To: Planning Commission  
From: Elliott Barnett, Planning Services Division  
Subject: Tacoma Mall Neighborhood Subarea Plan and EIS  
Meeting Date: June 7, 2017  
Memo Date: May 31, 2017  

At this meeting, the Planning Commission will discuss the key issues that have emerged since the December release of the preliminary draft Subarea Plan. Through Commission discussion, stakeholder input and ongoing staff analysis, staff have identified several topics that require substantive discussion. Staff’s objective at this meeting is to get direction on those remaining topics, pursuant to returning to the Commission in July with a complete draft of the Plan, Draft EIS and exhibits for public review.

Staff consulted with Commissioners in small group meetings in early May. These informal discussions provided guidance to staff on how to efficiently and effectively support the Commission’s decision process. The intended outcomes were a common understanding of the decisions yet to be made, topics requiring additional discussion or study, and refinements that will make the Plan more effective in communicating the proposed goals and actions.

The attached Small Group Meetings Summary is intended as a roadmap to finalizing the public review draft. At the meeting, staff will focus on the handful of substantive topics, and more briefly summarize recommendations to make the Plan more concise, readable and attractive. In addition, staff will seek input on the upcoming community engagement process, and inform the Commission of an upcoming study of the potential economic impacts to commercial businesses and property owners of the Subarea Plan proposals.

Please find attached an updated project schedule (1.), the Small Group Meetings Summary (2.) and a Key Issues and Recommendations summary prepared for the Small Group Meetings (3.). In addition, staff have updated some exhibits based on Commission input (4.), with more in the works. Finally, an EIS Summary (5.), previously requested by the Commission, is also attached.

Information about the project is available at www.tacomamallneighborhood.com. Please contact Elliott Barnett at (253) 591-5389, or email tacmallneighborhood@cityoftacoma.org with any questions.

Attachments:
1. Project Schedule Update  
2. Planning Commission Small Group Meetings Summary  
3. Updated Materials Based on Commission Input  
4. Small Groups discussion packet: Key Issues and Recommendations  
5. Draft EIS Summary
Project Schedule Update
May 31, 2017

The public review draft Subarea Plan and EIS package will include the following documents:

- Tacoma Mall Neighborhood Subarea Plan
- Environmental Impact Statement
- Proposed Code Changes Appendix
- Proposed Code Changes (track changes)
- Conceptual Complete Street designs

Technical studies and background information are available on the project webpage.

Schedule Overview

<table>
<thead>
<tr>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>JULY to DECEMBER</td>
<td>JANUARY to DECEMBER</td>
<td>JANUARY to AUGUST</td>
</tr>
<tr>
<td>Scoping + Engagement</td>
<td>Draft Sub-area Plan &amp; EIS</td>
<td>Planning Commission Review</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Council Review</td>
</tr>
</tbody>
</table>

Planning Commission Review Schedule
Dates are tentative

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 7, 2016</td>
<td>Preliminary draft rollout</td>
</tr>
<tr>
<td>January 4, 18 and February 15th</td>
<td>Topic discussions: Connectivity, Code changes, Residential and neighborhood topics</td>
</tr>
<tr>
<td>May 2 &amp; 3rd</td>
<td>Small Group Discussions</td>
</tr>
<tr>
<td>June 7th</td>
<td>Direction to finalize public review draft</td>
</tr>
<tr>
<td>July 19th</td>
<td>Authorize draft Plan for public review</td>
</tr>
</tbody>
</table>
| July/August | City issues draft Plan and EIS  
Public notification & outreach  
Community and commercial stakeholder meetings  
Commercial market study  
Outreach to other City Commissions |
| August 16th | Planning Commission Public Hearing                                                |
| September 6th | Discuss public comments, direction on key changes                                |
| September 13th | City Council Infrastructure, Planning and Sustainability (IPS)  
Committee tour |
| October 4th | Recommendation to Council                                                         |
| October/November | City Council action                                                                 |
## Decision Tracking for the Subarea Plan

**Summary of input from small group meetings held on May 2nd and 3rd, 2017**

**OVERALL DIRECTION:** The Commission members concurred that these are the remaining decision points, indicated general support for staff recommendations, provided input on how to communicate the proposals more clearly, and indicated specific topics to revisit for final Commission direction.

### Recommendations

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Direction</th>
<th>Revisit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1: Zoning and height</strong></td>
<td>Communicate recommendations more effectively through:</td>
<td>▪ Examine zoning boundaries in the Madison District (on the western and eastern edges)</td>
</tr>
<tr>
<td>• Manage transitions &amp; focus growth</td>
<td>▪ A graphic representation of range of scale and land uses</td>
<td>▪ Develop an alternative with higher height limits in parts of the Madison District</td>
</tr>
<tr>
<td>• Multifamily/green infrastructure areas</td>
<td>▪ Clarify intensity of Subarea compared to other parts of the City</td>
<td>▪ Clean up the boundary of the UCX - Commercial zoning area</td>
</tr>
<tr>
<td>• Add expansion area to RGC</td>
<td>▪ Communicate reasons for zoning proposals</td>
<td></td>
</tr>
<tr>
<td>• Limit residential close to I-5</td>
<td>▪ Depict zoning growth capacity</td>
<td></td>
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<tr>
<td>• DRA option for flexibility</td>
<td></td>
<td></td>
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<tr>
<td>• Update height bonus options</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2: Residential &amp; Commercial Design</strong></td>
<td>Communicate recommendations more effectively through:</td>
<td>▪ Explore offering bonuses for green infrastructure</td>
</tr>
<tr>
<td>• Residential standards updates</td>
<td>▪ Pedestrian Streets map cleanups (remove background shading and lines, fix legend)</td>
<td>▪ Consider designating Pine St as a Core Pedestrian Street (only north of 38th St)</td>
</tr>
<tr>
<td>• Commercial standards updates</td>
<td>▪ Graphics showing desired pedestrian streetscapes</td>
<td>▪ Establish a Pedestrian Streets connection to the Water Flume Trail (via 35th or Pine)</td>
</tr>
<tr>
<td>• Pedestrian streets designation</td>
<td></td>
<td></td>
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<tr>
<td>• DRA option for flexibility</td>
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<tr>
<td>• Call for citywide design review</td>
<td></td>
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</tr>
<tr>
<td><strong>3: Proposed Transportation Projects</strong></td>
<td>Communicate recommendations more effectively through:</td>
<td>▪ Stakeholder input through public process could result in shifts to project prioritization</td>
</tr>
<tr>
<td>• Goals – achieve multiple benefits</td>
<td>▪ Articulate objectives of city projects</td>
<td></td>
</tr>
<tr>
<td>• Project ranking process</td>
<td>▪ Clarify capital projects map by showing links to the immediate area</td>
<td></td>
</tr>
<tr>
<td>• Priority projects list</td>
<td>▪ Add zeros on project costs</td>
<td></td>
</tr>
<tr>
<td>• Implementation steps</td>
<td>▪ Integrate capital projects and street networks maps</td>
<td></td>
</tr>
<tr>
<td><strong>4: Street network and connectivity</strong></td>
<td>Communicate recommendations more effectively through:</td>
<td>▪ Address method to engage multiple property owners when planning Tier 2 streets</td>
</tr>
<tr>
<td>• Connectivity principles</td>
<td>▪ Revise Street Tiers Map to be a Priority New Connections map</td>
<td>NOTE: Staff will provide more detail regarding proposed connectivity requirements</td>
</tr>
<tr>
<td>• Street network tiers</td>
<td>▪ Clarify relationship between new connections and capital projects</td>
<td></td>
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<tr>
<td>• Regulatory approach</td>
<td>▪ Describe goals of Tiers 1 and 2 connections individually</td>
<td></td>
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<tr>
<td>• City leadership</td>
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<td></td>
</tr>
<tr>
<td>Recommendations</td>
<td>Direction</td>
<td>Revisit</td>
</tr>
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<td>------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>5: Green Stormwater Strategies</strong></td>
<td>Communicate recommendations more effectively through:</td>
<td>• Call for permeable pavement for alleys and streets that are currently private</td>
</tr>
<tr>
<td>• Stormwater opportunities</td>
<td>✓ A map overlaying zoning and Green Stormwater Strategy</td>
<td>• Call for Green Stormwater Infrastructure to be incorporated whenever possible</td>
</tr>
<tr>
<td>• Enable green stormwater strategy through zoning &amp; height</td>
<td>✓ Clarify purpose of green streets and features</td>
<td></td>
</tr>
<tr>
<td>• Updates to stormwater strategy map</td>
<td></td>
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</tr>
<tr>
<td><strong>6: Parks and Open Space</strong></td>
<td>Communicate recommendations more effectively through:</td>
<td>• Creating a park/open space in the Northwest District is a low priority unless/until substantial development occurs</td>
</tr>
<tr>
<td>• Subarea Parks principles</td>
<td>✓ Articulate joint functions and purposes of open/green spaces (particularly NW and Mall areas)</td>
<td>• Northwest District open space could be a stormwater feature, linear park along the Loop Road, or private space rather than a traditional park</td>
</tr>
<tr>
<td>• Agencies partner to implement</td>
<td></td>
<td>• Articulate the need for private open space within or near the Tacoma Mall</td>
</tr>
<tr>
<td>• Parks map more nuanced</td>
<td></td>
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<tr>
<td>• Scenarios for Madison School</td>
<td></td>
<td></td>
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<tr>
<td>• Improve &amp; connect to existing parks first</td>
<td></td>
<td></td>
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<tr>
<td>• Promote private open spaces</td>
<td></td>
<td></td>
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<tr>
<td>• Joint use of public facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>7: Character Districts</strong></td>
<td>Communicate recommendations more effectively through:</td>
<td>• Utilize streetscape features to give the neighborhood a distinct identity and to distinguish between districts</td>
</tr>
<tr>
<td>• Foundational Neighborhood Elements</td>
<td>✓ Emphasize the importance for pedestrians of the interplay between buildings and streetscapes</td>
<td>• Identify gateways/entrances into neighborhood as opportunities for placemaking</td>
</tr>
<tr>
<td>• Medium and long-term visions</td>
<td></td>
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<tr>
<td>• Vision graphics for each district</td>
<td></td>
<td></td>
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<tr>
<td>• Mixed-Use neighborhood (not mixed-use everywhere)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>8: Catalyzing Economic Development</strong></td>
<td>Communicate recommendations more effectively through:</td>
<td>• Consider expanding catalyst area in the Northwest District</td>
</tr>
<tr>
<td>• Address barriers to investment</td>
<td>✓ Consider changing map title to “potential catalyst sites”</td>
<td>• Clarify role of Madison School as catalyst site (park or development?)</td>
</tr>
<tr>
<td>• Assess economic impacts</td>
<td>✓ Articulate the key issues related to each catalyst site</td>
<td>• Consider the vacant athletic club site in the Lincoln Heights District a catalyst</td>
</tr>
<tr>
<td>• Support existing businesses</td>
<td></td>
<td>• Consider removing Costco as a proposed Catalyst Site</td>
</tr>
<tr>
<td>• Streamline development</td>
<td></td>
<td></td>
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<tr>
<td>• Flexibility for property owners</td>
<td></td>
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<tr>
<td>• Catalyst sites strategy</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Attachment 3:

Updated Materials Based on Commission Input
PROPOSED LAND USE MAP

INDUSTRIAL
MIXED-USE
S. 36TH ST

RESIDENTIAL

URBAN
MIXED-USE
S. 38TH ST

RESIDENTIAL

URBAN
MIXED-USE

COMMERCIAL

S. 43RD ST

S. WARNER ST

S. 42ND ST

S. 48TH ST

S. STEELE ST

S. SPRAGUE ST

S. TACOMA WAY

S. UNION ST

S. PINE ST

S. TACOMA WAY
# KE\[0x0]Y ZONING CHANGES SUMMARY

This table summarizes the policy intent and the key changes that would result from Proposed zoning changes. The table is keyed to the Zoning District Changes Map.

