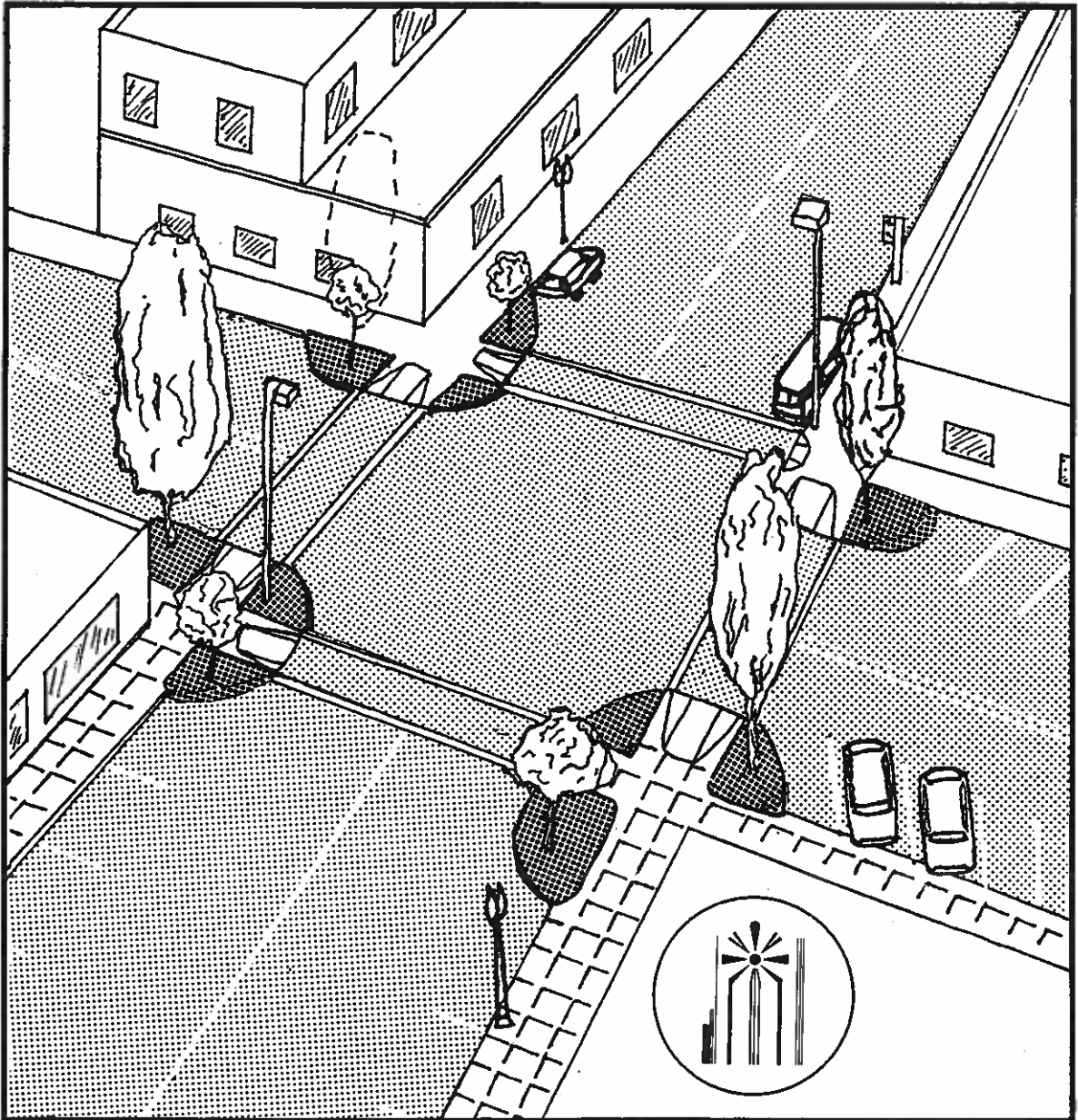


Martin Luther King Jr. Way Design Plan

A Land Use Management Plan Element



Conducted by the Tacoma Planning Commission consistent with
Washington State Growth Management requirements



City Council

Karen L. R. Vialle, Mayor
Greg Mykland, Deputy Mayor
Robert W. Evans
Ruth E. McElliott
Paul E. Miller
Harold G. Moss
Hal Neilsen
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Planning Commission

William J. Elford, Chairman
Dean E. Wilson, Vice-Chairman
Bruce F. Brennan
Janet Olejar
Virginia Taylor
Hal Neilsen, City Council Representative
Woodrow E. Jones, Utilities Representative
Benjamin J. Thompson, City Engineer

Martin Luther King Jr. Way Design Plan

Formerly the "K" Street Design Plan

City of Tacoma, Washington

Conducted by the Tacoma Planning Commission

This plan assesses and makes recommendations for improving the design and appearance of the area surrounding Martin Luther King Jr. Way from Division Avenue to South 19th Street.



Tacoma Planning and Development Services Department
Growth Management Services Division
Tacoma Municipal Building, Room 900
747 Market Street
Tacoma, Washington 98402
(206) 591-5364
October 1991

Note: This Plan was originally adopted by the Tacoma City Council as the "K' Street Design Plan" on Dec., 17, 1991. Due to a street name change from "K" Street to Martin Luther King Jr. Way on Jan. 12, 1993, the name of this plan has been changed accordingly as have all map and text references.

The Tacoma Planning and Development Services Department does not discriminate on the basis of handicap in any of its programs or services. Upon request, special accommodations will be provided within five (5) business days. Contact 591-5363 (Voice) or 591-5070 (TTY).

Martin Luther King Jr. Way Design Plan

The *Martin Luther King Jr. Way Design Plan* is an element of the City's long-range, comprehensive *Land Use Management Plan*. It is accomplished pursuant to the authority conferred by the Washington State Constitution and Title 13 of the City's Charter and General Ordinances.



Planning and Development Services Department

Director: Norris V. Bacho

Growth Management Services Division

Manager: Joseph A. Quilici

Principal Planner: Stearns J. Wood

Project Team: *Urban Design Section*

Bart Alford, Urban Planner III

Scott Pierson, Urban Planner II

Lisa Wojtanowicz, Urban Planner I

William Shreck, Urban Planner

Long-range Planning Section

Donna Stenger, Urban Planner III

The Tacoma Planning Commission wishes to acknowledge the many individuals who provided their assistance in the development of this plan.



RESOLUTION NO. 31582

WHEREAS, the Planning Commission has, pursuant to the Official Code of the City of Tacoma, developed the draft "'K' Street Design Plan," and

WHEREAS, after careful review of the draft "'K' Street Design Plan," the Planning Commission recommended adoption of the study as an element of the "Land Use Management Plan," and

WHEREAS the City Council held a duly advertised public hearing on November 19, 1991, to hear testimony on the draft "'K' Street Design Plan"; Now, Therefore,

BE IT RESOLVED BY THE COUCIL OF THE CITY OF TACOMA:

That, pursuant to Chapter 13.02 of the Official Code of the City of Tacoma, the "'K' Street Design Plan," all in acordance with said study as recommended by the Planning Commision of the City of Tacoma, a copy of which is on file in the office of the City Clerk and by this referance incorporated herein.

Adopted 12/17/91

KAREN L.R. VIALLE
Mayor, City of Tacoma

Attest: City Clerk

K/bn-mew

7441r.1



Planning Commission

October 9, 1991

Mayor Karen Vialle and
Members of the City Council
747 Market Street, Suite 1220
Tacoma, Washington 98402

Honorable Mayor and Members of the City Council:

The Tacoma Planning Commission is pleased to transmit to you the 'K' Street Design Plan. The document is a guide for future design, appearance, aesthetic quality and economic vitality of the 'K' Street business district and surrounding neighborhood. The plan provides guidance for improvement of public and private properties and recommends ways to modify existing regulations.

Thriving successful neighborhood commercial districts are vital to the economy of the City. These districts provide positive focal points for the surrounding community by providing goods, services and employment. Strengthening these districts, through planning efforts such as the 'K' Street Design Plan, can improve our neighborhoods and maintain the economic diversity of our city.

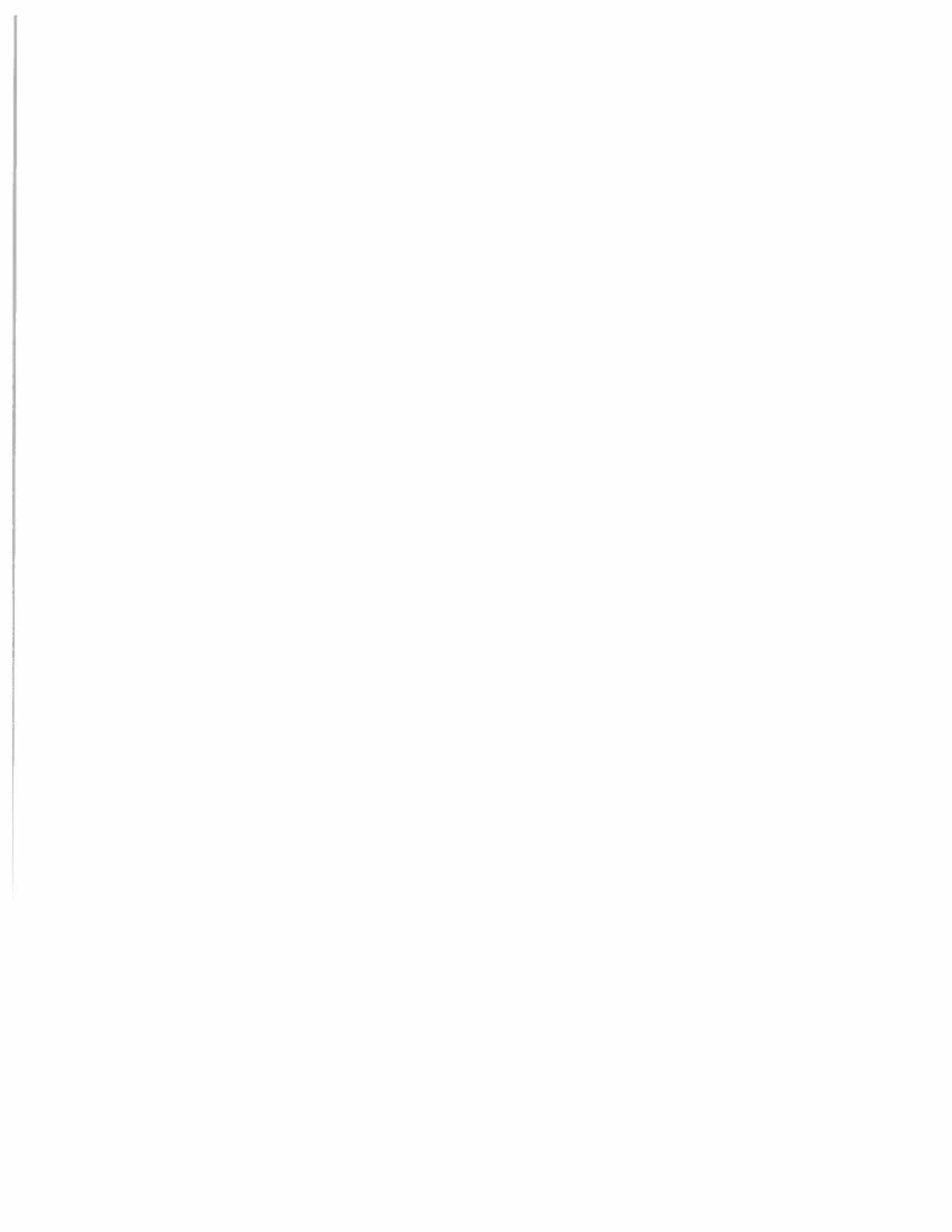
The Plan was prepared under the direction of the Planning Commission. Throughout the development of the Plan, the business owners and citizens of the 'K' Street area had the opportunity to review and comment on various aspects of the Plan. The Commission considered all comments by the business community, citizens and organizations in developing this plan document. The Commission is pleased to have a part in providing guidance for the future revitalization of this area.

The Commission found the plan to be consistent with the expressed goals and adopted policies of the City and desires of its citizens. Therefore, it is recommended that the City Council adopt the 'K' Street Design Plan as an element of the City's long range, comprehensive Land Use Management Plan.

