
- Preserve and promote a healthy and sustainable environment

The Plan calls for reliable, convenient, and safe public transportation services between regional growth centers, and integration of the transportation and land-use development at the regional, local and community levels.

“Local jurisdictions should develop land-use and transportation plans and regulations that support transit-oriented development... Examples of supportive actions include building sidewalks to transit facilities, and changing zoning to encourage development of urban centers”.

Light rail transit is included in the plan to connect Everett, Seattle, Tacoma, and Bellevue/Redmond. Light rail is the highest capacity mode included in the plan, and is a cost-effective way to serve the core of the regional system where transit ridership is the highest. Sound Transit’s ST3 project list, subject to voter approval, includes the extension of the Central Link system to the Tacoma Mall Regional Growth Center.

PIERCE TRANSIT PERFORMANCE MEASURES & SERVICE GUIDELINES

Pierce Transit operates one Transit Center and several bus routes within the Tacoma Mall Neighborhood Subarea. Pierce Transit is currently developing a Long Range Plan titled Destination 2040 which will guide the Agency in providing dependable, safe, efficient, and fully integrated public transportation services to the South Puget Sound region.

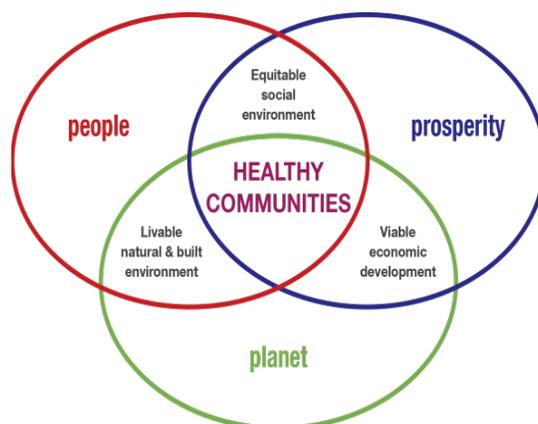
Current Pierce Transit Performance Measures and Service Guidelines call for Pierce Transit to design services and facilities appropriate to the land use characteristics, and to coordinate with local jurisdictions to integrate public transportation services.

Transit centers will be constructed at locations which permit the operation of a timed transfer system, and which permit convenient access to major passenger destinations. Appropriate roadway and development improvements in the vicinity of transit centers shall include:

- Sidewalks, roadway crossings and street lighting to provide pedestrian access
- Roadway improvements that permit unimpeded travel for transit vehicles
- Bicycle facilities that link the transit center with surrounding neighborhoods
- Transit-supportive land uses and densities

TACOMA-PIERCE COUNTY HEALTH DEPARTMENT

Tacoma-Pierce County Health Department (TPCHD) envisions “healthy people in healthy communities”. Healthy communities are healthy and sustainable places built on a balanced foundation of “people, prosperity and planet”. The integration of these three elements generates livable communities characterized by a thriving natural and built environment, a viable economic development, and an equitable and socially-supportive environment.



The Department’s mission is to protect and improve the health of all people and places (neighborhoods) in Pierce County. Ensuring all communities to enjoy health equity and fairness across places is its overarching direction.

In 2014, Tacoma-Pierce County Board of Health adopted a resolution declaring neighborhoods as deciding root factors affecting our health and achieving healthy equity ([Resolution No. 2014-4416: A Resolution Declaring Neighborhoods as Determinants of Health](#)). The way we plan, design, build and invest in our neighborhoods today will affect the health and well-being of this and the future generations.

Health equity is the “attainment of the highest level of health for all people” ([Healthy People 2020](#)). To ensure full and fair access to opportunities for all to lead healthy lives and enjoy physical, emotional and social well-being, TPCHD’s Healthy Community Planning Program provides technical assistance and resources to reach out to underserved communities in order to understand their needs and aspirations. The Program provides a [Healthy Community Planning Toolbox](#) (TPCHD, 2013) (<http://www.tpchd.org/environment/planning-healthy-communities/healthy-community-planning-toolbox/>) to help planners create healthy communities by integrating health throughout all planning policy documents, including comprehensive plans and subarea plans.

The health connection described in the introduction of each element in this plan is derived from the series of [logic models](#) (<http://www.tpchd.org/files/library/e04bfc61fb350295.pdf>) depicting the causal relationship of built environment interventions on quality of life. The toolbox contains [sample policies](#) (<http://www.tpchd.org/files/library/43a6827686380c71.pdf>) to achieve the following six [healthy build environment outcomes](#) (<http://www.tpchd.org/files/library/9f8937e58af92c5d.pdf>):

- Increased physical activity;
- Increased access to healthy food;

- Improved safety and reduced injury;
- Stronger placemaking;
- Increased equitable access to opportunities; and
- Improved natural environment.

To help planners identify health impacts and health-related mitigation measures in environmental impact statements, the Department offers a [Guide to Integrate Health into SEPA Review](https://www.tpchd.org/files/library/a6bd730e70512250.pdf) (<https://www.tpchd.org/files/library/a6bd730e70512250.pdf>).