<table>
<thead>
<tr>
<th>Area &amp; Proposed Zoning District</th>
<th>Height</th>
<th>Land uses</th>
<th>Design standards</th>
<th>Reasons for change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. UCX Core area</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current: 75 by right/120 feet with bonuses</td>
<td>Current: Broad range of uses permitted</td>
<td>Current: X District design standards</td>
<td>No specific changes proposed.</td>
<td></td>
</tr>
<tr>
<td>Proposed: No change</td>
<td>Proposed: No change</td>
<td>Proposed: No change</td>
<td></td>
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<tr>
<td><strong>2. Proposed UCX Transition areas</strong></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>Current: 60 feet (RCX); 75 by right/120 feet with bonuses (UCX)</td>
<td>Current: Broad range of uses permitted</td>
<td>Current: X District design standards</td>
<td>Supports Urban Form and Land Use goals by focusing the highest density in the Core with a transition to areas with lower heights.</td>
<td></td>
</tr>
<tr>
<td>Proposed: 65 by right/85 feet with bonuses</td>
<td>Proposed: No change</td>
<td>Proposed: No change</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3. Proposed UCX Commercial area (abutting I-5)</strong></td>
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<td></td>
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</tr>
<tr>
<td>Current: 75 by right/120 feet with bonuses</td>
<td>Current: Broad range of uses permitted</td>
<td>Current: X District design standards</td>
<td>Supports economic development and public health goals by setting side the area nearest to I-5 for commercial development and locating residents further away for air quality reasons.</td>
<td></td>
</tr>
<tr>
<td>Proposed: No change</td>
<td>Proposed: No change</td>
<td>Proposed: No change</td>
<td></td>
<td></td>
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<tr>
<td><strong>4. RGC Expansion area: Proposed CIX Zoning (north and west of Current RGC)</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Current: 75 feet</td>
<td>Current: M-1 limits residential land uses</td>
<td>Current: M-1 design standards are minimal</td>
<td>Supports multiple goals by increasing development capacity and land use flexibility, while strengthening building design standards for a smoother transition to the industrial Nalley Valley.</td>
<td></td>
</tr>
<tr>
<td>Proposed: 75 by right/100 feet with optional height bonuses</td>
<td>Proposed: Allows both light industrial and residential uses</td>
<td>Proposed: X District design standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>5. RGC Expansion area: Proposed UCX Zoning (north of S. 35th St)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current: 75 feet</td>
<td>Current: M-1 limits residential land uses</td>
<td>Current: M-1 design standards are minimal</td>
<td>Supports multiple goals by increasing development capacity and providing for an urban mixed-use land use pattern, while strengthening building design standards.</td>
<td></td>
</tr>
<tr>
<td>Proposed: 75 by right/120 feet with optional height bonuses</td>
<td>Proposed: Allows a broad range uses, limits light industrial uses</td>
<td>Proposed: X District design standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. RGC Expansion area: Proposed UCX Zoning (west boundary of Madison District)</td>
<td>Current: 75 feet</td>
<td>Current: M-1 limits residential land uses</td>
<td>Current: M-1 design standards are minimal</td>
<td>Supports multiple goals by and providing for an urban mixed-use land use pattern, while strengthening building design standards for a smoother transition to the industrial Nalley Valley.</td>
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<tr>
<td>Proposed: 65 feet</td>
<td>Proposed: Allows a broad range of uses, limits light industrial uses</td>
<td>Proposed: X District design standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. RGC Expansion area: Proposed UCX Zoning (Currently NCX)</td>
<td>Current: 45 by right/85 feet with bonuses</td>
<td>Current: M-1 limits residential land uses</td>
<td>Current: Design standards are minimal</td>
<td>Supports multiple goals by making zoning for this small area consistent with the RGC to which it is adjacent.</td>
</tr>
<tr>
<td>Proposed: 65 by right/ 85 with bonuses</td>
<td>Proposed: Allows a broad range of uses, limits light industrial uses</td>
<td>Proposed: X District design standards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Multifamily Residential: Proposed URX Zoning (Lincoln Heights)</td>
<td>Current: 75 by right/ 120 feet with bonuses</td>
<td>Current: Broad range of uses permitted (min. 30 dwellings/acre)</td>
<td>Current: X District design standards</td>
<td>Supports Urban Form and Environmental goals by building on the residential character of the area and enabling and focusing Green Stormwater Infrastructure techniques in this area where soils are conducive to stormwater infiltration.</td>
</tr>
<tr>
<td>Proposed: 45 by right/ 65 feet with bonuses</td>
<td>Proposed: Residential land uses only (min. 25 dwellings/acre)</td>
<td>Proposed: No change</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Multifamily Residential: Proposed URX Zoning (Madison)</td>
<td>Current: 60 feet</td>
<td>Current: RCX permits multifamily and up to 25% commercial uses (min. 30 dwellings/acre)</td>
<td>Current: X District design standards</td>
<td>Supports Urban Form and Environmental goals by building on the residential character and scale of the area and enabling and focusing Green Stormwater Infrastructure techniques in this area where soils are conducive to stormwater infiltration.</td>
</tr>
<tr>
<td>Proposed: 45 feet</td>
<td>Proposed: Residential land uses only (min. 25 dwellings/acre)</td>
<td>Proposed: No change</td>
<td></td>
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</tbody>
</table>

NOTE: The table provides a high level overview of the changes directly related to zoning. There are additional regulatory changes proposed which would be broadly applicable and are addressed in their own sections of this Code Changes Appendix.
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Overall Priority Project List

This section describes the overall project priority list for the Tacoma Mall Neighborhood. This list highlights the major projects that the project team identified as being necessary to achieve the urban form and travel choice outcomes identified in this plan. This list was developed by a subcommittee of the project team created who created project prioritization matrix that aligns with the Plan’s goals and actions. All of the projects were evaluated based on the following criteria:

1. Advances land use objectives
2. Safety
3. Storm water management (regional and sub-area treatment)
4. Advances Mode Split
5. System Completeness and Connectivity
6. Urban Design Opportunities
7. Leverage Partnerships (WSDOT, Pierce Transit, Sound Transit, Pierce County, FTA, etc.)
8. Capacity Enhancements
9. Capital Cost to City
10. Feasibility
11. Promotes Transit-Oriented Development

The projects were then ranked by their final score and organized in terms of near, mid, and long-term priorities. The results can be seen in Table 3. This is a snapshot of today’s priorities and may change over time as the Tacoma Mall Neighborhood redevelops. These projects serve various modes, and help meet goals set in the Network Priorities section. Table 3 and Figure 51 highlight the highest rated projects identified by the team. A brief description of several of the major projects follows the table.

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Potential Partners</th>
<th>Cost ($ thousands)</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Loop Road Demonstration Project</td>
<td>Initial implementation of a section of the Loop Road – would include a study to identify the best location</td>
<td>Property Owners</td>
<td>$1,500</td>
<td>Design, Right-of-way, Construction</td>
</tr>
<tr>
<td>2. I-5 Direct Access/HOV Ramp – Phase 1</td>
<td>Preliminary engineering study for new direct access/high occupancy vehicle freeway off ramp</td>
<td>WSDOT, Transit Providers, Property Owners</td>
<td>$900</td>
<td>Design</td>
</tr>
<tr>
<td>3. Madison District—Green Stormwater Infrastructure Streets – Phase 1</td>
<td>Initial implementation of permeable pavement and rain garden bulb-outs of residential streets</td>
<td>Property Owners</td>
<td>$5,000</td>
<td>Design, Right-of-way, Construction</td>
</tr>
<tr>
<td>4. S. 38th Street / S. Steele Street Intersection</td>
<td>Revise intersection channelization to improve vehicle operations; may require new turn lane</td>
<td>Property Owners</td>
<td>$500-1,500</td>
<td>Design, Right-of-Way, Construction</td>
</tr>
<tr>
<td></td>
<td>Mid-Term Priorities (5-15 years)</td>
<td></td>
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<tr>
<td>5.</td>
<td>S. Sprague Avenue Bike Connection</td>
<td>Add bicycle connection from I-5 Bike/Ped Bridge along Sprague Ave to Steele Street, S 35th St and S Tacoma Way</td>
<td>Property Owners</td>
<td>$2,100</td>
</tr>
<tr>
<td>6.</td>
<td>Tacoma Mall Transit Center – Phase 1</td>
<td>Location study and preliminary design for new transit center (in conjunction with ST3 high capacity transit study)</td>
<td>Transit Providers, Property Owners</td>
<td>$900</td>
</tr>
<tr>
<td>8.</td>
<td>Tacoma Mall Transit Center</td>
<td>New transit center with six bus bays, shelter, layover space, and passenger amenities</td>
<td>Transit Providers, Property Owners</td>
<td>$28,000</td>
</tr>
<tr>
<td>10.</td>
<td>Transit Supportive Actions</td>
<td>Speed and reliability enhancements to support planned high capacity transit routes</td>
<td>Transit Providers</td>
<td>TBD</td>
</tr>
<tr>
<td>11.</td>
<td>S. 38th Street Complete Streets/ Gateway Project</td>
<td>Complete Streets redesign and incorporate gateway features on S 38th Street between S. Tacoma Way and I-5</td>
<td>Property Owners</td>
<td>$10,660</td>
</tr>
<tr>
<td>12.</td>
<td>Loop Road – Phase 2</td>
<td>Complete Loop Road – multimodal internal connector emphasizing bike, pedestrian and green stormwater features</td>
<td>Property Owners</td>
<td>$12,700</td>
</tr>
<tr>
<td>15.</td>
<td>Pine St &amp; 42nd St Signal</td>
<td>Add a signal at the intersection of Pine St and 42nd St.</td>
<td>Transit Providers, Property Owners</td>
<td>$300</td>
</tr>
<tr>
<td>Project Description</td>
<td>Details</td>
<td>Cost</td>
<td>Funding Sources</td>
<td></td>
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<tr>
<td>17. S. 47th/48th Street Complete Streets/Bike Connection</td>
<td>Complete Streets redesign incorporating bike connection from I-5 bridge to Water Flume Trail</td>
<td>$5,040</td>
<td>Property Owners, Design, Right-of-Way, Construction</td>
<td></td>
</tr>
<tr>
<td>18. S. 48th Street Overpass</td>
<td>Widen existing overpass of I-5 or build a new adjacent bridge for improved bicycle/pedestrian connection to the subarea</td>
<td>$1,810</td>
<td>WSDOT, Design, Right-of-Way, Construction</td>
<td></td>
</tr>
<tr>
<td>19. Area-wide sidewalk gaps</td>
<td>As development occurs, connect sidewalk system, addressing gaps and substandard conditions</td>
<td>$14,230</td>
<td>Property Owners, Design, Right-of-Way, Construction</td>
<td></td>
</tr>
<tr>
<td><strong>Long-Term Priorities (15+ years)</strong></td>
<td><strong>Project</strong></td>
<td><strong>Cost</strong></td>
<td><strong>Funding Sources</strong></td>
<td></td>
</tr>
<tr>
<td>20. S. 35th Street Bike Corridor</td>
<td>Add bicycle facility and extend corridor to South Tacoma Way</td>
<td>$2,720</td>
<td>Property Owners, Design, Right-of-Way, Construction</td>
<td></td>
</tr>
<tr>
<td>21. S Fife St to S 48th St Bike Connection</td>
<td>Add bicycle connection between the Lincoln Heights and Mall Districts to S 48th St</td>
<td>$570</td>
<td>Property Owners, Design, Right-of-Way, Construction</td>
<td></td>
</tr>
<tr>
<td>22. S 40th St Bike Connection</td>
<td>Add bicycle connection from S Tacoma Way to S Fife St</td>
<td>$1,250</td>
<td>Property Owners, Design, Right-of-Way, Construction</td>
<td></td>
</tr>
<tr>
<td>23. Warner St Bike Connection</td>
<td>Add bicycle connection from S 38th St to S 47th St</td>
<td>TBD</td>
<td>Property Owners, Design, Right-of-Way, Construction</td>
<td></td>
</tr>
<tr>
<td>24. Area-wide Active Transportation Pathways</td>
<td>Add pedestrian pathways and missing link bike connections called for in the Subarea Plan</td>
<td>TBD</td>
<td>Property Owners, Design, Right-of-Way, Construction</td>
<td></td>
</tr>
<tr>
<td>25. Area-wide street grid connections</td>
<td>As development occurs, add new street connections to enhance overall mobility for all modes</td>
<td>$39,110</td>
<td>Property Owners, Design, Right-of-Way, Construction</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
1. These are order of magnitude cost estimates for planning purposes. No right of way costs are included.
2. The City will pursue funding opportunities as they become available and projects may begin sooner than anticipated.
PRIORITIES MAP – ALL PROJECTS
Priority New Street Connections Map