Sincerely,

WILLIAM J. ELFORD, CHAIR
Tacoma Planning Commission

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Summary



Introduction

The Planning Commission has undertaken a design plan of the Martin Luther King Jr. Way business district as recommended in the *Central Area Plan* (1989). This plan also responds to the Growth Management Act and Vision 2020, a growth strategy and transportation plan for the Central Puget Sound Region. The emphasis of these plans is coordination between land use and transportation, reduction of our dependence on the automobile and improvement of our neighborhoods through design, compatibility and amenity and increased residential density and more mixture of land uses in the centers. Recently a coordinated investment strategy between the City of Tacoma, community groups and private businesses has been developed to deal with the social, physical and economic issues facing Upper Tacoma. *The Martin Luther King Jr. Way Design Plan* has is a part of this coordinated investment strategy. This plan can assist the ongoing efforts of many community organizations to produce a unique, safe and active business district and can help to improve the employment base for the residents in the area.

The purpose of this plan is to provide guidance for improving the aesthetic quality and function of the community. It is assumed that an attractive physical environment is desirable and necessary for a healthy business community. The plan makes recommendations for land use, circulation, physical development, urban design and implementation.

Development controls such as zoning and land use intensities are important in carrying out the recommendations of the plan.

The plan area lies between Yakima and 'M' Street and between Division Avenue to one half block south of South 19th Street with an extension west along 10th and 13th streets to one-half block west of Ainsworth Street. The plan addresses areas outside the plan area in order to integrate the plan area into the City fabric.

Plan Framework

The Martin Luther King Jr. Way district occupies the heart of one of Tacoma's oldest neighborhoods formerly known as the 'Hilltop area' and now referred to as 'Upper Tacoma' at the top of the slope west of downtown. Many aspects contribute to the area's attractiveness and unique character, including recent hospital development, existing older commercial building stock, mountain and valley views and the area's proximity to downtown. Many commercial and residential

Summary

properties have deteriorated since the 1950's this decline has accelerated in recent years.

The area has changed in other ways. Hospitals and associated health services, lying at the north and south ends of the plan area have gradually expanded into the surrounding residential blocks. These major complexes with their large parking lots have come to dominate their immediate neighborhoods. The negative impacts of traffic and large parking lots have been significant. Some concerns have been raised over the changing land use patterns, primarily from homeowners fearing a change in their neighborhoods. It is expected that health care facilities will continue to expand.

Community groups, merchant-organizations and City officials have all worked to better this area as a place to live and work. The primary responsibility in carrying out the plan's recommendations will rest with the property owners and local businesses who also can use this plan for guidance when making improvements to their properties or join with other owners to make larger scale improvements in a particular area. The City has allocated Capital Improvement Project funds to implement selected public improvements in the area as identified in the implementation section.

Design Recommendations and Guidelines

The design concept for the Martin Luther King Jr. Way Design Plan Area is a compact, attractive, neighborhood service area accessible to a large number of residents, employees and visitors. The design concept emphasizes landscaping, development patterns, building design, lighting and consistent street furniture to provide visual continuity and encourage pedestrian use of the area.

The design concept for the Martin Luther King Jr. Way Plan area has three parts.

1. The concept envisions a compact well-designed pedestrian business district, a variety of commercial uses and services to serve the surrounding neighborhood employers and areas beyond. This concept is reinforced primarily through the traditional development patterns and design features which visually strengthen the prominence of Martin Luther King Jr., Way as a special and distinct neighborhood service and employment area.
2. Reinforce the connections between the business district and the medical complexes to the north and the south along portions of 'J' and Martin Luther King Jr. Way and 'L' Streets. The concept envisions improvement of these streetscapes with trees, wide sidewalks and other amenities for pedestrian use.

3. The concept for the area surrounding and within walking distance of the business district is to allow for the development of housing with greater density for workers in local business and health care facilities and to thereby enlarged the constituency and economic base within walking distance of the business district.

Specific design objectives, which the concept and recommendations address concern the design and function of the street and the development potential of plan area. Some objectives include:

1. Respond to the needs of the local businesses, residents and property owners.
2. Recognize and emphasize existing and potential assets of the area.
3. Develop a more liveable, accessible, attractive and viable community.
4. Through innovative design, achieve higher densities of housing that will attract local employees to live in the area.
5. Increase pedestrian, bicycle and transit trips in the area. Reduce the amount of land used per capita for automobiles.
6. Improve the mix of uses and expand employment opportunities appropriate to the scale of the district.

Recommendations for specific action are intended to achieve the above design objectives. Guidelines are more universal and apply not only to the recommendations but also to other actions. Guidelines range from specifying the general appearance of street furniture to guiding the Business Special Review District to include small-scale manufacturing and production. The discussion emphasizes the intent of the City and may provide additional detail for the application of the guidelines and recommendations. For example the discussion emphasizes the potential importance of pedestrians to the area and to this end focuses on building patterns, appearance, pedestrian environment, vehicular circulation and parking, landscaping and special features.

Streetscape improvements of similar and compatible styles are recommended to unify the appearance of the business district. These improvements include lighting fixtures, benches, sidewalk paving patterns and bicycle racks. Landscaping is recommended to beautify and provide screening and to distinguish the business areas from the abutting residential neighborhoods.

The following chart summarizes the recommendations in the plan.

Summary

Special Projects

- Establish a Business Special Review District \$0
- Public/private partnerships in projects N/A
- Improve People's Park \$200,000

Streetscape Improvements

- Sidewalk extensions at intersections \$3.2M
- Upgrade streetscapes in BSRD \$600,000
- Use \$61,200 CIP funding from S.9th to S. 13'th along MLK Way \$61,200
- Review funding for streetscape elements N/A
- Study conversion L & M Streets to two-way \$0
- Upgrade substandard streets undetermined

Parking Improvements

- District-wide parking study \$25,000
- Upgrade existing parking lots \$100,000
- Modify parking code to include pedestrians \$0
- Make parking code more flexible \$0
- Limit size of single uses in BSRD \$0
- Upgrade selected transit stops \$20,000

Housing

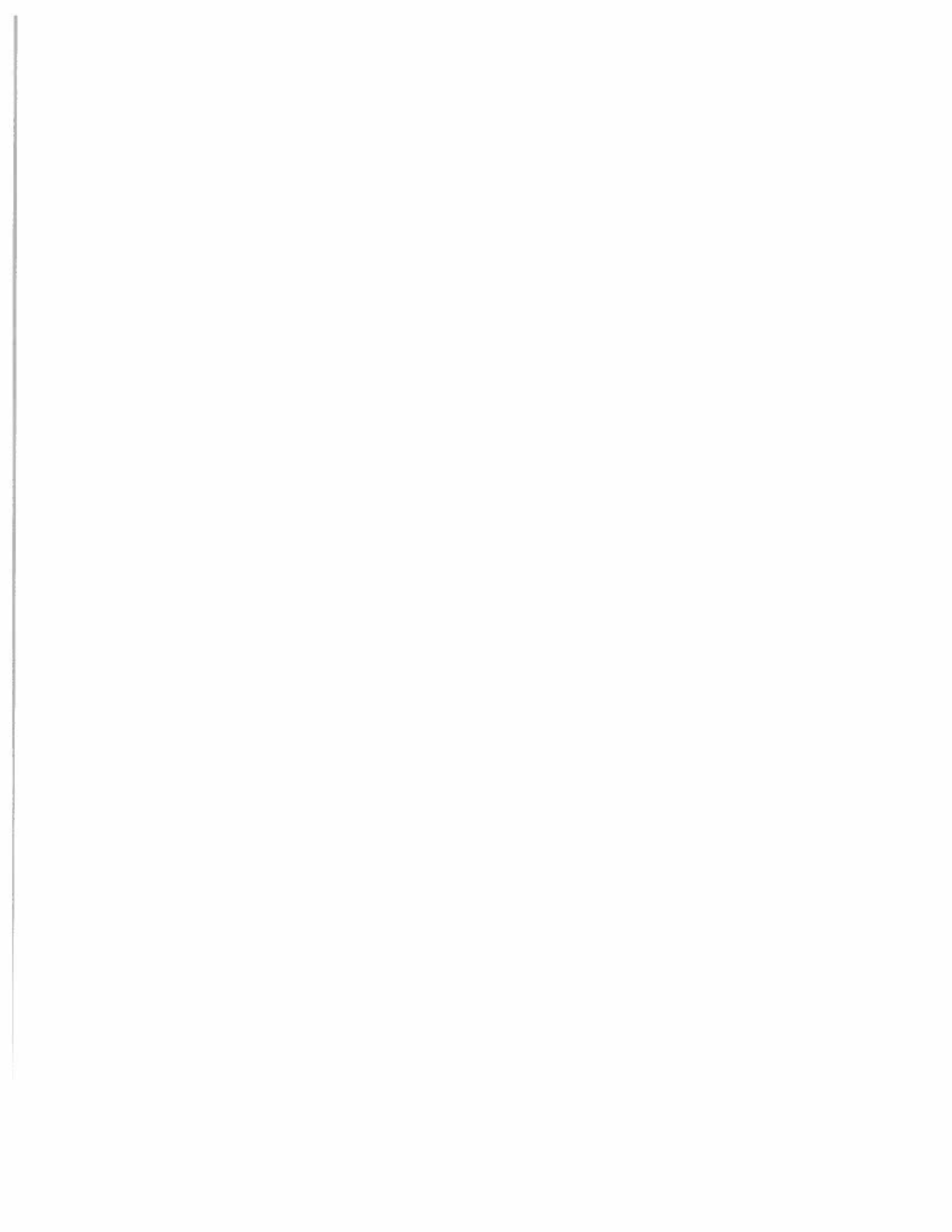
- Increase housing density near district \$0

Implementation Recommendations and Guidelines

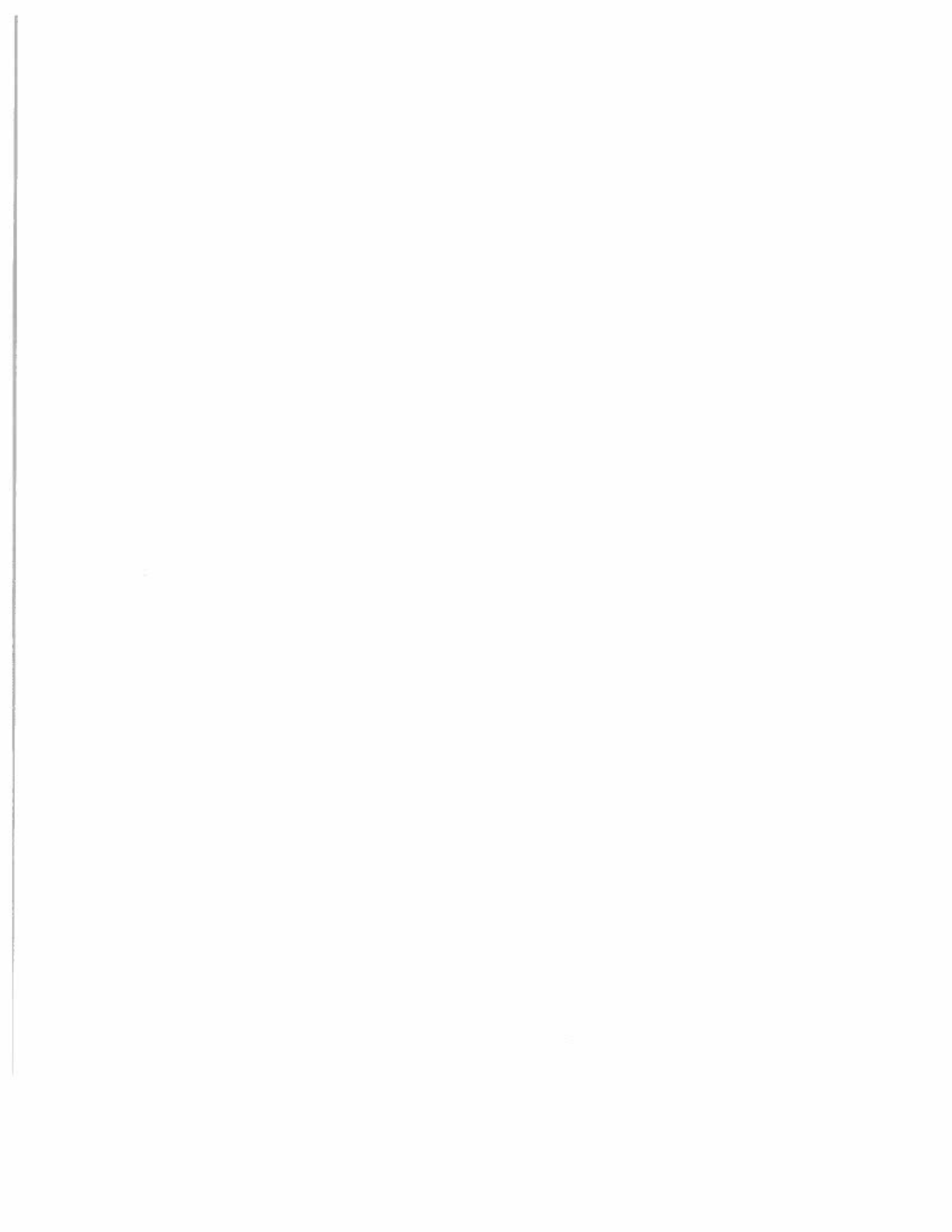
Implementation of this plan can occur in many ways. For example, the City Council can change zoning and intensities. Public and private programs and funding can support physical improvements and community improvement programs.

Major physical improvements in the area will require considerable investment. Cost estimates are based on general proposals and do not reflect detail of specific projects. Detailed cost analyses should occur as the availability of funds and the scope and design of the various projects become known. The public and private sector should continue actively to seek funds for improvements.

Broadly based community support, strong public commitment and cooperation among business people, property owners and government officials will be necessary to accomplish the intent and recommendations contained in this plan. Land owners and businesses can assist in the revitalization efforts through active participation in local community groups. Groups can support programs to enhance the appearance of buildings, streets and sidewalks, promote special events to attract users and recruit new businesses and investors. Private groups may obtain funding for construction projects through the City's Capital Improvement Program (CIP).



Introduction



This plan implements a recommendation of the Central Plan that the city carry out a design plan for the Martin Luther King, Jr. Way area with consideration for improving the streetscape between the medical complexes at the north and the south ends of the plan area. This plan also responds to the State of Washington's Growth Management Act and Vision 2020, a growth strategy and transportation plan for the Central Puget Sound Region. The emphasis of these plans is coordination between land use and transportation, reduction of our dependence on the automobile and improvement of our neighborhoods through design, compatibility and amenity, increased residential density and increased mixture of land uses in the centers. City Council passed Resolution 31038 in August 1990 directing the Planning Commission to prepare the *Martin Luther King Jr. Way Design Plan*. In response to the current conditions in Upper Tacoma, local business leaders, agencies and organizations have joined with the City of Tacoma in devising a formal coordinated investment strategy to restore confidence and stimulate new development. The *Martin Luther King Jr. Way Design Plan* has been prepared as a part of this coordinated investment strategy.

Purpose

It is the City's intent to maintain its older commercial areas as attractive and vital shopping districts. It is expected that improvements in the public realm will provide a positive image which can attract new development and spur revitalization of the area.

It is intended that local community organizations, property owners and businesses use this plan to guide development of programs, projects, activities and improvements. The plan also will help the business community to assess its strengths and weaknesses and to make decisions concerning the long-term future of the Martin Luther King Jr. Way commercial area. The City of Tacoma will use the information and recommendations when reviewing and developing regulations and public improvements. The plan will assist deliberations concerning land use policy, land use changes and decisions regarding specific projects. The recommendations and guidelines contained in the plan support the policies and recommendations of the *Generalized Land Use Plan* and the *Central Plan*.

Scope

This plan is concerned with physical design of the area. A design concept is presented with specific recommendations and guidelines. The plan promotes improvement in both aesthetic and functional design, by making recommendations concerning site layout, streetscape design, pedestrian environment, vehicular circulation and parking, and land use. Special emphasis has been given to improving the streetscape of commercial areas

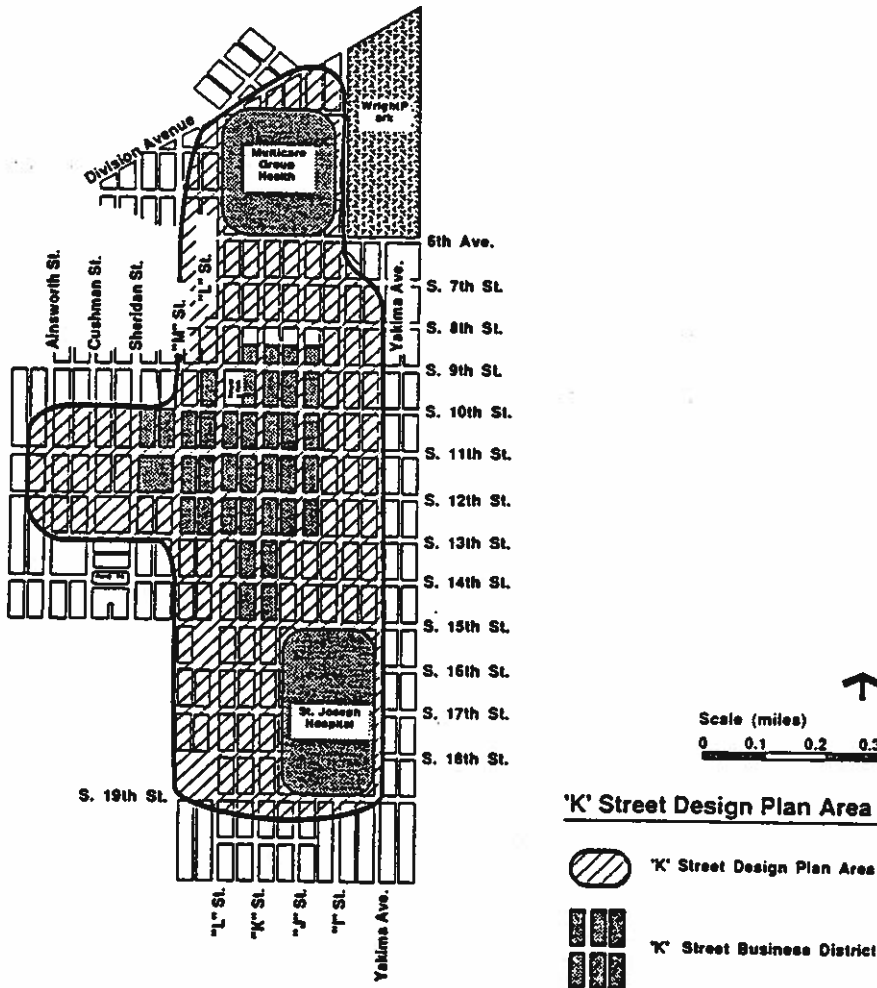
Introduction

through the use of common street furniture and other unifying design elements. Although the plan primarily addresses public rights-of-way, private properties are also discussed.

Specifically, this plan provides:

- a schematic design concept and design objectives.
- design guidelines for public and private development
- recommendations for public improvements and implementation

The plan area is shown on the accompanying map. It includes the two major area medical complexes and the commercial area extending just past Ainsworth Street to the west.



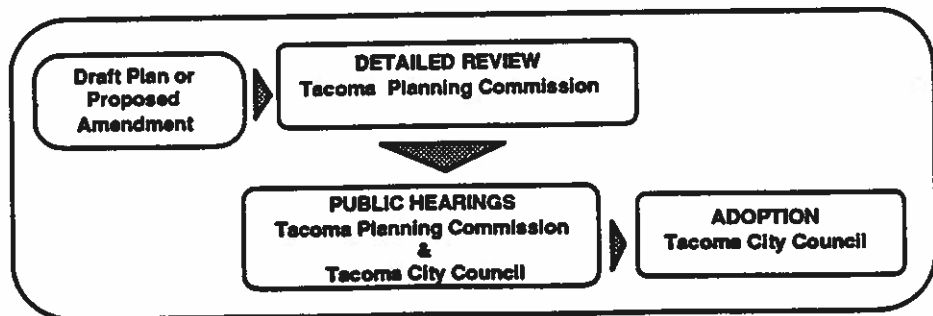
How This Plan Was Developed

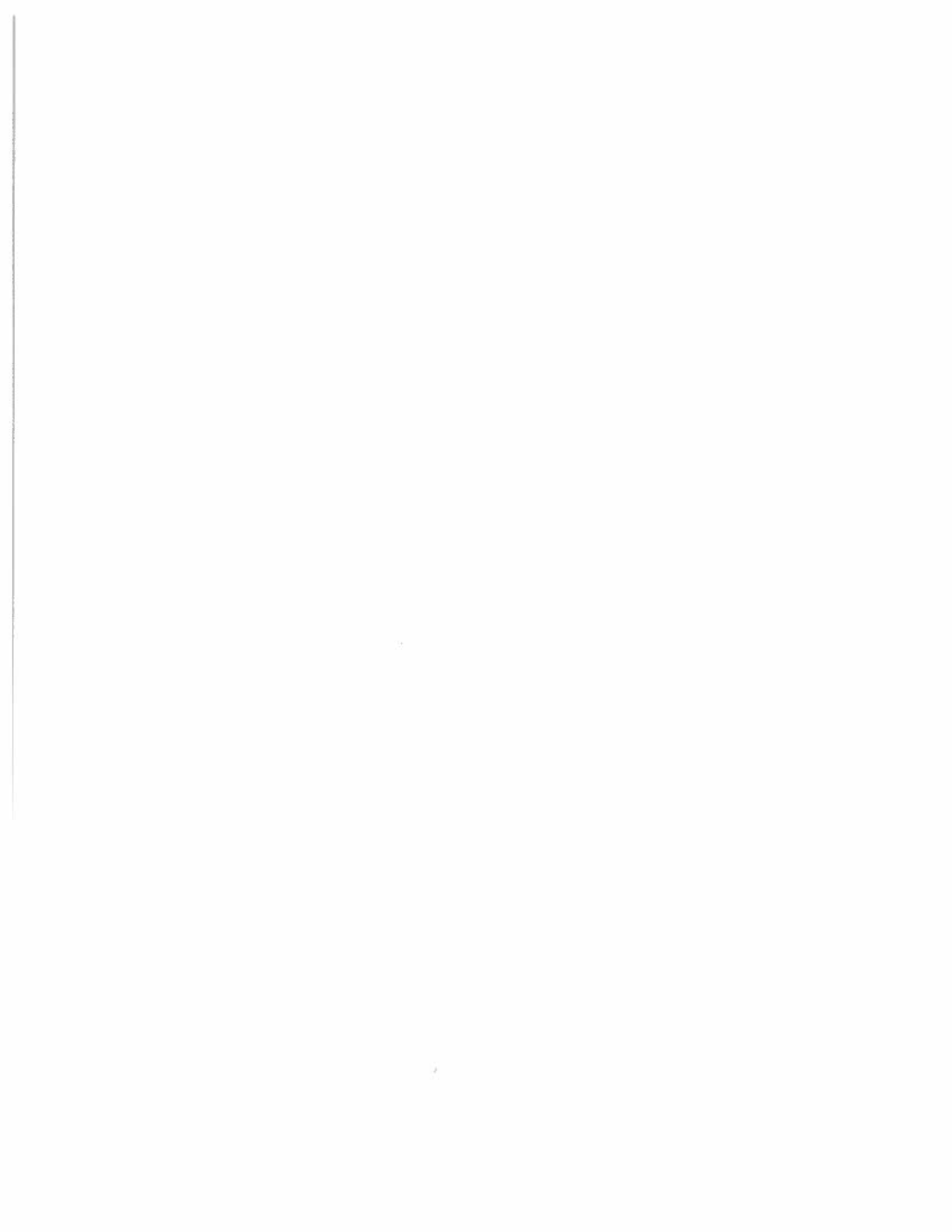
This plan was prepared under the direction of the Tacoma Planning Commission. It is the Commission's objective to obtain a broad range of citizen participation. Participation by the community is essential in the formation of plans. Discussions were held in the Martin Luther King Jr. Way community during development and review of the draft plan. The draft plan and environmental information were circulated and presented to various agencies, organizations, groups and individuals for review and comment. This plan and subsequent amendments will be subject to the requirements of the State Environmental Policy Act (SEPA) and the State Growth Management Act. Further discussions of the draft plan were held during a public hearing before the Planning Commission. Revisions were made before the Planning Commission recommended adoption of the plan. The City Council reviewed the draft plan and held a public hearing to obtain additional citizen comment. Adoption of the plan by the City Council formally established the City's intent concerning the design and development of the Martin Luther King Jr. Way plan area.