Tier One

S. 35TH ST
S. 38TH ST
S. 38TH ST
S. 48TH ST
S. 47TH ST
S. 36TH ST
S. 43RD ST
S. STEELE ST
S. UNION ST
S. SPRAGUE ST
TACOMA MALL BLVD.
S. TACOMA WAY
S. TACOMA WAY
S. PINE ST
S. WARNER ST
S. 47TH ST
S. 43RD ST
S. STEELE ST

Tier Two

S. 35TH ST
S. 38TH ST
S. 38TH ST
S. 48TH ST
S. 47TH ST
S. 36TH ST
S. 43RD ST
S. STEELE ST
S. UNION ST
S. SPRAGUE ST
TACOMA MALL BLVD.
S. TACOMA WAY
S. TACOMA WAY
S. PINE ST
S. WARNER ST
S. 47TH ST
S. 43RD ST
S. STEELE ST
Draft Tacoma Mall Neighborhood Subarea Plan

Key Issues & Recommendations

Planning Commission Small Group Meetings

Staff are seeking direction on several key discussion areas to move the draft Subarea Plan forward. The Commission has been reviewing and discussing aspects of the preliminary draft Subarea Plan since December of 2016. As part of those discussions, several topics have emerged that require additional staff analysis and subsequent discussion. Although the majority of the goals and actions are well-supported, it has been difficult to communicate and to reach concurrence on significant portions of the plan while these topics remain unresolved.

Staff will ask groups of three Commissioners to meet with the project team to have targeted conversations about these discussion areas with the goal of establishing concurrence on key remaining decision points. These conversations will be shaped by packets containing supporting materials, such as summary sheets, maps, and other visuals, which will be the precursors to shaping appropriate strategies to inform and support decisions and overall direction.

Attached is a compilation of all goals and actions in the preliminary draft, by chapter. To facilitate these conversations, staff have edited the goals and actions list found in Chapter One: Introduction to make it more concise, and highlighted the specific goals and actions which we understand require further discussion. Staff will provide an overview of the proposed direction for key topics including:

1. Proposed zoning and height
2. Residential and commercial design
3. Proposed transportation projects
4. Street network and connectivity
5. Green stormwater strategies
6. Parks and open space
7. Character districts
8. Catalyzing economic development

Key staff subject matter experts will be in attendance to ensure that questions can be readily addressed.

In addition, staff will request input on the preliminary draft Plan as a communication document. Staff have formulated recommendations for text edits for brevity and clarity, as well as map and graphics updates. Staff will contact you soon to schedule the meetings. Thank you for your ongoing commitment to the success of the project.
Dear Planning Commission,

Thank you for participating in the small group discussions on the Tacoma Mall Neighborhood Subarea Plan & EIS project. Our intent is two-fold: First, to reach a common understanding of what decisions remain to be made. Second, to establish where there is general agreement on how to move forward and where additional analysis and discussion is needed.

In December 2016 the Commission began its review of the preliminary draft Subarea Plan. Based on Commission discussions, stakeholder input, and ongoing analysis, staff have identified eight topics which have emerged as decision points, and developed recommendations for each.

The attached packet provides a brief overview of each topic, and the associated issues and staff recommendations. Our subject matter experts will attend the meetings to support the discussion.

Here is the proposed agenda (subject to change):

1. Introductions, meeting intent and approach (15 minutes)
2. Topics discussion (90 minutes)
3. Discussion summary and next steps (15 minutes)

Thank you for taking the extra time to help shape the direction of the project. Your input will help us make the Subarea Plan more effective as a community vision and action strategy.

Sincerely,
Elliott Barnett, Associate Planner
(253) 591-5389
## GOALS AND ACTIONS TABLE

### CHAPTER 3 – URBAN FORM

**Goal UF-1**
Establish a more coherent, cohesive, accessible neighborhood structure by implementing the six foundational elements of neighborhood urban form:

1. **Place-based character districts**
2. **Focused density & transition areas**
3. **Internal Loop Road & parks system**
4. **Complete & connected street network**
5. **Green infrastructure systems**
6. **Neighborhood edges & transitions**

**Action UF-1**
Establish four neighborhood character districts based on the ¼ mile walkable neighborhood concept and the distinct quadrants defined by S 38th and S Pine Streets.

**Action UF-2**
Foster district identities that respond to conditions, opportunities and interests of stakeholders in each district and are consistent with the community character envisioned for the entire neighborhood.

**Action UF-3**
Ensure City codes support the focused density and transition areas goal.

**Action UF-4**
Create a neighborhood “mixed-use town center” in the Mall District, with a potential high capacity transit station location, and a full mix of land uses.

**Action UF-5**
Develop a Master Plan for the entire Loop Road.

**Action UF-6**
Design and develop the Loop Road in phases.

**Action UF-7**
Create a complete and connected street network.

**Action UF-8**
Design and implement strategies for area-wide stormwater management, parks, tree cover, and bicycle and pedestrian networks.

**Action UF-9**
Implement signage, public art, landscaping and other strategies to clarify neighborhood edges, identify entry points, support neighborhood identity and provide transitions.

**Goal UF-2**
Plan for a high-capacity transit station and transit-oriented development in a central location in the neighborhood.

**Action UF-10**
Consider Federal funding agency and transit station area location criteria to identify the most beneficial specific locations.

**Action UF-11**
Pursue a High Capacity Transit Corridor Study with Sound Transit and Pierce Transit in the near term, including consideration of both light rail and BRT.

**Goal UF-3**
Transition to a contemporary, self-sufficient, well-connected neighborhood that has employee, resident and visitor activity to support high capacity transit.
Action UF-12
Develop a design manual with standards for contemporary building forms, design and materials that provide a vibrant, urban experience.

CHAPTER 4 – LAND USE

Goal LU-1
Guide development, growth, and infrastructure investment to promote the neighborhood vision and build on the character and assets of each district.

Action LU-1
Update development regulations to encourage development that supports the character districts vision.

Goal LU-2
Design new development to contribute to the distinctive physical, historic, aesthetic and cultural qualities of its District.

Action LU-2
Review City code to identify opportunities to better promote site and building design.

Action LU-3
Actively promote efforts to improve the quality of building and streetscape design with a particular emphasis on the human scale and an inviting atmosphere for pedestrians.

Action LU-4
Improve the City’s capacity to promote design objectives through development of a design review program.

Action LU-5
Adopt the proposed land use and zoning map changes that create transitions in scale between higher and lower intensity areas and residential enclaves.
NOTE: This includes proposed zoning district and height changes.

Action LU-6
Create distinct neighborhood entries and visual identity with increased green areas on I-5 and on the slopes above South Tacoma Way.

Action LU-7
Adopt, maintain and update the Phase 1 package of development regulations.
NOTE: This includes the following proposed code changes:
  • New connectivity requirements
  • Land use table modifications
  • Development Regulation Agreement updates
  • Residential and commercial design standards updates
  • Landscaping Code updates
  • Parking lot standards updates
  • Environmental Code & Groundwater Protection District Code updates

Action LU-8
Ensure that the Subarea Plan maps are used to establish and maintain designations and urban structural elements.

Action LU-9
Work with property and business owners, developers and residents to continue to refine development regulations.

Goal LU-3
Clarify distinctions and strengthen transitions between the Regional Growth Center and South Tacoma Way Manufacturing and Industrial Center boundaries.
Chapter 5 – Housing

Goal H-1
Maintain and broaden the range of housing types, consistent with the Subarea land patterns and urban design goals and the 2040 growth targets.

Action H-1
Promote higher-density, scaled residential and residential mixed-use development along the S Pine St and S 38th St corridors, and around the Tacoma Mall.

Action H-2
Promote moderate-density residential and residential mixed-use development in areas between the highest and lowest residential densities.

Action H-3
Enable the development of residential and residential mixed-use development including live/work, artist studio housing in the Northwest District.

Action H-4
Continue the residential character of the Madison and Lincoln Heights residential areas.

Action H-5
Encourage housing developers to provide community and green spaces.

Goal H-2
Maintain a range of affordable housing costs in the neighborhood.

Action H-6
Collaborate to ensure at least 25 percent of new housing is affordable to households earning 80 percent or less of Pierce County area median income (AMI).

Action H-7
Seek input to ensure that development standards make it simple and cost effective to build attractive, contemporary housing units that are moderately and affordably priced.

Action H-8
Work with partners to build and maintain very-low income and special needs housing.

Action H-9
Monitor to ensure at least 25% of housing is affordable at 80% AMI.

Chapter 6 – Transportation Choices

Goal T-1
Build a transportation network that reinforces Tacoma’s land use and urban design vision for the Tacoma Mall Neighborhood Subarea Plan.

Action T-1
Accommodate future growth through the development of a multimodal neighborhood transportation network designed to reduce the reliance on SOVs.

Action T-2
Design the transportation system to balance livability with retail and employment objectives by maintaining acceptable congestion levels while enhancing the pedestrian and bicycle environment.

Action T-3
Encourage land use patterns and developments that support non-SOV travel, and provide multimodal transportation options and intermodal connectivity.

Action T-4
Strictly limit street and alley vacations, allowing them only when connectivity is maintained in the neighborhood and immediate area.

Action T-5
Implement access management principles along 38th Street to consolidate access points onto the arterial.

Goal T-2
Protect natural, as well as neighborhood, assets to create and connect places where people can live, work, and play in a safe and healthy environment.

Action T-6
Consider CPTED principles, aesthetics, safety and walkability in designing and locating transportation facilities.

Goal T-3
Build a complete streets network throughout the neighborhood.

Action T-7
Allow on-street parking on low-volume, low-speed streets.

Action T-8
Implement the Subarea Complete Streets network by considering first those design guidelines for both the public and private street designs.

Goal T-4
Prioritize the movement of people and goods via modes that have the least environmental impact and greatest contribution to livability.

Action T-9
Build the Tacoma Mall Neighborhood transportation network using a “layered network” framework, which focuses on how the subarea transportation network can function, as a system, to meet the needs of all users.

Action T-10
Implement transportation network projects based on the near, mid, and long-term prioritization recommendations of this plan.

Action T-11
Employ Transportation Demand Management (TDM) measures to increase the Tacoma Mall Neighborhood’s mode share by non-single occupant vehicles.

Action T-12
Monitor the Tacoma Mall Neighborhood’s mode share to track the progress toward achieving the mode split targets for the Subarea.

Action T-13
Support the transportation needs of this traditionally underserved neighborhood through investment in equitable modes of transportation and “catch-up” investment.

Action T-14
Build the transportation system, as defined in the near-term project list, at a rate equal or ahead of the pace of development during the planning horizon.

Action T-15
Strive to reduce crashes and collisions by working towards “target zero” of deaths and injuries using education, enforcement, and engineering, prioritizing high-crash locations.

Action T-16
Reconnect the grid where present (residential) and extend north/south streets north across 38th to create new similarly-scaled blocks.
Action T-19
Relocate the existing Tacoma Mall Transit Station to a central location within the Subarea in order to improve access and increase ridership.

Action T-20
Enhance station access by exploring bus or shuttle connections to Sounder Stations, bike and pedestrian access to stations, station aesthetic improvements, and ensuring transit routes serve the community.

Action T-21
Advocate for the extension of regional light rail service to the Tacoma Mall Neighborhood RGC and participate actively in the ST3 LINK Extension study.

Action T-22
Engage with Sound Transit to add the Tacoma Mall Neighborhood RGC transit center as a stop on the express bus service from Lakewood to Seattle.

Action T-23
Explore feasibility of a Sounder station in the Northwest District.

Action T-24
Implement the proposed internal Loop Road and the bike facilities shown in the Subarea Plan Pedestrian and Bicycle Facilities Network.

Action T-25
Implement key pedestrian connections, including those shown in the Subarea Plan Pedestrian and Bicycle Facilities Network.

Goal T-5
Proactively develop partnerships with public and private partners to best serve all users of the Tacoma Mall Neighborhood transportation system.

Action T-26
Proactively develop partnerships with WSDOT, Sound Transit, Pierce Transit, the Department of Ecology, private property owners, Metro Parks and pursue funding.

Action T-27
Actively coordinate with WSDOT to plan and fund the I-5 Direct Access Project. Complete necessary planning studies for inclusion in the WSDOT STIP.

Action T-28
Actively coordinate with transit providers and other partners to plan and fund High Capacity Transit service to the Subarea, including a multimodal transit station.

Goal T-6
Design an environmentally, socially, and fiscally sustainable transportation system that serves its users through strategic planning efforts, funding, and projects.

Action T-29
Implement the high priority projects listed in this Subarea Plan to reduce car use.

Action T-30
Utilize best management practices for stormwater, to ensure runoff does not cause impacts to receiving waters.

Action T-31
Prioritize system preservation, maintenance, and repair to protect existing and future transportation investments.

Goal T-7
Develop and implement transportation demand management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system.

Action T-32
Continue the Commute Trip Reduction (CTR) program in the Mall area.

Action T-33
Enact a parking demand management strategy.

Goal T-8
Provide improved transportation facilities to support a shift in travel behavior and improve the urban form and economic vitality of the Tacoma Mall Neighborhood.

Action T-34
Integrate the Subarea Plan projects and ranking criteria into the City’s TMP.

Action T-35
Aggressively pursue funds to implement the projects identified in this Plan.

Goal T-9
Obtain funding through a variety of sources for implementation of the Subarea Plan.

Action T-36
Adopt an ordinance that would enable the City to recover expenses associated with preparation of the Subarea Plan EIS through fees on development.

Action T-37
Analyze the potential to create an impact fee program, as well as other new funding sources and mechanisms.

CHAPTER 7 – ENVIRONMENT

Goal E-1
Enhance water quality and flow control conditions through implementation of an area-wide stormwater strategy with both centralized and dispersed BMPs that infiltrate runoff, provide flood storage, and reduce effective impervious surface coverage.

Action E-1
Disseminate information about and implement the area-wide stormwater management strategy through development review and public projects.

Action E-2
Integrate stormwater infiltration and emergency overflow flood storage and conveyance into new parks and open spaces, and/or right-of-ways.

Action E-3
Encourage the use of the City of Tacoma Payment In-Lieu-of Construction Program as a flow control alternative to site-by-site facilities for development and redevelopment.

Action E-4
Prioritize the construction of permeable pavement for streets with lower traffic volumes, particularly where existing stormwater infrastructure is over capacity. Where feasible integrate bulbout bioretention cells at intersections with arterials.

Action E-5
Preserve existing mature trees and green spaces in association with City actions when feasible, and encourage retention of mature trees when properties are developed.

Action E-6
Encourage property owners to retrofit their properties with green stormwater infrastructure and/or low impact development best management practices.

Goal E-2
Ensure infiltrated stormwater runoff recharges clean water to the South Tacoma aquifer.

**Action E-7**
Collaborate with the Tacoma-Pierce County Health Department to revise the Tacoma Municipal Code to reflect the circumstances and requirements for infiltration in the South Tacoma Groundwater Protection District.

**Action E-8**
Ensure that areas of known soil and/or groundwater contamination are considered when reviewing proposals for development or redevelopment.

**Goal E-3**
Target 25% tree canopy coverage in the Madison District and 20% coverage in the other neighborhood Districts.

**Action E-9**
Target 25% tree canopy coverage in the Madison District and 20% coverage in the other neighborhood Districts by 2040.

**Action E-10**
Work with property owners such as WSDOT to increase tree cover on the neighborhood perimeter.

**Action E-11**
To increase the identity, canopy cover and green infrastructure value of the Loop Road linear parkway consider planting the largest street trees feasible.

**Action E-12**
Coordinate with parks and open space services providers to ensure tree canopy targets are met within their facilities.

**Action E-13**
Seek ways to promote Garry Oaks as a signature native tree species.

**Goal E-4**
Promote regional conservation of farms and forests and protect the health of the Puget Sound.

**Action E-14**
Promote the use of TDRs in exchange for height bonuses.

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**CHAPTER 8 – COMMUNITY VITALITY**

**Goal CV-1**
Foster an identity for the Tacoma Mall Neighborhood that instills pride in a strong community of diverse residents and businesses.

**Action CV-1**
Work with local residents and businesses to identify the name for the neighborhood that best captures the community’s identity and aspirations for the future.

**Action CV-2**
Develop consistent signage and wayfinding for the neighborhood.

**Action CV-3**
Rebrand the neighborhood as a “green neighborhood,” celebrating planned improvements in green stormwater infrastructure, parks and tree cover.

**Goal CV-2**
Increase the presence of arts and cultural activities, engage community members from diverse backgrounds, build community relationships and support neighborhood identity.

**Action CV-4**
Develop a public art strategy for this neighborhood that identifies resources, partnerships and opportunities.

**Action CV-5**
Ensure that the City’s land use regulations and community and economic development programs support local fabrication and production of arts.

**Action CV-6**
Integrate public art that reflects and strengthens community identity in public places and neighborhood gateways.

**Action CV-7**
Promote events like farmers markets, music, festivals, food truck events, and neighborhood parties.
Goal CV-3
Bring more services and amenities to the neighborhood to provide safe and convenient access to the goods and services needed in daily life.

Action CV-8
Recruit, promote or construct a variety of services and amenities that address the needs and desires of residents.

Action CV-9
Work with the community to identify immediate needs for new amenities and affordable services and identify steps to bring them to the neighborhood.

Action CV-10
Work with health services providers to explore ways to improve access to accessible medical services in the neighborhood.

Action CV-11
Work with the Tacoma School District to explore the possibility of opening a new school in the neighborhood.

Action CV-12
Engage the Tacoma School District to develop scenarios for future uses for the Madison School site that would continue the site’s legacy as a community hub.

Goal CV-4
Empower all community members to participate in neighborhood planning and development, and cultivate inclusive decision-making that celebrates the neighborhood’s diverse community.

Action CV-13
Support formation of a Subarea Plan implementation steering committee.

Action CV-14
Use a combination of engagement methods to invite all local populations to participate in planning and implementation activities.

Action CV-15
Monitor demographic characteristics and community participation over time and take steps to maintain ethnic, economic and age diversity.

Action CV-16
Work with partners to improve equity and health outcomes by reducing social and economic barriers such as poverty, lack of professional skills and cultural segregation.

Action CV-17
Support existing community organizing efforts, as well as potential new ones such as formation of a Community Development Corporation or Neighborhood Business District.

Goal CV-5
Improve safety for neighborhood residents and visitors at all times of the day.

Action CV-18
Monitor trends in fire and emergency medical services calls, and take this information into account when planning for service improvements.

Action CV-19
Work with agencies and stakeholders to improve community safety and disaster readiness and to prevent crime.

Action CV-20
Encourage development on vacant and underutilized lands to catalyze positive change.

Action CV-21
Implement “Target 0” injury goals by concentrating traffic safety improvements in areas of high pedestrian and bicycle injuries.

Action CV-22
Integrate Crime Prevention Through Environmental Design (CPTED) principles into the development code for the neighborhood, as appropriate to a dense urban district.

Action CV-23
Work with stakeholders to identify ways to improve safety and perceptions of safety along the western edge of the Madison District and along the northern boundary of the Tacoma Cemetery.
Goal CV-6
Engage Metro Parks Tacoma, civic partners and the community to establish a shared understanding of the parks and open space needs and vision for Tacoma’s densest urban centers.

Action CV-24
Collaborate with Metro Parks Tacoma and others to consider new level of service standards for parks in Tacoma’s densest urban centers.

Action CV-25
Collaborate with Metro Parks Tacoma and others to consider adopting the following parks planning principles for the Tacoma Mall Neighborhood:

- Evenly distributed among the four Tacoma Mall Neighborhood districts
- Located along the Loop Road to create a continuous string of green public spaces
- Provides green stormwater infrastructure and tree canopy
- Enhances sense of place and urban design
- Meets the recreational needs of a dense, diverse urban neighborhood

Goal CV-7
Collaborate with Metro Parks Tacoma, the Tacoma School District, civic partners and the community to develop innovative plans, implementation, funding and maintenance strategies for parks and open spaces in the Tacoma Mall Neighborhood.