How This Plan Can Be Amended

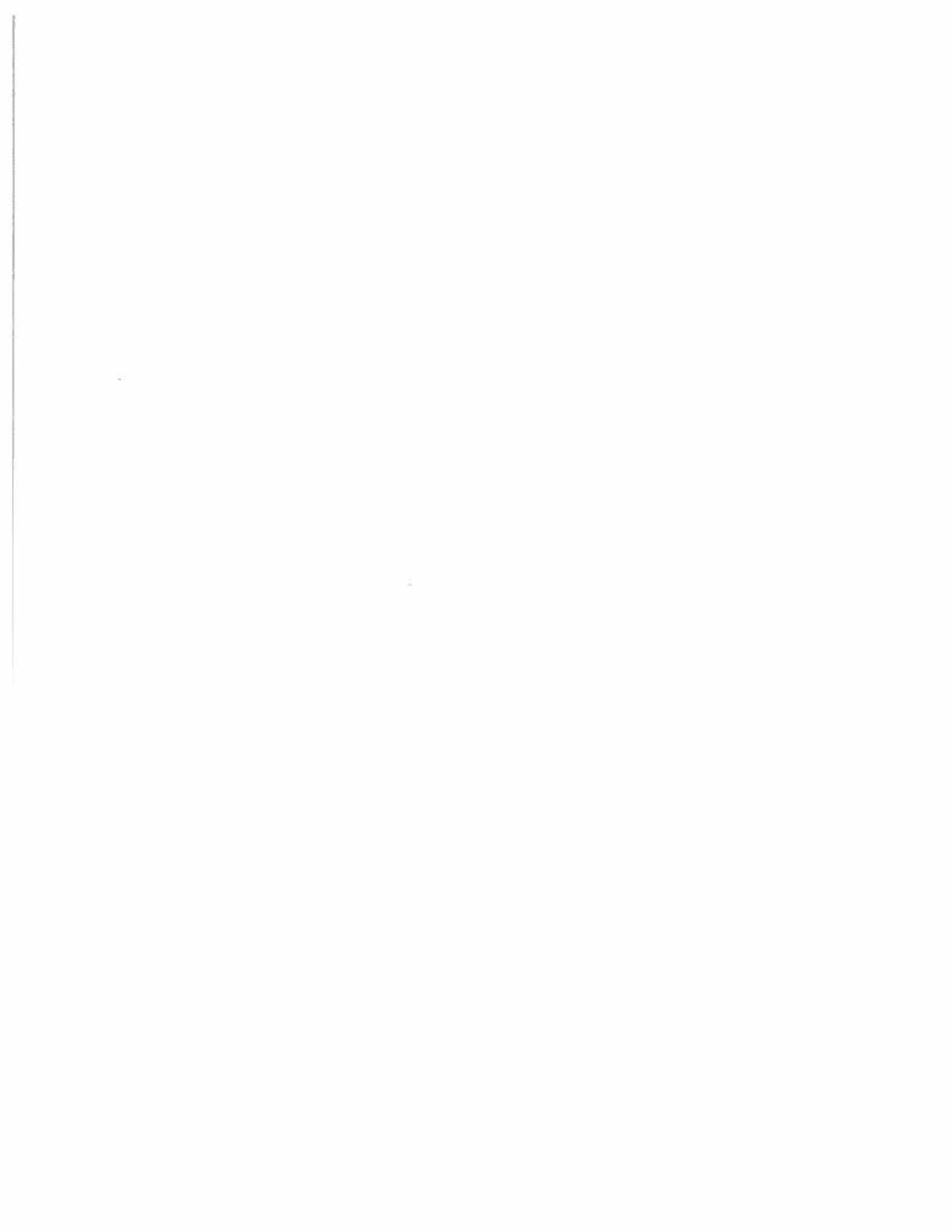
In order that the plan continue as an effective policy document, the plan should be reviewed periodically concerning its content and timeliness. Changing conditions and needs may dictate amendments to the document. As during the development of this plan, amendments to the plan will receive detailed review by the Planning Commission and public hearing(s) will be held. After further consideration, the Commission will make recommendations to the City Council. The Council will then conduct a review of the proposal, hold a public hearing, make modifications as necessary and adopt the proposed amendments.

Amendments can be initiated by the City Council, the Planning Commission, City Staff and the Public. Adopted plans become elements of the *Land Use Management Plan*.





Plan Framework



Background

Previous Plans and Studies

The *Generalized Land Use Plan* and the *Central Plan* include the Martin Luther King Jr. Way Design Plan area. In addition, the following studies covering the Martin Luther King Jr. Way business district have been conducted.

- *Generalized Land Use Plan*, City of Tacoma, 1980 addresses the physical utilization of land and the distribution of different types of land use intensities for the entire city.
- *Central Plan*, City of Tacoma, 1989 by the Tacoma Planning Commission addresses physical land use, the vehicular and pedestrian circulation and design and amenities. The plan is a statement of intent about the future growth and development for the Central Planning Area.
- *K/J Street Market Analysis*, Economics Research Associates, 1985.
- *The 'K' Street Volunteer Neighborhood Commercial Revitalization Program*,
 - Vol 1: Preliminary Business Development Plan, Community Development Department, City of Tacoma, 1978.
 - Vol 2: Market Analysis, Community Development Department, City of Tacoma, 1978.
 - Vol 3: Design Assessment, Team West Partnership Architects and Planners, 1978.

History

The Martin Luther King Jr. Way District located adjacent to the Downtown District occupies the heart of one of the City's oldest neighborhoods. A culturally diverse community from its beginning it remains the home of many ethnic groups. Among its many outstanding features are the scenic views of Commencement bay, Mount Rainier and the Cascade Mountain Range and several old historical residential and commercial buildings that reflect the architectural beauty of their period. The City thrived as an industrial center during its early development. Prior to 1950 the City's downtown districts and the adjacent Martin Luther King Jr. Way District also thrived. These districts were also major population center. Before the automobile became the dominant form of transportation, the Martin Luther King Jr. Way business district thrived like other neighborhood centers. The business district was developed around community needs with small retail shops and offices within walking distance for most residents in the neighborhood.

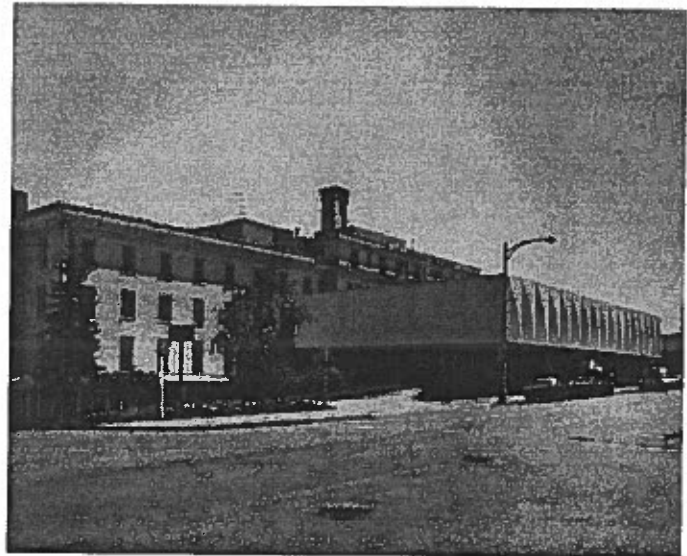
Plan Framework

The City and the Martin Luther King Jr. Way district began a transformation in the late fifties and early sixties. Local industries started to decline, the use of the automobile became more prevalent and suburbs began to emerge. The Tacoma Mall was later built to provide one-stop shopping convenience for suburban living. As a result, the established traditional areas such as the downtown and the Martin Luther King Jr. Way commercial and residential district started to decline. Many established residents moved out of the area. Those who left often became absentee landlords. Lack of investment directed toward upgrading deteriorating property led to continuing decline. As a result, property values and rents decreased. Cheaper housing rates have attracted the less affluent and led to the which has been instrumental in keeping the district at its current level of decline.

In the past few years, the drug and crime influence has further affected the areas image and stability by driving businesses and residents to relocate elsewhere.

The Upper Tacoma community is one of the most organized in the City. Community groups, merchant organizations and City officials have all worked to better this area as a place to work and live. A coordinated investment strategy has been developed by the City, community groups and private businesses to deal with the social, physical and economic issues facing this neighborhood.

Regionally significant hospitals and associated medical services, lying at the north and south ends of the plan area have gradually expanded into surrounding residential areas. These major complexes with their large parking lots have come to dominate their immediate neighborhoods. The aesthetic impacts of large scale buildings, traffic and large parking lots has been significant and some concerns have been raised by homeowners fearing a change in their neighborhoods. It is expected that health care facilities will continue to expand in the Hilltop area. The *Central Plan* recommends that this development expand in the north-south direction and avoid established residential neighborhoods to the west.



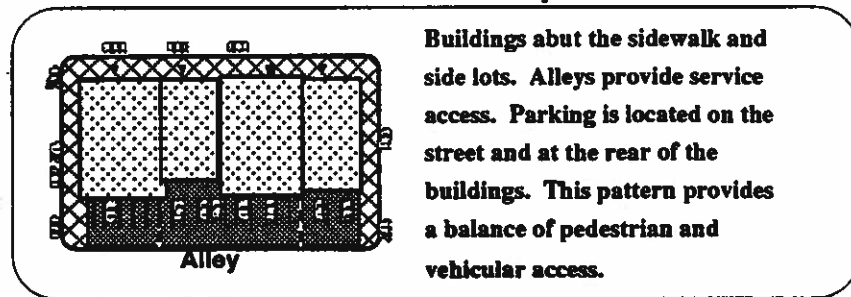
Development Patterns

In order to understand the district, it is important to recognize the typical development patterns: traditional neighborhood development (TND) including the commercial TND and the residential TND and the conventional suburban development (CSD). The diagrams below define these three types and show the uses of each.

Traditional Neighborhood Development (T.N.D.)

The commercial TND pattern is the layout typical in city centers and older small towns. Buildings are arranged along the street with no setback from the front and side lot lines to create a continuous business frontage breaking only for alleyways and intersecting streets. This type of development pattern is highly oriented to pedestrians but also accommodates public on-street parking which separates pedestrians from traffic. The commercial TND also provides a sense of pedestrian security and a sense of place, allows the concentration of many uses in a small area, consequently making pedestrian use of the area feasible. There is direct and visual access into buildings. Businesses are generally small and highly individual in character. Parking is usually located on the street and along the rear alley. Off street parking for public use is in the form of metered parking lots and garages.

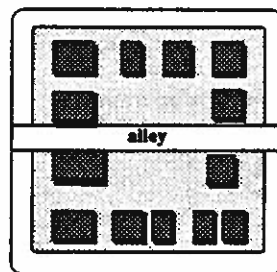
Traditional Commercial Development Pattern



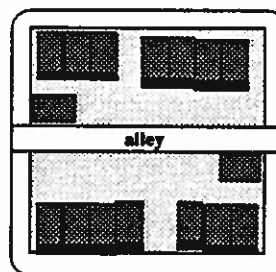
Buildings abut the sidewalk and side lots. Alleys provide service access. Parking is located on the street and at the rear of the buildings. This pattern provides a balance of pedestrian and vehicular access.

In residential TND pattern, single family developments are set back from all property lines for light, air, privacy and security. Apartment buildings are set back slightly (5-10 feet) from the property lines to allow for rear access, landscaping light and air (especially for basement units). The first floor is set above the street level for privacy. Trash collection and possibly some parking occurs along the alley while most parking occurs on the street. The amount of on-street parking is today generally inadequate for greater densities but can suffice at lower densities. There is direct pedestrian access to the public sidewalk. Parking occurs on-street or along the alley. Providing enough parking in the right places is a difficult challenge facing both commercial and multiple family residential managers.

Single Family Residential



Multifamily Residential



Plan Framework

Conventional Suburban Development.(C.S.D.)

Within a commercial conventional suburban development, large parking areas surround the building, indiscriminately mixing vehicles and pedestrians. Often, parking is not allowed along the arterial due to high speeds and curb cuts. Pedestrians facilities are typically minimized. This type of development is oriented to the automobile and is common in newer, commercial and multiple-family developments. Suburban residential is of large lots and an abundance of parking.

Comparison between Pedestrian and Vehicular Areas

Pedestrian Area	Vehicular Area
Stores abut pedestrian walk	Parking abuts roadway
Compact district for easy walking	Stretched out district
Store uses most of site	Parking uses most of site
2-D and 3-D development pattern	Linear development pattern
Storefronts attract passing customers	Signs to attract passing customers
Network of pedestrian walkways link uses	Vehicular street links uses
Parking scarce	Excess parking
Parking on the street and in pay-lots	Parking at each building site
Ideal for hand carried items	Ideal for large and bulky items
One stop, many shopping visits	Easy one stop, one shop visits
Low vehicular traffic speed	High traffic volume and speed
Wide sidewalks with amenities	Narrow sidewalks / few amenities
Small business	Large business

Comparison of development patterns.