Action CV-26
Collaborate with Metro Parks Tacoma to determine how Subarea Plan goals and actions for parks fit into their current and upcoming capital and programmatic priorities.

Action CV-27
Work with Metro Parks Tacoma to synchronize long range plans for parks.

Action CV-28
Secure a new location for the 40th Street Community Garden prior to constructing the street.

Action CV-29
Work with private developers to provide open space in various forms such as public plazas and private recreational spaces.

Action CV-30
Prioritize new parks and civic spaces that have the greatest potential as community gathering places, defining elements of neighborhood identity, and catalysts.

Goal CV-8
Engage with the community to create recreational opportunities for all ages, household types, cultural backgrounds, income levels and interests.

Action CV-31
Expand access to safe public places for people of all ages to play and socialize, through collaboration with parks providers, developers and businesses.

Action CV-32
Work with community partners to expand programs that engage youth throughout the year in safe, supportive and active environments.

Action CV-33
Collaborate with stakeholders to regularly evaluate and develop plans to meet recreational programming needs for people of all ages.
CHAPTER 9 – SHARED PROSPERITY

Goal SP-1
Support growth of businesses and jobs in a manner that supports the vision for the neighborhood and identity and character of the 4 neighborhood districts.

Action SP-1
Maintain a dialogue with existing businesses to assess and support the retention and expansion of existing businesses.

Action SP-2
Promote businesses and employment in locations that support character district cohesion.

Action SP-3
Support the development of creative economy “makers” light fabrication/arts-based jobs in the Northwest District.

Action SP-4
Attract new businesses to the Mall District to support creation of a “mixed-use town center” with a mix of regional and local serving retail, entertainment, hotel, education, health care, and commercial and institutional uses.

Action SP-5
Work with property owners to understand how existing covenants or other agreements might restrict redevelopment and infill.

Action SP-6
Collaborate between property owners, businesses, the city and others to beautify and activate streets and sidewalks.

Action SP-7
Work with the business community to explore organizing a business improvement district.

Action SP-8
Promote local business ownership and locally made products, particularly in the Northwest District.

Action SP-9
Use existing city programs to promote investment and growth.

Action SP-10
Establish standards for contemporary signage to improve visibility and image.

Goal SP-2
Create a more diverse employment base to serve both regional markets and neighborhood needs, and to increase the earning capacity of neighborhood residents.

Action SP-11
Broaden the range of employment types through recruitment of under-represented institutions and businesses such as medical, office, educational and fabrication facilities.

Action SP-12
Promote job training that increases people’s ability to get living wage jobs with a particular emphasis on empowering women, minorities and small businesses.

Action SP-13
Work with businesses to invest in their employees through good benefits and pay.

Goal SP-3
Build critical mass by leveraging partnerships and investments to catalyze development.

Action SP-14
Prioritize and focus City business recruitment efforts on key catalyst sites.
Action SP-17
Use streetscape and transportation improvements to promote growth.

Action SP-18
Advocate for financing mechanisms for streetscape and infrastructure improvements such as impact fees, fee in lieu of and latecomer fees.

Action SP-19
Build key roads to establish urban form.

Goal SP-4
Form a team of high level leaders from the public and private sectors that will promote and enable implementation of “Mixed-use Town Center”.

Action SP-20
Establish a plan to develop partnership with the Simon Properties Group, large land owners, public agencies and other partners for longer term planning and coordination.

Action SP-21
Look for opportunities to partner to attract public and private investment.

Action SP-22
Form a multiparty team to coordinate implementation efforts, harnessing the skills, experiences and resources of those in the private, public and voluntary sectors.

Action SP-23
Identify a leader within the City of Tacoma to lead Mall revitalization, redevelopment and coordination with partners over a period of several years.

Action SP-24
Develop a strategy for recruiting specific business types that can strengthen and diversify employment, retail and services markets and support daily living.

Action SP-25
Recruit key land uses and businesses to support transit-oriented development in the future High Capacity transit station area.

Action SP-26
Explore the potential for development of a “grand staircase” walking connection between the Northwest District and South Tacoma Way.

Chapter 10 – Utilities & Services

Goal US-1
Ensure availability of utilities at appropriate levels of service to support the Neighborhood’s existing and planned development.

Action US-1
Update the Tacoma Municipal Code and procedural guidance to ensure that utilities and utility service plans be adequate to support planned growth and zoning capacity.

Goal US-2
Minimize impacts on adjacent properties and open spaces associated with the siting, development and operation of utility services and facilities.
Action US-2
Require distribution lines to be undergrounded whenever feasible.

Action US-3
Revise standard plans to show co-location of facilities and rights-of-way are to be located in accordance with prudent utility practices.

Action US-4
Revise standard plans to show public use opportunities for utility corridors and facilities.

Action US-5
Revise development regulations to require two-family, three-family and townhouse developments to provide a consolidated location for storage of solid waste containers, direct street access pickup, and if needed space for a shared waste collection service.

Action US-6
Revise the Tacoma Municipal Code to require that utility service for new two-family, three-family and townhouse development be designed to minimize visual impact.

Goal US-3
Coordinate with public service providers to ensure that they meet performance standards to support a complete neighborhood.

Action US-7
Work with public service providers to monitor the level of public services and address any shortfalls.

Action US-8
Coordinate with public service providers to ensure that new facilities take advantage of opportunities to support the goals of the Subarea Plan.

Action US-9
When major new public projects are planned for the neighborhood, consider opportunities for public services providers to co-locate facilities.

Goal US-4
Maximize the benefits derived from publicly owned sites and facilities by promoting their placemaking potential.

Action US-10
Assess the potential for joint use, beautification, public art, or eventual redevelopment of public sites while ensuring that the public utility and service functions are fully met.

Chapter 11 – Implementation

Goal IMPL-1
Develop a sustainable funding strategy that draws from multiple sources for various aspects of the plan in support of achieving the neighborhood vision.

Action IMPL-1
Analyze potential new funding approaches, such as impact fees, pursuant to increasing resources dedicated to Subarea Plan actions.

Action IMPL-2
Develop a City funding source for construction of new connections under the Connectivity Requirement.

Action IMPL-3
Adopt an ordinance that would enable the City to recover expenses associated with preparation of the Subarea Plan EIS through fees on development.

Action IMPL-4
Analyze the potential to create an impact fee program, as well as other new funding sources and mechanisms.

Goal IMPL-2
Track and manage performance measures to ensure the plan is relevant in achieving the Neighborhood vision.

Action IMPL-5
Identify departmental roles, responsibilities, and data tracking for the performance measures identified in this Plan.

Action IMPL-6
Prepare and present a biennial report, in collaboration with the local community, to the City Council in time for making budgetary decisions.
DISCUSSION ITEM

Action LU-5
Adopt the proposed land use and zoning map changes that create transitions in scale between higher and lower intensity areas and residential enclaves. NOTE: This includes proposed zoning district and height changes.

Action LU-10
Revise the RGC boundary to transition between the mixed-use Tacoma Mall Neighborhood and the industrial character of the Manufacturing and Industrial Center. NOTE: This includes the proposed expansion of the Regional Growth Center and associated zoning district changes to the expansion area.

OVERVIEW

The draft Subarea Plan includes a package of land use, zoning and height changes intended to catalyze high density development consistent with the Regional Growth Center policies, support green stormwater, urban design, transportation, livability and other goals. The proposals were developed with substantial community input and technical analysis. Proposed changes are intended to accomplish the following:

- Manage transitions and focus growth by establishing gradations in permitted height
- Establish multifamily residential/green infrastructure areas in Madison and Lincoln Heights
- Incorporate an approximately 116-acre expansion area into the Regional Growth Center
- Limit residential development in close proximity to Interstate-5 due to air quality concerns
- Allow for innovative proposals through the Development Regulation Agreements option

Background information is available in the 01/04/17 Planning Commission packet.

ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

1. Proposed zoning capacity (additional zoning capacity is over 3 times existing + planned growth)
2. Articulate the linked benefits of the residential zoning/green streets proposal
3. Refine proposed zoning changes to allow for more density and use flexibility
4. Remove the proposed Madison District neighborhood commercial node
5. Revise bonus approach to be consistent with the Mixed-Use Centers approach

See the Urban Form and Land Use Chapters of the preliminary draft Plan for more information.

Material Support:
Existing zoning map
Preliminary proposed zoning map
Revised proposed zoning map
Medium-term vision map
Long-term vision map
Growth Capacity Map (UNDER DEVELOPMENT)
EXISTING ZONING MAP

Existing: Zoning
November 2016

LEGEND
- Expanded Neighborhood Subarea
- Existing RGC Boundary
- R2: 1 Family Dwelling
- R2 SRD: 1 Family Dwelling – Special Review
- R3: 2 Family Dwelling
- R4L: Low Density Multiple Family Dwelling
- R4: Multiple Family Dwelling
- T: Transitional
- C1: Commercial
- C1: Commercial
- M1: Light Industrial
- M2: Heavy Industrial
- RCX: Residential Commercial Mixed-Use
- NCX: Neighborhood Mixed-Use
- UCX: Urban Center Mixed-Use
- CIX: Commercial Industrial Mixed-Use

Note: entire map extent is within the South Tacoma Groundwater Protection Overlay (STGPD)
Proposed: Zoning + Intensities
November 2016

LEGEND

- Zoning Boundary
- Height Boundary within Zoning District
- xx/xx  Maximum Base Height/Maximum Bonus Height
PROPOSED LAND USE MAP

- **Residential**
  - S. 36th St
  - S. 43rd St
  - S. 47th St
  - S. 48th St

- **Urban Mixed-Use**
  - S. Tacoma Way
  - S. 35th St
  - S. 38th St

- **Industrial Mixed-Use**
  - S. Tacoma Mall Blvd.

- **Commercial**
  - S. Union St
  - S. Sprague St

Map is for reference only.
DISCUSSION ITEM

Action LU-7
Adopt, maintain and update the Phase 1 package of development regulations.
NOTE: This includes the following proposed code changes:
• New connectivity requirements
• Land use table modifications
• Development Regulation Agreement updates
• Residential and commercial design standards updates
• Landscaping Code updates
• Parking lot standards updates
• Environmental Code & Groundwater Protection District Code updates

OVERVIEW

The draft Subarea Plan includes residential and commercial design standards updates to promote walkability and urban design goals. Building design, orientation to the public right-of-way, development site planning and pedestrian standards play a major role in shaping people’s experience of the neighborhood. Updating both street design and building design work together as strategies to promote a shift from suburban to urban neighborhood patterns. Proposed design standards changes include:

• Townhouse and multifamily standard updates to ensure pedestrian-oriented building design, adequate site planning for utilities and services, and landscaping
• Commercial design standards updates for drive-through's and parking lots
• Designation of Pedestrian Streets (heightens pedestrian-oriented design features and restricts some land uses to promote an urban "main street" experience)
• Allow for innovative proposals through the Development Regulation Agreements option
• Call for citywide design review program as a high priority action

See the Land Use Chapter of the preliminary draft, as well as the 01/04/17 and 02/15/17 Commission packets for more information.

ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

1. Restrict front doors facing alleys
2. Remove the proposed minimum Commercial Floor Area Ratio requirement
3. Revise the preliminary designated Pedestrian Streets proposal

Material Support:
Design Standard Updates Summary
Updated Pedestrian Streets Map
Residential and Commercial Design Standards Updates Summary

Residential Design Standards Updates

Street orientation and relationship:

Strengthen requirements for townhouses and multifamily to be oriented toward the street, to incorporate street-facing architectural features, and to make an attractive transition to the public right-of-way.

Garbage and utilities:

Require that townhouse permit applicants demonstrate that garbage and recycling and utilities will be sited in a functional, unobtrusive manner.

This has been an issue in the Mall Neighborhood, as this example shows.

Front doors facing alleys:

 Allow townhouse front doors to face alleys only if the alley is paved and attractive, with a pedestrian pathway from the unit out to the public sidewalk.

This will require more than 20 feet of alley width which is common in the Mall Neighborhood.
Pedestrian site access:

Require that shared vehicular and pedestrian access areas be attractive and safe through distinct paving material for pedestrian pathways or paving that makes it clear that these spaces are for shared access.

Functional and attractive yard space:

Strengthen code language to require that yard space be functional and attractive.

Street trees with townhouse development:

Extend the street tree planting requirement to include 1, 2 and 3-family development (which is currently exempt).
Canopy coverage in URX Districts:

Require 15% onsite canopy coverage in the proposed URX District to promote livability and green stormwater goals.

The Landscaping Code provides flexibility including a fee in lieu option if tree planting is not feasible.
Residential and Commercial Design Standards Updates Summary

Commercial Design Standards Updates

Designate Pedestrian Streets:

Designate Pedestrian and Core Pedestrian Streets to heighten pedestrian-oriented design features and to restrict some land uses in order to promote an urban “main street” experience.

Drive-through design standards:

Require drive through stacking lanes adjacent to the building to be partially enclosed within a decorative or vegetated building or trellis structure, or to be enclosed within the building structure.

Parking lot pedestrian standards:

Increase standards for pedestrian access within large surface parking lots to promote shorter walking distances to businesses, provide distinct paving materials and landscaping, and to locate sidewalks adjacent to drive aisles (similar to public streets).
DISCUSSION ITEM

Action T-10
Implement transportation network projects based on the near, mid, and long-term prioritization recommendations of this plan.

OVERVIEW

The Subarea Plan followed a multimodal layered network approach to evaluate the transportation network and identified the following goals:

1. Support land use, urban design and environmental goals
2. Complete streets design
3. Improve Safety
4. Complete the bike and pedestrian network
5. Promote transit usage
6. Address traffic on arterials
7. Improve network connectivity

One key strategy is City leadership in proactively implementing the priority capital projects identified in the Subarea Plan. The Plan positions the City for success in seeking grant funding by clearly demonstrating the need, a coordinated and well-planned approach to address it, and showing both regional policy consistency and community support and partnership.

A list of capital improvement projects and an implementation plan has been developed, with stakeholder input, to achieve these goals. The near-term (0-5 year) capital improvement projects will address the immediate transportation needs and lay the groundwork for future action. The medium to long-term (5-20 year) capital improvement projects, along with additional connectivity achieved through redevelopment, will complete the 2040 transportation network.

ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

1. Discuss the prioritization of the capital projects list.

Material Support:
- Priority Capital Projects List
- Near, Mid and Long-term Projects Maps

Layered Network Concept
Overall Priority Project List

This section describes the overall project priority list for the Tacoma Mall Neighborhood. This list highlights the major projects that the project team identified as being necessary to achieve the urban form and travel choice outcomes identified in this plan. This list was developed by a subcommittee of the project team created who created project prioritization matrix that aligns with the Plan’s goals and actions. All of the projects were evaluated based on the following criteria:

1. Advances land use objectives
2. Safety
3. Storm water management (regional and sub-area treatment)
4. Advances Mode Split
5. System Completeness and Connectivity
6. Urban Design Opportunities
7. Leverage Partnerships (WSDOT, Pierce Transit, Sound Transit, Pierce County, FTA, etc.)
8. Capacity Enhancements
9. Capital Cost to City
10. Feasibility
11. Promotes Transit-Oriented Development

The projects were then ranked by their final score and organized in terms of near, mid, and long-term priorities. The results can be seen in Table 3. This is a snapshot of today’s priorities and may change over time as the Tacoma Mall Neighborhood redevelops. These projects serve various modes, and help meet goals set in the Network Priorities section. Table 3 and Figure 51 highlight the highest rated projects identified by the team. A brief description of several of the major projects follows the table.

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Potential Partners</th>
<th>Cost ($ thousands)</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial implementation of a section of the Loop Road - would include a study to identify the best location</td>
<td>Property Owners</td>
<td>$1,500</td>
<td>Design, Right-of-way, Construction</td>
</tr>
<tr>
<td>Preliminary engineering study for new direct access/high occupancy vehicle freeway off ramp</td>
<td>WSDOT, Transit Providers, Property Owners</td>
<td>$900</td>
<td>Design</td>
</tr>
<tr>
<td>Initial implementation of permeable pavement and rain garden bulb-outs of residential streets</td>
<td>Property Owners</td>
<td>$5,000</td>
<td>Design, Right-of-way, Construction</td>
</tr>
<tr>
<td>Revise intersection channelization to improve vehicle operations; may require new turn lane</td>
<td>Property Owners</td>
<td>$500-1,500</td>
<td>Design, Right-of-Way, Construction</td>
</tr>
<tr>
<td></td>
<td>Project Description</td>
<td>Responsible Parties</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td>---</td>
<td>-------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>5.</td>
<td>S. Sprague Avenue Bike Connection</td>
<td>Property Owners</td>
<td>$2,100</td>
</tr>
<tr>
<td>6.</td>
<td>Tacoma Mall Transit Center – Phase 1</td>
<td>Transit Providers, Property Owners</td>
<td>$900</td>
</tr>
<tr>
<td>8.</td>
<td>Tacoma Mall Transit Center</td>
<td>Transit Providers, Property Owners</td>
<td>$28,000</td>
</tr>
<tr>
<td>10.</td>
<td>Transit Supportive Actions</td>
<td>Transit Providers</td>
<td>TBD</td>
</tr>
<tr>
<td>12.</td>
<td>Loop Road – Phase 2</td>
<td>Property Owners</td>
<td>$12,700</td>
</tr>
<tr>
<td>15.</td>
<td>Pine St &amp; 42nd St Signal</td>
<td>Transit Providers, Property Owners</td>
<td>$300</td>
</tr>
</tbody>
</table>

Mid-Term Priorities (5-15 years)

<table>
<thead>
<tr>
<th></th>
<th>Project Description</th>
<th>Responsible Parties</th>
<th>Estimated Cost</th>
<th>Services Provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.</td>
<td>Tacoma Mall Transit Center</td>
<td>Transit Providers, Property Owners</td>
<td>$28,000</td>
<td>Design, Right-of-Way, Construction</td>
</tr>
<tr>
<td>10.</td>
<td>Transit Supportive Actions</td>
<td>Transit Providers</td>
<td>TBD</td>
<td>Design, Right-of-Way, Construction</td>
</tr>
<tr>
<td>12.</td>
<td>Loop Road – Phase 2</td>
<td>Property Owners</td>
<td>$12,700</td>
<td>Design, Right-of-Way, Construction</td>
</tr>
<tr>
<td>15.</td>
<td>Pine St &amp; 42nd St Signal</td>
<td>Transit Providers, Property Owners</td>
<td>$300</td>
<td>Design, Right-of-Way, Construction</td>
</tr>
<tr>
<td></td>
<td>Project Description</td>
<td>Responsible Parties</td>
<td>Cost</td>
<td>Timeline</td>
</tr>
<tr>
<td>---</td>
<td>-------------------------------------------------------------------------------------</td>
<td>-----------------------------</td>
<td>------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>17.</td>
<td>S. 47th/48th Street Complete Streets/Bike Connection</td>
<td>Complete Streets redesign incorporating bike connection from I-5 bridge to Water Flume Trail</td>
<td>Property Owners</td>
<td>$5,040</td>
</tr>
<tr>
<td>18.</td>
<td>S. 48th Street Overpass</td>
<td>Widen existing overpass of I-5 or build a new adjacent bridge for improved bicycle/pedestrian connection to the subarea</td>
<td>WSDOT</td>
<td>$1,810</td>
</tr>
<tr>
<td>19.</td>
<td>Area-wide sidewalk gaps</td>
<td>As development occurs, connect sidewalk system, addressing gaps and substandard conditions</td>
<td>Property Owners</td>
<td>$14,230</td>
</tr>
</tbody>
</table>

**Long-Term Priorities (15+ years)**

<table>
<thead>
<tr>
<th></th>
<th>Project Description</th>
<th>Responsible Parties</th>
<th>Cost</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.</td>
<td>S. 35th Street Bike Corridor</td>
<td>Add bicycle facility and extend corridor to South Tacoma Way</td>
<td>Property Owners</td>
<td>$2,720</td>
</tr>
<tr>
<td>21.</td>
<td>S Fife St to S 48th St Bike Connection</td>
<td>Add bicycle connection between the Lincoln Heights and Mall Districts to S 48th St</td>
<td>Property Owners</td>
<td>$570</td>
</tr>
<tr>
<td>22.</td>
<td>S 40th St Bike Connection</td>
<td>Add bicycle connection from S Tacoma Way to S Fife St</td>
<td>Property Owners</td>
<td>$1,250</td>
</tr>
<tr>
<td>23.</td>
<td>Warner St Bike Connection</td>
<td>Add bicycle connection from S 38th St to S 47th St</td>
<td>Property Owners</td>
<td>TBD</td>
</tr>
<tr>
<td>24.</td>
<td>Area-wide Active Transportation Pathways</td>
<td>Add pedestrian pathways and missing link bike connections called for in the Subarea Plan</td>
<td>Property Owners</td>
<td>TBD</td>
</tr>
<tr>
<td>25.</td>
<td>Area-wide street grid connections</td>
<td>As development occurs, add new street connections to enhance overall mobility for all modes</td>
<td>Property Owners</td>
<td>$39,110</td>
</tr>
</tbody>
</table>

**Notes:**
1. These are order of magnitude cost estimates for planning purposes. No right of way costs are included.
2. The City will pursue funding opportunities as they become available and projects may begin sooner than anticipated.
Proposed: Priority Projects (Near-Term)

November 2016

LEGEND

- Expanded Neighborhood Subarea
- Water Flume Trail
- Potential Non-Motorized Trail Access Point
- Alternate Loop Road
- Project Number
- Projects by Priority Type
  - Near-Term
Proposed: Priority Projects (Near- and Medium-Term)
November 2016

LEGEND
- Expanded Neighborhood Subarea
- Water Flume Trail
- Potential Non-Motorized Trail Access Point
- Alternate Loop Road
- # Project Number
- Projects by Priority Type
  - Near-Term
  - Medium-Term

Mid-term priorities map

Tacoma Mall Transit Center
Protected bike facility to South Tacoma
Bike route to Central & North Tacoma
Bike blvd to Lincoln District
Loop Road
Lincoln Heights
Tacoma Mall Blvd
Bike lanes to East Tacoma
Alternate Loop Road
Water Flume Trail
Near-Term
Project Number
Medium-Term

FEET
LONG-TERM PRIORITIES MAP

November 2016

Legend:
- Expanded Neighborhood Subarea
- Water Flume Trail
- Alternate Loop Road
- Potential Non-Motorized Trail Access Point

Projects by Priority Type:
- Near-Term
- Medium-Term
- Long-Term

Key:
- # Project Number

Proposed: Priority Projects (Near-, Medium- and Long-Term)
DISCUSSION ITEM

Action T-16
Reconnect the grid where present (residential) and extend north/south streets north across 38th to create new similarly-scaled blocks.