The commercial TND and residential TND patterns differ in their setbacks. The "zero lot line" setbacks in commercial designs are based on pedestrian access and visibility from the sidewalk along which parking occur. The 10 to 20 foot front and sideyard setbacks of residential designs result from the need for privacy, visibility to the street, landscaping, light and air.

The designs of the TND and CSD are quite different as can be seen in the chart. While facilities for humans dominate the TND, facilities for private vehicles dominate the CSD. The consequence of this difference is a sacrifice of facilities for humans. Unfortunately, most characteristics of typical vehicular areas (CSD) are incompatible with a functioning pedestrian area (TND).

Existing Conditions

General Appearance and Use

The Martin Luther King Jr. Way plan area is approximately one mile long, over fairly flat topography, bordering a steep hill to the east overlooking downtown.

The plan area overall has a sense of unity and identity as a distinct district where the buildings abut the sidewalk. There are, however, elements present which detract from the overall pedestrian experience. Vacant lots and parking lots create "dead spots" along the street. Long, blank facades or boarded up buildings have a similar effect. Some signs are not compatible with architectural design of the facades. The lack of amenities such as landscaping and attractive street furniture lessens the appeal of the area. Iron bars found in some window displays of, create a visual as well as the intended physical barrier between the shopper and the store interior. Some properties are fenced with chain-link and razor wire, detracting aesthetically.



Except for the medical facilities, most of the businesses are small and cater to daytime users. The primary source of business customers is the surrounding residential neighborhoods and employees of public or private facilities in or near the district.

Architecture

Buildings within the Martin Luther King Jr. Way plan area generally range from one to two stories except for the taller hospital buildings. There are

Plan Framework

significant number of well designed structures including historic and other older residential and commercial buildings.

There is a great variety of building styles and sizes. The medical complexes are generally newer and larger than the commercial and residential structures which are two four stories and one to two stories respectively. One attractive brick residential structure is six stories tall. The older surviving multiple-family residential structures are mostly of brick.

Circulation

The plan area is organized on the standard grid with service alleys paralleling Martin Luther King Jr. Way. Martin Luther King Jr. Way is a lightly to moderately travelled collector arterial with two-lanes and left turn lanes at various points. Intersecting arterial streets are 6th Avenue, South 9th Street, South 11 Street, South 12th Street, South 15th Street, South 19th Street; nearly all of which access the adjacent downtown. Martin Luther King Jr. Way has no direct access to Interstate 5, which therefore, has little direct commercial influence on the area. Traffic volumes on arterials in the area range from 5,000 - 10,000 vehicles daily.

Martin Luther King Jr. Way is one of the shorter arterials in the city and does not connect major areas but instead serves as a crossover street between the five east-west arterials passing through the area. The advantage of this crossover use of the street is that the district is not overwhelmed by vehicles; however, the lack of business traffic does negatively affect local businesses in competition with other commercial areas in the City. Traffic on the east-west arterials is generally fast paced. As a result, there are few businesses oriented to those streets. In addition, the east-west arterials tend to disrupt the north/south pedestrian movement.

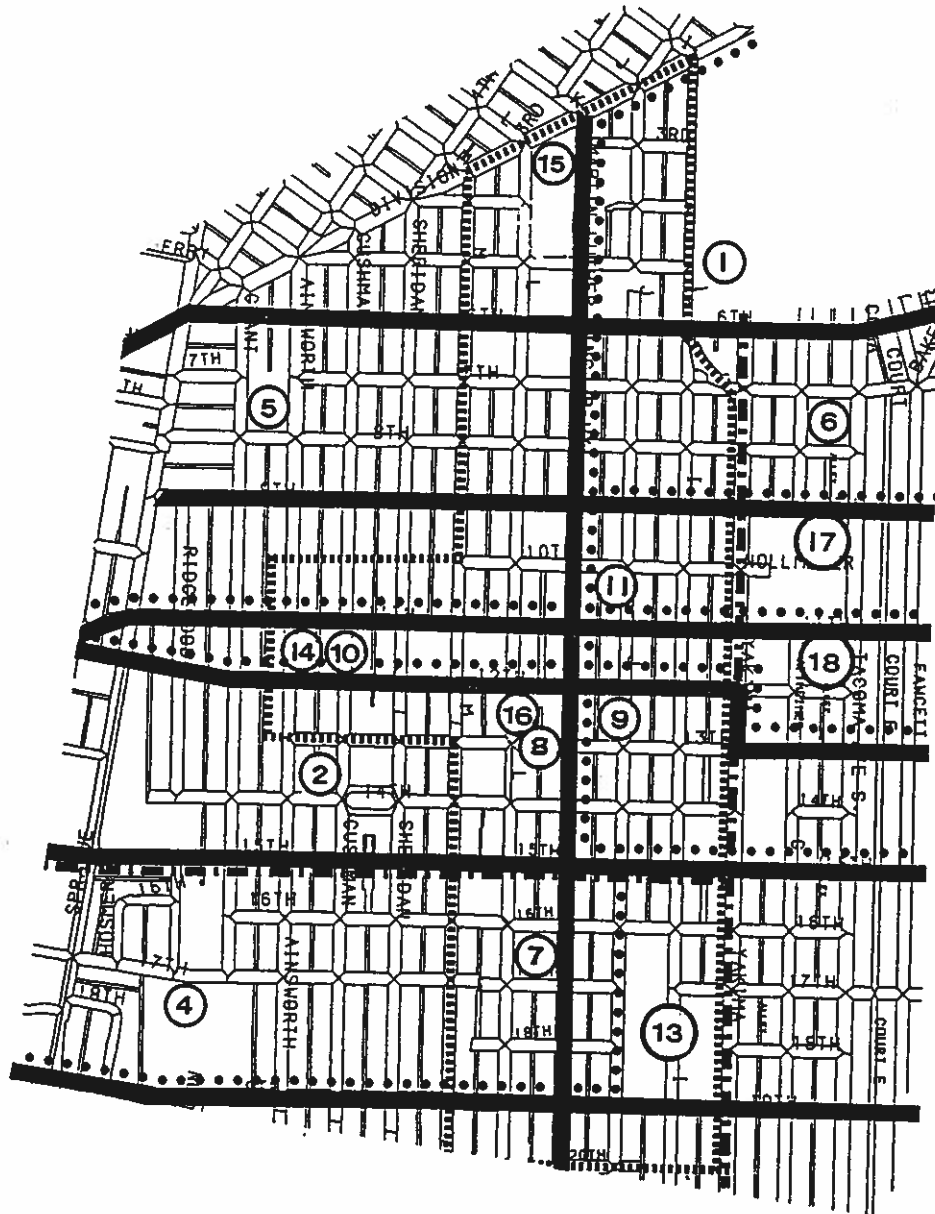
The last remaining one-way streets in the area are 'L', 'M', South 11th and South 12th Streets.

Parking opportunities are found in surface parking lots and on the street, in predominantly time-restricted zones. A significant amount of surface and garage parking is associated with the hospitals. Limited concern regarding adequate on-street parking was expressed during the development of this plan. The City currently regulates the minimum amount of parking required for each land use.

Most existing surface lots and on-street parking are underutilized. Several off-street parking lots are notably lacking in landscaping, screening, street trees and clear pedestrian access.

Plan Framework

The plan area is well-served by Pierce Transit which supplies four routes. All routes are within minutes of the downtown transit center. There are few bus shelters in the area. There is no service to the business district from the residential area south of South 19th Street.



1. Wright Park
2. Ferry Park
3. Peoples Park
4. Stanley Middle School
5. Bryant Elem. School
6. School District Gen. Admin.
7. Peoples Community Center
8. 'K' Street Postal Service
9. Evergreen College
10. Fire Station #4
11. UTRA
12. Multicare Hospital
13. St. Joseph Hospital
14. Group Health
15. Group Health
16. Police Precinct
17. Police Headquarters
18. Tacoma Public Library

----- AREA BOUNDARY

▬ ARTERIALS passing through the plan area

⊕ Public /Quasi-public facilities

..... Pierce Transit Routes

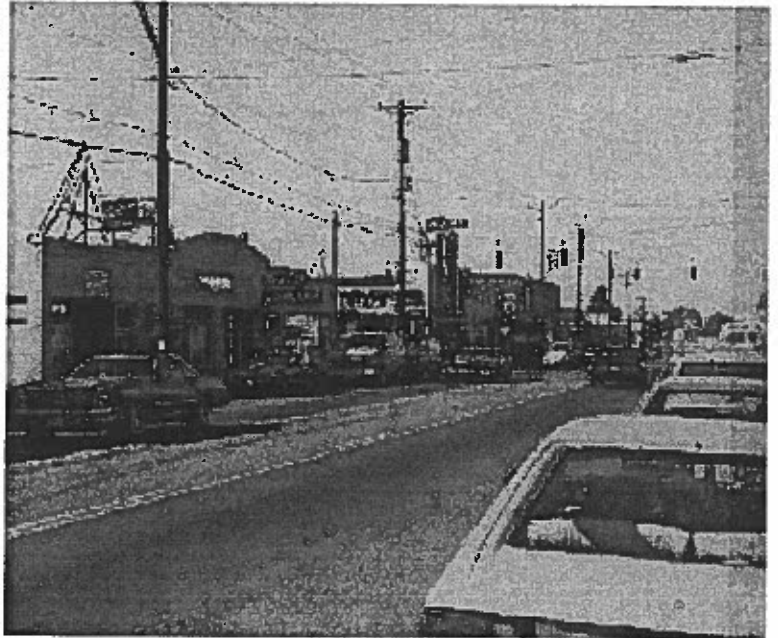
- - - - Designated Bicycle Routes

1" = 800'

Plan Framework

Streetscape and Public Space

The streetscape is composed of all the elements which together form the visual environment of the street. The elements include buildings adjacent parking, Most streets have wide planting, lighting, and traffic signals, poles and utility wires, landscaping, sidewalk paving, street furniture, signs as well as the street itself. In commercial areas, public space includes many privately owned areas such as parking lots and setback areas. There are many wide planting strips, which have been paved with asphalt. These areas appear bleak and uninviting and are often used illegally for parking lots



Most streets have wide planting strips which can accommodate street trees; however the planting strips along arterials Martin Luther King Jr. Way 11th, 12th, and 15th are too narrow for street trees.

The few street trees that exist in the plan area are inconsistent in size, spacing and care. Residential areas contain the most trees per block. There is almost no landscaping in the business district. The landscaping associated with the medical centers is well planned and cared for.

Street furniture refers to all objects placed in and about the street including benches, trash receptacles, drinking fountains, telephone booths, planters, lighting standards, signs and other items. With the exception of a few telephone booths, a bus shelter, planters and new lighting system, the plan area lacks street furniture. Much of what exists is functional but lacks design continuity or beauty.

Buildings have a dominant impact on any streetscape. Buildings in the plan area are predominantly one to two stories tall with a mix of historic and modern styles giving a certain relaxed charm to the street and pedestrian areas. Each building design is unique. The continuity of building facades along Martin Luther King Jr. Way is good from Johnson's Candy Co. adjacent to Peoples Park at South 9th Street to South 13th Street. Frontages with two story buildings provide a better sense of enclosure than one-story buildings.

Newer commercial developments located outside of the business district at major intersections have been set back from the street with their parking lots adjacent to the sidewalk and no pedestrian access to the street. The condition of the street surface curbs and sidewalk is fairly good. Newer developments have replaced the walkways and a recent City capital

improvement project replaced a number of sidewalk in the business district.

While some alleys are paved, many are unpaved or in poor condition. One unusual alley between South 11th and South 12th street has a sidewalk along the backs of the commercial buildings with one business fronting both this alley and Martin Luther King Jr. Way.

Peoples Park is the only park within the plan area. It covers nearly a block and offers basketball, tot lot benches and an amphitheater. Wright Park covering several blocks in area borders the area to the northeast and Ferry Park, a minipark, lies to the southwest.

Lighting

Street lighting and some pedestrian lighting were recently installed using "shoebox" luminaires along 'J' and Martin Luther King Jr. Way. A cobrahead lighting fixture attached to a utility pole is the primary method used for other roadways and parking lots. These two types of fixtures, while providing adequate roadway lighting do not contribute aesthetically to the streetscape. Well-designed and appropriately scaled antique-style lighting is found in the surrounding neighborhoods. The City provides maintenance and replacement of the existing lighting systems.

Development Controls

Development controls achieved through zoning on private development can affect the appearance of the streetscape. It is important to understand the potential effect of such regulations on future development along Martin Luther King Jr. Way.

Zoning and Intensity

The land use zoning in the plan area consists primarily of "C-2" Commercial District with other zones. Zoning is the legal classification of land which regulates the types of land use allowed and specifies development standards for each zone. The second map shows five land use intensities in the plan area. These intensities indicate the scale of development allowable.

The "C-2" Commercial District zone allows the building to be built to the front and side property lines except where the district or development is adjacent to a residential zoning district. Building heights up to 45 feet are allowed and parking requirements for the "C-2" zone are based on the particular type of use. The development regulations of the "C-1" District allow as much flexibility in use, building design and site layout as the "C-2" District. The C-2 District allows more intense commercial use.

Plan Framework

Commercial (Business) Special Review District (SRD)

In 1987, an ordinance for creating business special review districts was adopted. The purpose of such districts is to enhance, stabilize and preserve the unique character and scale of established business districts. Business special review districts are intended to improve compatibilities between new and existing development. Continuous retail frontages, uninterrupted by vehicular driveways and parking facilities, are encouraged as are greater pedestrian orientation and access to the sidewalk and street. The SRD ordinance was further modified with additional design and development standards in 1991. Old Tacoma, the North 26th and Proctor Street district and Pacific Avenue in the downtown area are existing business special review districts.

Commercial Sign Ordinance

In 1985, the City adopted a new sign ordinance for business districts regulating the number, type, size and location of signs. Many of the signs found in the area predate the commercial sign ordinance. The City recently amended the billboard regulations in all zoning districts of Tacoma. The new regulations are more restrictive in terms of numbers allowed spacing between signs as well as imposing size and height limitations. The City's sign code has recently been amended (1991) to provide greater design control and to allow projecting signs within the Business Special Review District.

Assumptions

Land use, circulation and other physical characteristics were analyzed as well as trends, anticipated developments and community desires. From this analysis, certain assumptions can be made which form the basis for the design concept and recommendations in this plan. These assumptions are:

Land Use Assumptions

The Martin Luther King Jr. Way plan area has a high potential for redevelopment. It can be expected that existing uses will be more intensely developed and that some commercial expansion will take place. There will be some demand for small scale manufacturing and production in the area. Medical facilities will grow along Martin Luther King Jr. Way and 'J' Street toward the business district area. Businesses are expected to increase. There will be some demand for medium intensity residential development surrounding the business district. New residential development that occurs along Martin Luther King Jr. Way around the business district will be of a medium intensity. There will be some demand for residential development by employees.

On the average, owner-occupied property will be better maintained than a rental property.

Circulation and Parking Assumptions

Existing arterials will continue to serve at current or slightly increased levels as the area develops. Public transit will continue to provide the needed level of service along Martin Luther King Jr. Way. On-street parking will remain on Martin Luther King Jr. Way and intersecting arterials. The plan area will remain a center of pedestrian activity. The total quantity of on-street and off-street business parking is adequate for existing businesses and could support additional business growth.

Streetscape Assumptions

Citizens prefer safe attractive streets in a traditional neighborhood.

The improvements in appearance and condition of the area's streetscapes and building stock will positively influence the area's image and economic climate.

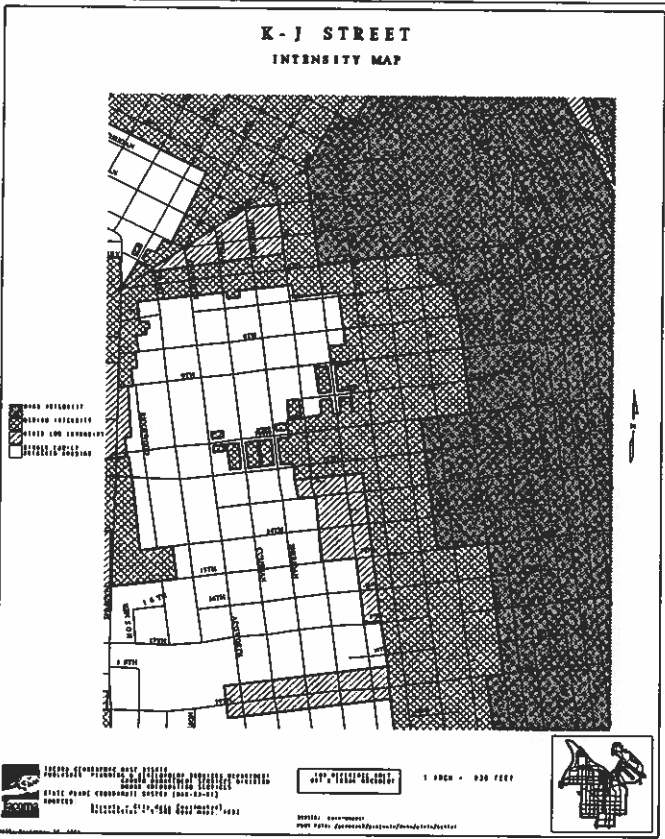
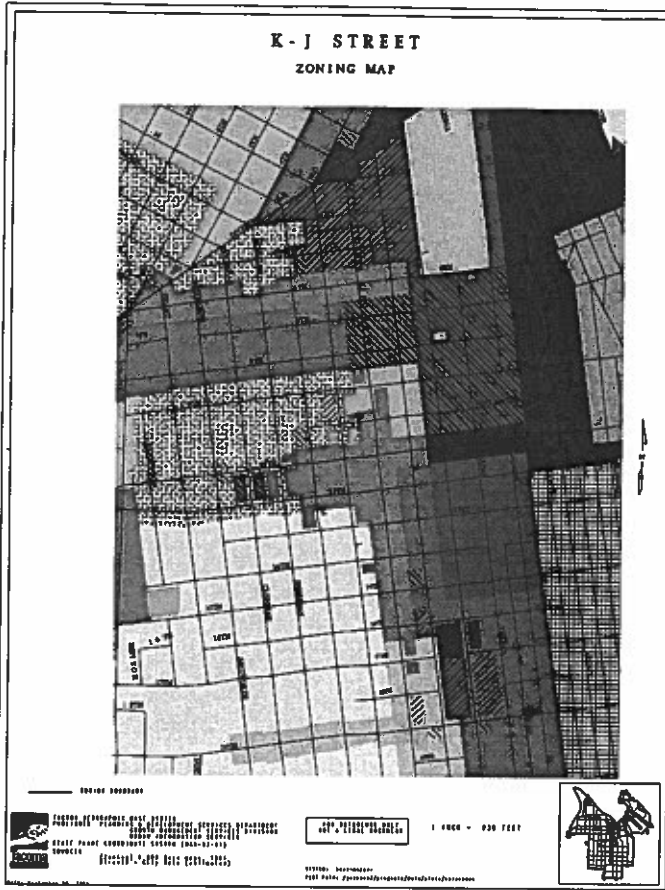
Views

Property along the eastern edge of the districts will attract multiple-family residential and office development because of view opportunities.

Public/Private Cooperation Assumptions

Public sector participation in private redevelopment projects is essential. Public participation can include zoning changes, City staff support and coordination and financial assistance. Private sector involvement will also be necessary for the success of major public capital projects. Financial and other support from private property owners and businesses will be necessary for any major public improvements of the streetscape.

Plan Framework



- R1: ONEFAMILY DWELLING DISTRICT
- R2: ONE FAMILY DWELLING DISTRICT
- R3: TWO FAMILY DWELLING DISTRICT
- R4L : LOWDENSITY MULTIFAMILY DWELLING DIST.
- R4: MULTIFAMILY DWELLING DISTRICT
- R5: MULTIFAMILY DWELLING DISTRICT
- C1: COMMERCIAL DISTRICT
- C2: COMMERCIAL DISTRICT
- C3: COMMERCIAL DISTRICT
- B : BUSINESS DISTRICT
- MC : MIXED COMMERCIAL DISTRICT
- M1: LIGHT INDUSTRIAL DISTRICT
- M2: HEAVY INDUSTRIAL DISTRICT
- M3: HEAVY INDUSTRIAL DISTRICT
- T : RESIDENTIALCOMMERCIAL TRANSITIONAL DISTRICT
- TM : MEDICAL CENTER TRANSITIONAL DISTRICT
- PRD: PLANNED RESIDENTIAL DEVELOPMENT DISTRICT
- CPR: PLANNED NEIGHBORHOOD SHOPPING CENTER DISTRICT
- CPC: PLANNED COMMUNITY SHOPPING CENTER DISTRICT
- CRR: PLANNED REGIONAL SHOPPING CENTER DISTRICT
- CFV: VEHICULAR SERVICES FREEWAY COMMERCIAL DISTRICT
- CFP: PERSONAL SERVICES FREEWAY COMMERCIAL DISTRICT
- PBD: PLANNED BUSINESS DEVELOPMENT DISTRICT
- PID: PLANNED INDUSTRIAL DEVELOPMENT DISTRICT
- SD : SHORELINE DISTRICT
- SRD: SPECIAL REVIEW DISTRICT
- *BSRD: BUSINESS SPECIAL REVIEW DISTRICT
- *LSRD: LANDMARKS SPECIAL REVIEW DISTRICT
- *VSD: VIEW SENSITIVE DISTRICT

*REFER TO THE BUILDING AND LAND USE SERVICES DIVISION FOR LOCATION OF THESE DISTRICTS

Design Recommendations and Guidelines

Design Recommendations and Guidelines

This section discusses the design concept, design objectives and elements of the concept. Recommendations are specifically related to the planning, design and development of public and private improvements.

Recommendations express actions or projects that can be undertaken to achieve the design objectives. Guidelines summarize the discussion and provide further clarification by expressing or illustrating desired characteristics.

While the Martin Luther King Jr. Way Street District is part of the city and borders the downtown, it has traditionally served as the center of activity for an area the size of a small town. The district's character resembles that of a small town. The traditional form inherent in small towns has proven to be successful both functionally and aesthetically. This character is of human scale and oriented to walking. Typical development patterns include a grid pattern of streets, service alleys, buildings abutting the street, on-street parking, mixed-use development and diversity of uses. While the increased use of the automobile has encouraged recent developments to spread out in a strip development pattern typical of suburban developments, the more compact pattern is still desirable and economical for a neighborhood center and should be protected and preserved.

Design Concept

The design concept for the area is a community center with a variety of commercial, residential, recreational, cultural, educational, employment and other facilities and opportunities. The concept relies on an efficient use of land and infrastructure to achieve a compact district with easy walking and bicycling distances between living, shopping and working. The concentration of residential, commercial, medical uses and employment centers in and around the business district support this concept. The concept emphasizes the traditional neighborhood development patterns, building design, the streetscape with landscaping and consistent street furniture to provide visual continuity throughout the plan area.

The design concept for the Martin Luther King Jr. Way Plan area has three parts.

1. The Martin Luther King Jr. Way business district extends approximately from South 8th Street to South 15th Street and from South 'J' Street to 'L' Street with an extension between South 9th Street and South 13th Street westward to Sheridan Street. The concept envisions a compact well-designed pedestrian business district, a variety of commercial uses and services to serve the surrounding neighborhood employers and areas beyond. The concept encourages new commercial growth to locate within or near the business district. Commercial expansion into residential areas east and west of the business district described above generally would be

Design Recommendations and Guidelines

discouraged. It is important that the area support a wide diversity of activities possibly including small scale, clean manufacture and production. This concept is reinforced primarily through the traditional development patterns and design features which visually strengthen the prominence of Martin Luther King Jr. Way Street as a special and distinct neighborhood service and employment area. This pedestrian-oriented district is distinct from the conventional suburban model of widely separated land uses which discourage walking.

2. Reinforce the connections between the business district and the medical complexes to the north and the south along portions of 'J' and Martin Luther King Jr. Way and 'L' Streets. The concept envisions improvement of these streetscapes with trees, wide sidewalks and other amenities for pedestrian use.
3. The concept for the area surrounding and within walking of the business district is to allow the development of housing with greater density. Lacking any commercial impact from the freeway and few residential dollars, it is important to increase the local population support for the business district. A larger population that can walk or bike to the businesses district or work will improve the street life without demanding additional parking.