Action T-17
Create new connections, for example the S 35th Street extension.

Action T-18
Utilize a range of options for developing the new grid network – including via private property using criteria-based connectivity requirements or City-led public projects.

OVERVIEW

A well-connected transportation network is a prerequisite for a dense, multi-modal neighborhood pattern. While some areas retain an urban-scale block pattern, much of the Subarea is characterized by large blocks without through connections. This makes walking less attractive, limits access to potential development sites, and channels more traffic onto major arterials. To complete the street network, the plan proposes proactive City investment intended to catalyze and coordinate with private investment as part of major property redevelopment, over the life of the plan.

On January 18, 2017 the Planning Commission gave direction on how to shape the connectivity approach to make progress on connectivity goals in a manner that is equitable, avoids negative impacts to businesses and property owners. The Commission also gave input on the street network tiers concept, connectivity principles, the Loop Road alignment, and on how to calibrate the proposed connectivity requirement. Staff have integrated that input into a proposed Connectivity approach. In addition, the Commission recommended development of Medium and Long-term Visions to help communicate that change will take place incrementally and be driven by development interest rather than City requirements.

See the 01/18/17 Commission packet for background information.

ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

1. Confirm connectivity approach (or options) to include in public review draft
2. Assess the economic impacts of infrastructure and regulatory proposals prior to finalizing the proposal

Material Support:
- Proposed Connectivity Approach Summary
- Draft Street Network Tiers Map
PROPOSED CONNECTIVITY APPROACH SUMMARY

The following summarizes Commission input from the January 18th Connectivity Facilitated Exercise. There are many fine points to determine, and any proposal will likely generate some controversy. At this stage, staff are seeking general concurrence to develop a connectivity requirement approach based on the following principles and recommendations.

Connectivity Principles

City actions to establish new street network connectivity shall be governed by the following Connectivity Principles:

- Accommodate growth, support transportation, urban form and land use goals
- Build on and integrate with existing street and pedestrian patterns
- Seek to achieve multiple benefits
- Plan proactively for projects of citywide significance
- Support existing businesses by avoiding requirements that make it overly costly to operate, improve and expand to a reasonable extent
- Balance predictability and flexibility in determining future street connections
- Share costs proportionally with the benefits at the Subarea, quadrant and site levels
- Avoid or compensate for disproportional impacts
- Design new connections per complete streets principles to support the planned future uses, travel modes and traffic volumes
- Allow design flexibility for local access (Tier 3) connections
- Reflect nexus and proportionality land use legal principles

Loop Road Northwest Quadrant Alignment

The initial implementation of the Loop Road will follow existing rights-of-way (Lawrence to S. 36th St in the Northwest District) in the Northwest District.

Connectivity Plan Requirement Thresholds

Required with major development on large block sites. Major development is defined as follows:

- Construction of new buildings;
- Substantial exterior additions (> 50% increase in building footprint) to a single building within or adjacent to a Tier 1 or 2 street connection; or,
- Substantial exterior addition to a site with multiple buildings (> 15% increase in total building size)

Dedication and Construction Requirement Thresholds

Dedication and construction required when the impacts of major new construction create significant transportation impacts requiring mitigation.

Street Network Tiers

The Street Network Tiers establish the priority of new street connections and provide general direction for design, ownership and funding roles (see attached map).
- **Tier 1 – Neighborhood-wide Significance**
  - Necessary to accommodate 2040 growth
  - Public ownership
  - City leadership on funding

- **Tier 2 – Urban Framework**
  - Provides quadrant level transportation benefits
  - Generally 600 by 600 scale (as mapped with 100 feet of flexibility in either direction)
  - Costs shared
  - Public ownership

- **Tier 3 – Site Access and Mode Shift**
  - Not mapped in advance, planned with development
  - Privately funded
  - Public or private ownership acceptable
  - Flexible performance standards
  - Priority is pedestrian access (typically every 300 feet)
  - The optional DRA process allows intent to be met with flexibility
  - A Design Review Program would facilitate Tier 3 connectivity review
Street Network Tiers Map

Map is for reference only.

Tier One

N
Tier Two

Street Network Tiers Map

Tier One

Tier Two
DISCUSSION ITEM

Action E-4
Prioritize the construction of permeable pavement in the Madison District residentially zoned areas, as well as in other areas where land use and soil infiltration conditions are ideal.

OVERVIEW

The proposed Subarea Plan has caught the attention of the State Department of Commerce, Cities in Rain, and the national Green Infrastructure Leadership Exchange, for demonstrating how cities can achieve multiple wins without having to choose between growth, livability and the environment. Tacoma’s planning strategy integrated stormwater, transportation, and land use in a coordinated area-wide analysis. The result is a sustainable stormwater management approach, grounded in a solid understanding of existing conditions and supportive of planned growth.

The neighborhood is located in two sensitive watersheds, is above the South Tacoma aquifer, and has an extremely high amount of impervious surface coverage with limited tree canopy. Though soil conditions are ideal for infiltration, prior to the Subarea Plan green infrastructure was not an option due to existing zoning. Proposed zoning changes, recommended for multiple reasons, make green stormwater approaches feasible. The zoning capacity analysis demonstrated that 2040 growth targets could be exceeded several times over with the proposed zoning approach.

The stormwater strategy supports multiple goals including livability and health, protecting and recharging the aquifer, reducing localized flooding, preparing for climate change, extending infrastructure life, increasing funding opportunities, and catalyzing development. This approach also helps to reduce the strain on the stormwater system and receiving waters by providing flow control and water quality for these roadways.

The Madison District is where the most benefits align. The strategy proposes to reconstruct a substantial portion of its streets as complete (permeable) streets which would provide major stormwater benefits to Flett Creek, make the neighborhood more livable, and allow for substantial growth.

See the Environment Chapter of the preliminary draft for more information.

ISSUES & RECOMMENDATIONS (SINCE THE DECEMBER PRELIMINARY DRAFT):

1. Confirm land use approach for the Madison District
2. Update the draft Area-wide Stormwater Strategy Map

Material Support:
Updated Area-wide Stormwater Strategy Map
Stormwater Infiltration Study (excerpts)
Updated area-wide stormwater strategy map.

- Green Stormwater Infrastructure Priority Area
- Regional Stormwater Treatment Facility
- Green Streets
- Bioretention Facility
STORMWATER INFILTRATION STUDY (EXCERPTS)
DISCUSSION ITEM

Action CV-25
Collaborate with Metro Parks Tacoma and others to consider adopting the following parks planning principles for the Tacoma Mall Neighborhood:

- Evenly distributed among the four Tacoma Mall Neighborhood districts
- Located along the Loop Road to create a continuous string of green public spaces
- Provides green stormwater infrastructure and tree canopy
- Enhances sense of place and urban design
- Meets the recreational needs of a dense, diverse urban neighborhood

Goal CV-7
Collaborate with Metro Parks Tacoma, the Tacoma School District, civic partners and the community to develop innovative plans, implementation, funding and maintenance strategies for parks and open spaces in the Tacoma Mall Neighborhood.

OVERVIEW

Parks and open spaces are critical components of healthy livable neighborhoods. Residents have identified addressing the need for safe places for children, as well as additional green features as a high priority need. The community also identifies the Madison School site as an important community gathering place and recreational amenity.

The proposal calls for the adoption of parks and open space principles which would direct a coordinated interagency implementation effort. The strategy calls for enhancing existing parks and Madison School as well as establishing new parks in the Northwest and the Mall Districts. Parks would be linked by the Loop Road to maximize their benefits and to link the four districts.

Since the December draft input has indicated that the need for parks needs to be articulated more strongly, and also that the strategy needs to be better grounded in terms of feasibility and cost of establishing new parks and to link and enhance existing parks first.

See the Community Vitality Chapter of the preliminary draft for more information.

ISSUES & RECOMMENDATIONS (SINCE THE 2016 PRELIMINARY DRAFT):

1. Coordinate actively with Metro Parks and the Tacoma School Districts
2. Update parks map to a more appropriate level of specificity
3. Improve existing parks first
4. Development scenarios for Madison School site
5. Better connections to South Park, Wapato Hills Park and the cemetery
6. Recognize roll of private open space
7. Call for joint use/surplus of public facilities

Material Support:
Revised Parks Map
OVERVIEW

The draft Plan calls for establishing a vision building on distinct qualities of each of the four quadrants, while strengthening neighborhood-wide identity and promoting unifying design features. SIDEBAR: The Urban Form Chapter calls out the following Foundational Neighborhood Elements:

- 5-minute Walking Neighborhoods
- Place-based Character Districts
- Focused Density & Transitions
- Loop Road & Parks System
- Complete & Connected Street Network
- Green Infrastructure
- Neighborhood Edges & Transitions
- Central station location hub

Since the December draft, comments have indicated that additional focus is needed on the Northwest and Lincoln Heights Districts vision. In addition, more clarification is needed on the intent of the district vision concepts, which is to show growth potential rather than to require specific design features or to require residential in all districts.

See the Urban Form Chapter of the preliminary draft for more information.

ISSUES & RECOMMENDATIONS

1. Develop Medium and Long-term Illustrative Vision Maps
2. Update the conceptual vision for the Northwest and Lincoln Heights Districts
3. A mixed-use neighborhood is not necessary mixed-use everywhere

Material Support:
Character Districts Map
Updated Concept Graphics (UNDER DEVELOPMENT)
CHARACTER DISTRICTS MAP

- **NORTHWEST**
  - S. 36TH ST
  - S. 35TH ST
  - S. 34TH ST
  - S. 33RD ST
  - S. 32ND ST
  - S. 31ST ST

- **LINCOLN HEIGHTS**
  - S. 35TH ST
  - S. 36TH ST
  - S. 37TH ST
  - S. 38TH ST

- **MADISON**
  - S. 43RD ST
  - S. 42ND ST
  - S. 41ST ST
  - S. 40TH ST
  - S. 39TH ST
  - S. 38TH ST

- **MALL**
  - S. 48TH ST
  - S. 47TH ST
  - S. 46TH ST
  - S. 45TH ST
  - S. 44TH ST
  - S. 43RD ST
OVERVIEW

The draft Subarea Plan is intended to catalyze both residential and commercial growth. It is as much an economic development plan as a livability, community and sustainability plan. The Shared Prosperity Chapter articulates a range of actions to support economic development in a manner that benefits businesses, property owners, residents and the broader community.

Key goals and strategies include:
- Improve neighborhood image
- Grow businesses & jobs
- Support the four districts vision
- Promote Transit Oriented Development
- Infrastructure as catalyst
- Diversify employment opportunities
- Focus on catalyst sites

Through the planning process commercial stakeholders have shared insights into how to support business growth and to calibrate Subarea Plan actions to avoid negative impacts to existing businesses.

See the Shared Prosperity Chapter of the preliminary draft for more information.

ISSUES AND RECOMMENDATIONS

1. Update the Plan to articulate how planned actions will address economic development barriers
2. Assess of the economic impacts of the Subarea Plan
3. More emphasis on supporting existing businesses
4. Identify opportunities to streamline and simplify development
5. Ensure the Plan maximizes flexibility for property owners
6. Bolster the current retail market by pre-actively working to recruit, retain and expand retail
7. Refine the catalyst sites strategy

Material Support:
Updated Catalyst Sites Map
LARGE-SCALE RETAIL STORES CAN BE DESIGNED TO ORIENT TO THE STREET
INTRODUCTION

Consistent with the requirements of the State Environmental Policy Act (SEPA), the Tacoma Mall EIS identifies potential impacts and mitigation measures for the two alternatives the City of Tacoma is considering as part of the Tacoma Mall Neighborhood Subarea planning process.

PROPOSED ACTION

The proposed action consists of several related actions, including:

1. Adoption of a Tacoma Mall Neighborhood Subarea Plan, consistent with the City’s Comprehensive Plan, Vision 2040 (the regional development plan) and the Washington State Growth Management Act (GMA).
2. A set of code changes that would be adopted concurrent with the Subarea Plan to support its implementation. These include an area-wide rezone that would include new zoning boundaries, height limits and minimum density requirements; new large parcel connectivity standards; additional pedestrian street designations; and new design standards for townhouses, tree cover, landscaping, parking lots, drive through facilities and other features.
3. Updates to the City’s Comprehensive Plan Future Land Use Map to make the following related changes:
   a. Expand the Mixed Use Center Tacoma Mall Regional Growth Center designation by 116 acres, consistent with the study area
b. Reduce the area of the South Tacoma Way Manufacturing and Industrial Center by 82 acres, and

c. Reduce the area of the South Tacoma Way Neighborhood Center by 2 acres.

4. Approval of the EIS as a document that is adequate for SEPA compliance, decision-making and implementation of an upfront SEPA process authorized by RCW 43.21C.420, and including additional SEPA tools authorized by RCW 43.21C.021 (planned action) and RCW 43.21C.229 (infill exemption).

PROJECT BACKGROUND

Vision 2040 & Regional Growth Center Designation

In 1995, the Puget Sound Regional Council (PSRC) designated the Tacoma Mall Regional Growth Center, identifying that the area plays an important role as a center for the region’s most significant business, governmental and housing growth under PSRC’s Vision 2040 plan.

Vision 2040 describes regional growth centers as follows:

Regional growth centers are areas of higher-intensity development and contain a mix of land uses and services. Major regional investment for transportation and other infrastructure should be prioritized for these locations. (PSRC)

Consistent with this regional designation, the Tacoma Comprehensive Plan also designates the Tacoma Mall Regional Growth Center and assigns a significant amount of the City’s planned employment and residential growth to this Center.

The One Tacoma Plan includes multiple policies consistent with this direction, including the following:

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.

NEP Grant & Subarea Planning Process

In 2014, the City was awarded a National Estuary Program (NEP) Puget Sound Watershed Protection and Restoration Grant to prepare an innovative subarea plan and EIS that sets the stage for transition of the Tacoma Mall RGC into a compact, complete neighborhood consistent with Vision 2040, the Puget Sound Action Agenda, the City of Tacoma Climate Action Plan and Comprehensive Plan. The
subarea planning process is intended to promote a healthy environment and support regional efforts to reduce stormwater impacts to freshwater systems. The EIS is intended to identify the environmental impacts associated with planned growth and development on an area-wide basis and provide for proportional, substantive mitigation for any identified significant adverse environmental impacts.

Alternatives considered in this Draft EIS include No Action—future growth would continue based on existing development regulations—and the Action Alternative—future growth assuming a new vision for the area and updated development regulations, transportation system, stormwater infrastructure, and parks and open space network.

**ALTERNATIVE 1 (NO ACTION)**

Alternative 1 proposes to make no changes to the City’s existing plans and development regulations, in other words to continue with “business as usual.” As such, if the City chooses to move forward with Alternative 1 no new mitigation requirements would be triggered under SEPA. The City’s existing plans and development regulations include mitigation measures that would apply to new development in the subarea.

The EIS does identify new mitigation measures that the City could take under Alternative 1. These measures include considering adopting new policies, regulations or programs to support the neighborhood vision that was articulated during the planning process.

**ALTERNATIVE 2 (ACTION)**

Alternative 2 proposes adoption of a Draft Subarea Plan that establishes new policy guidance for the Tacoma Mall Neighborhood, a set of development code changes that would be adopted at the same time as the Subarea Plan to support its implementation, expansion of the Tacoma Mall Neighborhood boundary and the area officially designated by the City and the Puget Sound Regional Council as the Tacoma Mall Regional Growth Center, as well as adoption of streamlined SEPA procedures for future project-level review of development in the subarea.

The proposal includes many built-in measures to mitigate for impacts and to improve quality of life in the subarea. For instance:

- Proposed zoning changes would accommodate planned population and employment growth targets,
- Proposed development standards would work in conjunction with the City’s existing development standards to mitigate for potential land use compatibility and aesthetic impacts of future development,
- Proposed policy guidance and identified priority transportation projects would support multimodal mobility, and
• Proposed development standards would enable implementation of an area-wide stormwater strategy to better manage stormwater and water quality.

In addition to the mitigation measures that are included as part of Alternative 2, the EIS identifies additional mitigation measures that should be taken if Alternative 2 is adopted. Examples of these types of mitigation measures include prioritizing identification of funding for the facility improvements needed to serve planned growth in the study area, and monitoring operations at the intersection of S Lawrence St and S Tacoma Way and considering access restrictions if long delays materialize.

Assuming Alternative 2 is adopted as proposed with its built-in mitigation measures, and that the other recommended mitigation measures for Alternative 2 are taken, no significant unavoidable adverse impacts are anticipated from the proposal.
### Alternatives Overview

<table>
<thead>
<tr>
<th>Features</th>
<th>Alternative 1 (No Action)</th>
<th>Alternative 2 (Action Alternative)</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Housing Units</td>
<td>4,040 new housing units by 2040</td>
<td>4,444 new housing units by 2040</td>
</tr>
<tr>
<td>Additional Population</td>
<td>8,079 additional persons by 2040</td>
<td>8,887 additional persons by 2040</td>
</tr>
<tr>
<td>New Jobs</td>
<td>7,555 new jobs by 2040</td>
<td>8,385 new jobs by 2040</td>
</tr>
<tr>
<td>New Commercial Square Footage</td>
<td>2,833,125 sf by 2040</td>
<td>3,144,375 sf by 2040</td>
</tr>
<tr>
<td>RGC Area</td>
<td>No change proposed to RGC area</td>
<td>The existing RGC would be expanded by approximately 116 acres to include area located along the north and west boundaries (see Figure 2–2).</td>
</tr>
<tr>
<td>Land Use + Zoning</td>
<td>Existing land use and zoning designations would remain unchanged</td>
<td>Alternative 2 includes an updated land use vision, land use designations, zoning classifications, and development standards, including a set of code changes that would be adopted concurrent with the Subarea Plan, identified as Phase I amendments. Major elements of the Phase I amendments include an area-wide rezone that would include new zoning boundaries, height limits and minimum density requirements; new large parcel standards (including new review process and street connectivity requirements); additional pedestrian street designations; and new design standards for tree cover, landscaping, parking lots, drive through facilities and other features. A future code amendment package, identified as Phase 2 code amendments, may include a hybrid traditional/form–based code, measures to support a more modern Northwest design aesthetics, and new standards for supporting district identities.</td>
</tr>
<tr>
<td>Transportation Network</td>
<td>Future improvements would continue to occur on an incremental basis as planned by the City’s Transportation Master Plan. The No Action Alternative includes the Tier 1 projects identified in the City’s Transportation Master Plan, projects which are largely within the City’s control. These include the S 38th Street extension, S 48th Street pedestrian overpass, and the Pine Street and Tacoma Mall corridor improvements.</td>
<td>In addition to the Tier 1 projects identified in the City’s Transportation Master Plan, the Alternative 2 street network would be enhanced to increase connectivity, provide greater bicycle and pedestrian mobility, improve access to transit, and improve vehicle traffic flow. The proposal includes 25 new near-, mid- and long-term transportation projects that are proposed for incorporation into the City’s Transportation Master Plan. The projects reflect Subarea Plan policy priorities such as constructing the Loop Road, improved network connectivity, greening streets as part of the area-wide stormwater strategy, locating a high capacity transit station in the subarea, and improving the multi-modal system.</td>
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**BENEFITS + DISADVANTAGES OF DEFFERING IMPLEMENTATION**

Deferring implementation of the proposal would allow for residential and commercial development to continue to occur as established by existing land use and zoning designations. In the absence of a catalyst for redevelopment and neighborhood revitalization, there is increased risk that development would occur gradually and adopted housing and employment targets may not be met. In addition, there is increased likelihood that, over time, key transportation intersections would begin to fall below adopted levels-of-service, which could result in a reduced potential for new development and growth. Deferring implementation of the proposal would also mean that pedestrian and bicycle improvements would be less likely to be developed. Consequently, there would be fewer opportunities for active transportation and related health benefits.

Benefits of new housing, employment, and civic uses—such as opportunities for improving physical, social and mental health and well-being, building social capital and a sense of community, healthy active lifestyles, and greater local employment—in the study area would occur more slowly.

City models show that current stormwater systems do not provide sufficient capacity to meet the City’s level of service standards. Stormwater improvements would likely be made as development occurs and as funding is available. Compared to the proposed approach, it is likely that this would not achieve comparable net improvements in utility service and water quality.

If the proposal is not adopted, each development would undergo separate environmental review, which would allow public comment on each individual development proposal, but would also lengthen permit review time.

<table>
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<th>Features</th>
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<th>Alternative 2 Action Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stormwater Infrastructure</td>
<td>Stormwater improvements as required by City regulations</td>
<td>Alternative 2 proposes low impact development (LID) stormwater improvements, including increased green space, permeable pavement, bioretention facilities, a regional treatment facility, and amended development standards to promote sustainable stormwater management.</td>
</tr>
<tr>
<td>Parks + Open Space</td>
<td>No plan for new or improved parks or open space</td>
<td>Alternative 2 proposes an illustrative concept plan for 14 new parks and open spaces. The plan supports a coordinated partnership with Metro Parks Tacoma, the City of Tacoma, the Tacoma School District and civic partners to achieve the subarea plan parks vision and recognizes that integration of the vision into the context of citywide system planning efforts is a first step toward future parks actions.</td>
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