Design Objectives

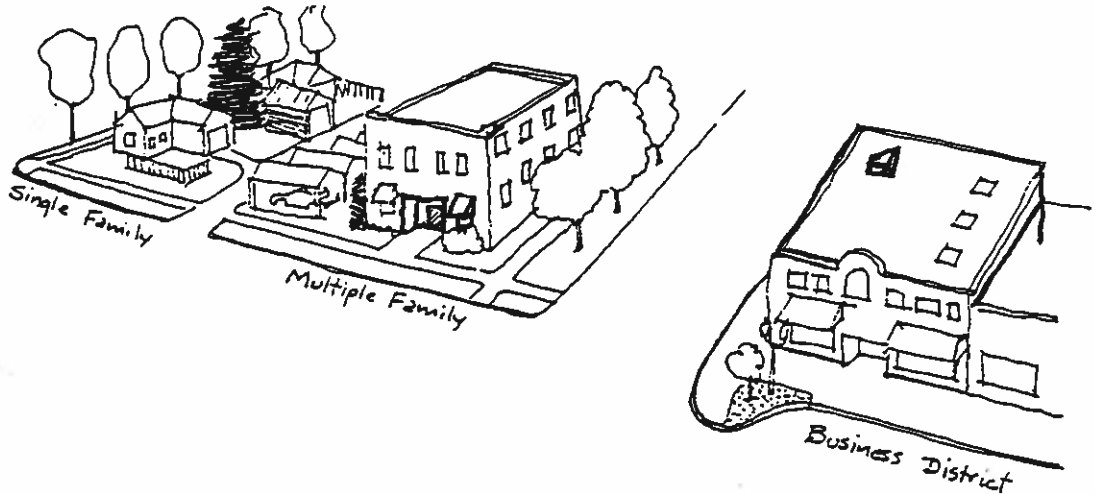
Specific design objectives address the concept and recommendations and concern the aesthetic design and function of the street and the development potential of plan area.

1. Respond to the needs of the local businesses, residents and property owners.
2. Recognize and emphasize existing and potential assets of the area.
3. Develop a more liveable, accessible, attractive and viable community.
4. Develop a compact, unified, safe, convenient, attractive and enjoyable, pedestrian-oriented business district and its surroundings, effectively serving local residents, businesses and employees in conducting their day-to-day affairs.
5. Through innovative design, achieve higher densities of housing that will attract local employees to live in the area.
6. Increase pedestrian, bicycle and transit trips in the area. Reduce the amount of land used per capita for automobiles.
7. Establish priorities for use of street rights-of-way and priorities for parking.
8. Consider aesthetics, public safety and security, maintenance and costs in the selection of projects.

Design Recommendations and Guidelines

Elements of the Concept - Design Guidelines

Identity & Character



Defining the district

It is important for the identity of the business district that it be visually distinct from surrounding areas. Differences between the development standards for the business district and adjacent areas can help to define the district. Setbacks, landscaping, parking sidewalk should be considered to define each type of area..

Guidelines

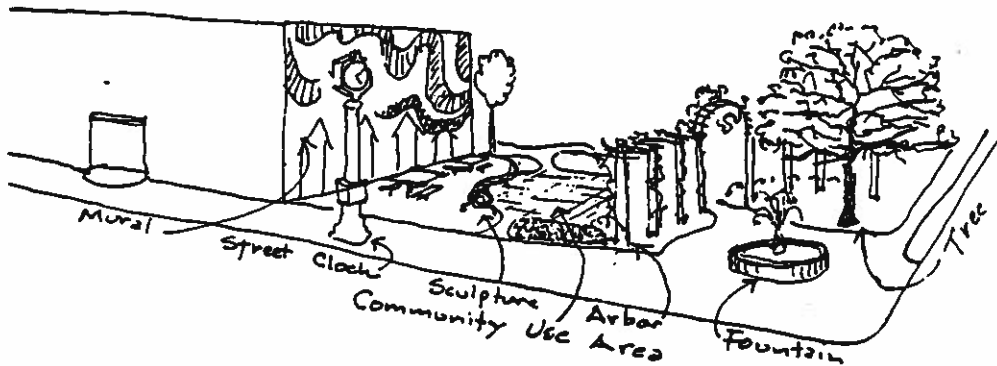
- o Use development standards which are appropriate to each area.

Item	Business District optimum(min)	Multiple-family optimum(min)	Single Family. optimum(min)	Medical Campus optimum(min)
Setback (front)	0'-10'	10'-15' (5')	20'-(5' small lot)	10+
Setback treatment	pavement w/ landscape.	plantings w/ walks	plantings w/ walks	plantings w/ walks
Sidewalk width	16'(10') concrete, 4-5' grid w/ brick, tile	8'(6') Concrete, brick,tile	6'(5') concrete,2' grid	8'-10'(6'), concrete,brick tile
Planting strip	paved if less than 6 feet lawn and street trees use areas: same as sidewalk	landscaping with street trees	planted - street trees	street trees lawn low traffic paved high traffic
Street trees	unity / street or block-small to medium -growing	unity per block - green lvs some flowering	diversity	canopy or columnar or small
Other landscaping	window boxes and planters	trees, large foundation plants	tree&foundation plants	Campus, variety, fls
Parking	On-street, small off-street lot	On Street limited off st.	On-street limited off st.	Garage, temp surface

Design Recommendations and Guidelines

Special Features

Distinctive facilities and features can enhance an area's uniqueness in the public eye. A large landmark or feature such as a prominent building can serve as the focal point for an area. The hospitals serve this function. Over time, the district will gain an identity in the community from such a focal point. Small elements also enrich and make the area unique. These can include a small plaza, minipark, street clock, an unusual sign, fountain, a specimen tree planted for maximum growth, or an artwork such as a sculpture or a mural. Features meant for human activity or high visibility should be located in sunny areas.



Human activities invite personal interaction, advertise public acceptance of a place and add the element of fun. Regular and impromptu activities visible to the public can be arranged for the benefit of the surrounding community.

Recommendation

- **Through cooperative effort between the City and the community, develop projects which can become community focal points.**

Guidelines

- *Develop specific projects which enhance a special and unique identity and character for the district.*
- *Collaborate with artists in public construction projects to produce designs and items which become an integral part of the projects.*

Buildings

Buildings are important to the pedestrians in an aesthetic sense because they give form and meaning to the area. The design of each facade

Design Recommendations and Guidelines

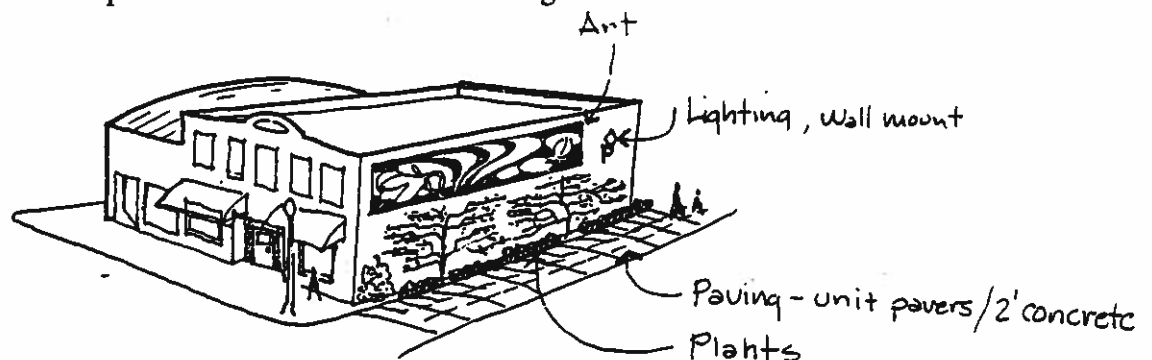
contributes to the character of the area. New structures should be designed to form pedestrian space as well as enrich it. The small to moderate scale building, typical in the business district should be maintained in new construction both in commercial and residential construction. Existing buildings with architectural merit should be protected and preserved either on site or for relocation.

Pedestrian-oriented Design

Access and Attractiveness

There are many factors which contribute to the success of the business district, including pedestrian access. The most consistently successful design feature in business districts is the placement of the buildings along the sidewalk. This arrangement provides direct and visual access into buildings. The sidewalk is the space for shoppers and public amenities. The sidewalk is most valued because of the interaction (visibility and access) it allows at the pedestrian level; therefore, it is important to maintain the continuity of buildings along the sidewalk with few interruptions given to unproductive uses such blank facades, parking lots and driveway entrances.

Where buildings are set back from the sidewalk, the area between the sidewalk and the building should be a pedestrian walk, plaza and/or landscaping. Existing developments with parking lots in front of the building should provide interior landscaping and generous pedestrian access to buildings and the street. Some commercial uses, however, such as large grocery outlets need convenient access by vehicles and on-site parking, typical of conventional suburban developments. Such uses should be limited in size in business district. Walkways and landscaping, should be added to all existing developments of this type to encourage pedestrian traffic from surrounding areas.



Because the area should function as a district, the attractiveness of all areas used by the public should be treated as public areas. Pedestrians view things at close range and notice details that automobile drivers can not because of distance, speed and the necessity to move on. Pedestrians react to their surroundings based upon their personal comfort level which is

Design Recommendations and Guidelines

dependent upon ease of access, aesthetics, safety and convenience. The more attractive the shops and the route through the district are, the greater is the acceptable walking distance. Attention to cleanliness and amenities such as a fresh coat of paint, attractive buildings and window displays and swept sidewalks express quality and maintenance.

Alleys should also appear as pedestrian areas and provide access to the streets between buildings and through shops. All pedestrian areas including alleys should be upgraded and well-maintained. Clutter, including extraneous and obsolete building fixtures and billboards, weeds, debris and can convey a lack of security and reduce the sense of personal comfort for pedestrians. It is important to pay attention to fringe areas such as alleys, parking lots, the sides and backs of buildings, landscaped areas and the upper parts of buildings and rooftops which are visible. Where billboards are kept, advertising should be used if possible by the local firms. Overhead utilities and trash areas are distracting elements. Efforts should be made to relocate wires underground and screen dumpsters.

Guidelines:

- o Develop mid-block pedestrian connections from alleys to sidewalks where feasible(BSRD).*
- o Maintain continuity of building frontages along the sidewalk by constructing all new commercial buildings at or near the sidewalk(BSRD).*
- o Develop front setback areas without parking, Setback areas should include landscaping, courtyards and walks.(BSRD)*
- o Expand the public pedestrian circulation environment to include sidewalks, alleys, private walkways, street crossings with pedestrian amenities throughout the plan area and ensure the continuity of the pedestrian walkway system throughout the district.*
- o Screen trash receptacles which are not designed to be attractive.*
- o Where possible locate pedestrian areas along plantings, buildings and walls, to provide a sense of enclosure.*
- o Keep areas well-maintained and eliminate or correct visually distracting elements such as dumpsters, deteriorating building facades, trash and overgrowth and obsolete fixtures signs.*
- o Enrich the pedestrian environment with landscaping, paving, displays, unifying elements, interesting features and architectural details. Incorporate art into new construction.*

Lighting and Visibility

Lighting and visibility are important to pedestrian use. Lighting, especially of rear areas, can improve the visibility and security of the

Design Recommendations and Guidelines

district as well as provide interest. Good visibility decreases the perceived distance and implies good access. For example, widening and moving an obscured or distant entrance to the sidewalk will improve its perceived accessibility. Large windows and good interior lighting can also improve security. Bars in the windows imply danger and should be avoided during business hours. Retractable bars or bars designed as part of the display or building can be more attractive. There should be windows, display cases or an attractive facade facing all pedestrian areas, including the sides and rear of buildings.

Guidelines:

- o Maintain and improve visibility and lighting.*
- o In landscaping streetscapes and parking, design for visibility through vegetation at eye level. Avoid large sight obscuring shrubs to enhance security. Select trees that are narrow or have potentially high crowns.*

Parks

Public open spaces provide focus for community events, casual recreation and aesthetic contrast in an urban landscape. Easy pedestrian and visual access is important to park use. Design of urban parks should provide walkways and lawn surfaces which carry the eye into the park without interruption.

Recommendation

- To improve Peoples park, seek ways to provide greater use, foster community pride and improved access from the surrounding streets.

Guideline:

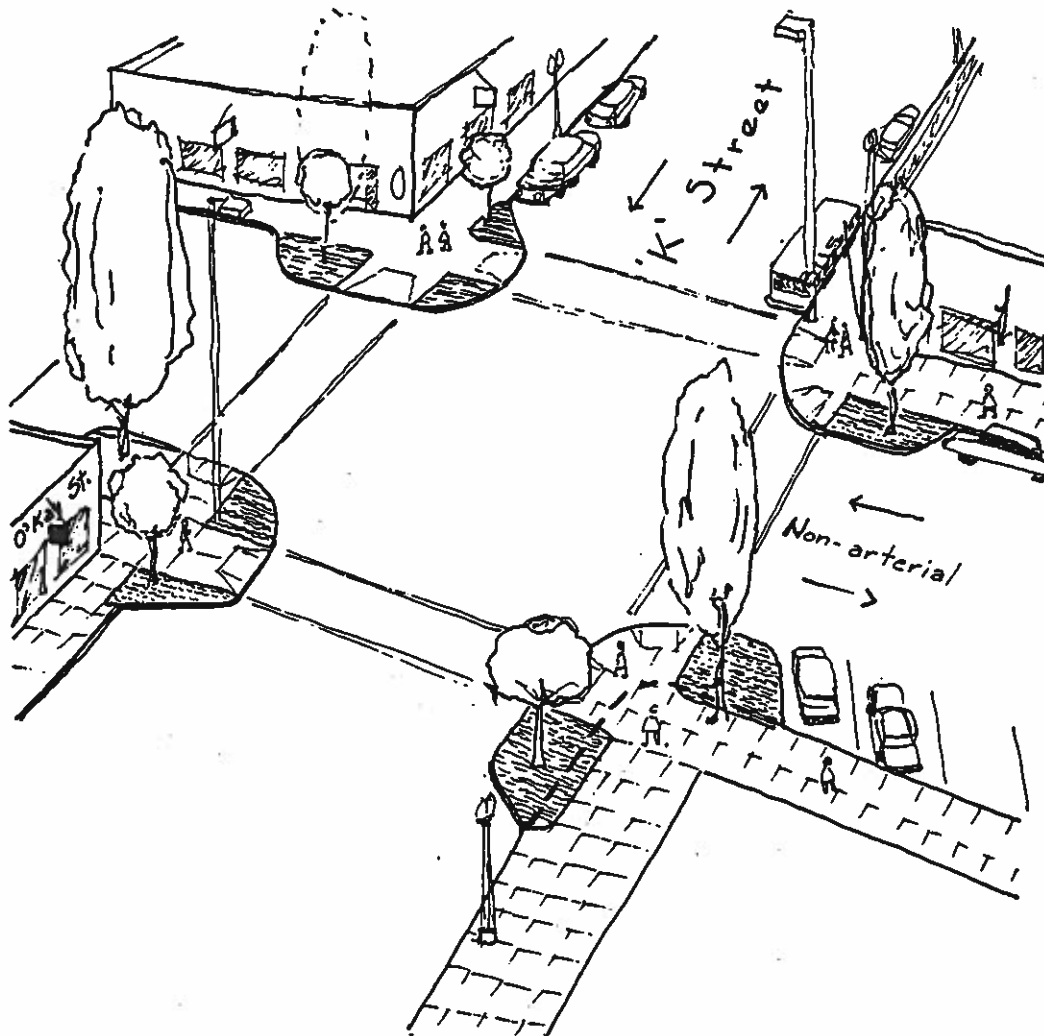
- o Do a user survey of People's Park and community's needs for recreation.*

Streetscape - Unifying Design Elements

Unifying design elements help tie an area together into a recognizable and distinct district. In addition, pedestrians also appreciate amenities such as a place to sit, good lighting and shelter from rain, bike racks, colorful flowers and other items. The unifying design elements for the Martin Luther King Jr. Way Design Plan area are the combination sidewalk extensions and sidewalk paving, landscaping and street furniture. The street furniture proposed for Martin Luther King Jr. Way include the vintage-styled ornamental street lights, bus shelters drinking fountains, bicycle racks, trash receptacles, and benches. The use and repetition of

Design Recommendations and Guidelines

these street furnishings will create a continuous physical and visible identity. Unifying elements can also be a style, motif, or logo applied to any item. The streetscape elements may vary in number within different areas of Martin Luther King Jr. Way. The responsibility for maintenance should be established prior to installation. Standardized or stock items generally are cheaper and easier to replace than custom-designed items. Placement of all items within the street and alley rights-of-way must be approved by the Public Works Department. Specific projects should be presented and reviewed by the community at the schematic and later design phases.



Design Recommendations and Guidelines

Recommendations

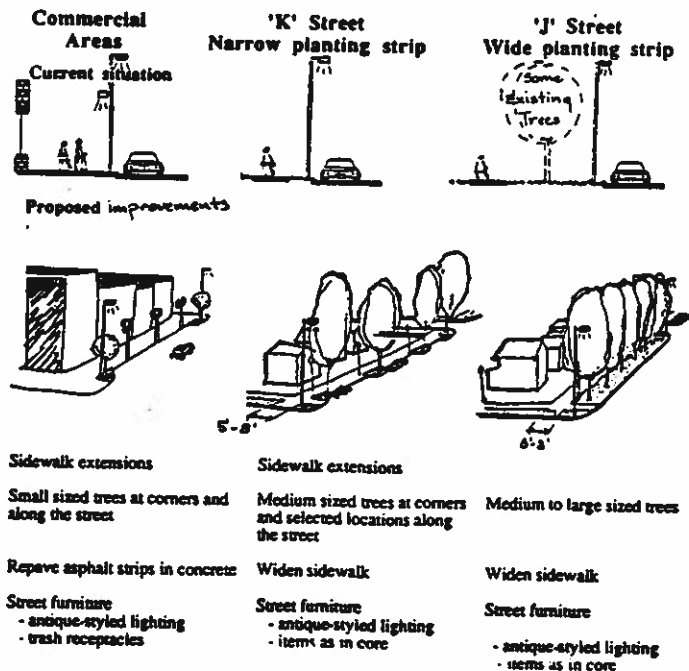
- Install sidewalk extensions at intersections in the the area of the proposed Business Special Review District and along from Division Avenue to South 19th Street.
- Upgrade the streetscapes in the area of the proposed Business Special Review District and alleys using pedestrian-oriented design guidelines and unifying design elements.

Phase 1 Streetscape Improvement \$61,200 Capital Improvement Project

Upgrade streetscape: Along Martin Luther King Jr. Way Street, starting at the intersection of South 9th Street and moving south as far as funds will allow provide streetscape elements including benches, trash receptacles, bicycle racks, street trees, planter boxes and other elements and excluding lights.

Guidelines

- o Use type 1 lights in the business district and along Martin Luther King Jr. Way from Division Avenue to South 19th Street long 'J' Street from 6th Avenue to South 19th Street.
- o Use type 2 lights in other areas of the Business Special Review District and along 'J' Street from South 19th Street to Division.
- o Use small growing street trees in the areas where visibility of shops is most important such as along Martin Luther King Jr. Way in the area of the Business Special Review District and the sidestreets for one block to the east and west. Use medium growing street trees elsewhere.



Design Recommendations and Guidelines

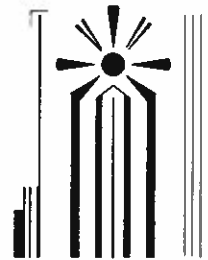
- **The City should review its funding of installation and maintenance of sidewalks and street furniture including supplemental lighting for pedestrian safety and convenience with regard to Business Special Review Districts and special streetscape amenities in other areas.**

General Guidelines

- *Architectural Element - Repeat the use of common architectural elements in new construction in the business district.*
- *Banners - Temporary or seasonal banners can add interest and color as well as advertise events.*
- *Benches - Simple, antique-style, cast-iron, painted in district colors with wooden seats. Benches should be 4' long in the business area and 6' in parks. Locate in parks, on sidewalk or in lawn areas where desired by property owner. Allow clearance for pedestrian traffic.*
- *Bicycle Racks - Use inverted "U" rack with black nylon or plastic finish and bolted or cast in place. Locate 3 1/2 feet from and parallel to the curb. Use bicycle lockers in areas where security or a high degree of public visibility is lacking.*
- *Bus stops - Replace bus shelters with matching or special designs acceptable to the district. Add shelters to all bus stops where feasible.*
- *Color - For accent colors use red, blue, green and black and lighter values of these in compatible combinations. Use one to four colors on each new project. Avoid using large areas of black and gray.*
- *District Logo - Develop a district logo and use variations in signs, promotional materials and other construction elements such as buildings, common elements, even displayed merchandise.*
- *Drinking Fountain - Metal standard and bowl. Match detailing style and color of light standard. Locate on sidewalks near the curb. Also use fixtures which are handicapped accessible. Because of high maintenance costs, this item must be of high priority for the district in order to justify its installation.*
- *Landscaping - Landscaping can greatly affect the character of the district, beautify the area and screen objectionable uses such as refuse containers.*

Select the species of street trees and other types of landscaping based on specific site conditions and space allowances.

Trees: In commercial traditional neighborhood development areas, plant high canopy street trees in sidewalk extensions except at the intersection of South 11th and Martin Luther King Jr. Way. Plant small-growing, broad-leafed evergreen trees in the sidewalk along the commercial areas. The pattern of trees can be irregular so as not to



Canopy
Street tree

Design Recommendations and Guidelines

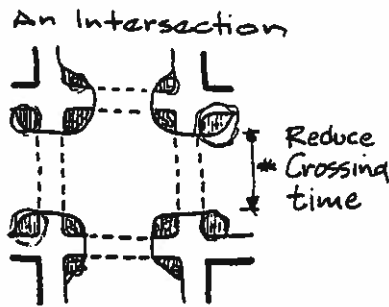
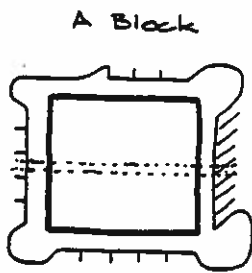
block the visibility of small shops and signs and architecturally significant buildings. Plant trees to soften blank walls and less attractive buildings. Note that visibility from upper story windows contributes to security.

Plant vines and espaliered trees along the sides of masonry buildings bordering alleys. Planters should be coordinated district-wide with annually selected flowering plants. Plant unusable areas of existing parking lots and screen parking lots from residences with landscaping.

In the areas where parking lots abut the street, plant trees within the parking lots and plant street trees to provide a better scale to the streetscape. Because of the greater amount of space available for the growth of roots and crowns, trees should be selected which allow visibility at eye level. Minimize sign blockage by planting deciduous trees and low-growing, evergreen, flowering shrubs and avoid potential conflict with overhead wires. Protect plantings from foot traffic and vehicles with curbs and bollards where necessary.

- o Lighting - Type 1 lights: 16-foot tall metal standards with double-globed, antique-styled, lighting fixtures and building-mounted lighting fixtures of the same style. Paint poles and fixtures with high gloss surface in district colors (black with red, blue and/or green decorative trim).*
- o Lighting - Type 2 lights: 14 foot tall concrete standards with single-globed, antique-styled, lighting fixtures.*
- o Planters - Use window boxes and sidewalk planters.*
- o Planting Strips - When constructing streets in residential areas include a planting strip of at least eight feet for street trees and include utility cable access (4" pipe) under tree ball.*
- o Narrow planting strips in the business district with heavily used curbside parking should be paved with concrete to the curb to accommodate curb-side parking. In wide, paved, planting strips remove asphalt and replace with lawn and paved with concrete along the curb in a one foot wide strip to accommodate parking with intermittent walkways to the sidewalk through the lawn. Wide planting strips are also an opportunity for restaurant seating, courtyards, and other public amenities.*
- o Sidewalk extensions - Develop extensions with sidewalks, landscaping with seasonal flowers, street trees and lighting. Allow for access to busses, parallel parking and turning of vehicles at corners.*

Design Recommendations and Guidelines



- * Enrich pedestrian area with plants
- * Provide areas for other amenities
- * Improve district Continuity and attractiveness

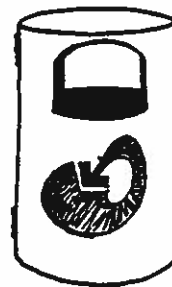
Signs - Informational and directional signs can contain common format and design features, such as colors, borders, and a district logo. All district signs should be from the same "family" of signs. A simple system of signs should be developed to direct traffic to parking areas, identify parking lots or stalls with names or restrictions. For example: distinctive street name signs, private parking signs and temporary signs for events. Business identification signs which hang over the sidewalk can incorporate artwork and a decorative hanger.

- o *Trash receptacles (for the public use) - use heavy duty cylindrical steel receptacle or an historical style of a color compatible with the District's color scheme. Consider recycling dividers.*
- o *Trash receptacles - (for shared private use) - Design or select practical, attractive containers for recycling. Provide space in new developments for containers.*
- o *Walks - Scored concrete on a 4±foot grid in all pedestrian areas. Use a 2± grid in alleys. Use brick in large panels or tiled designs as accent paving.*

Hanging Sign



Trash Receptacle



Vehicular Circulation

The arterials Martin Luther King Jr. Way, 'J', South 9th, South 11th, South 12th, South 15th and South 19th Streets give visibility to most of the district. While Martin Luther King Jr. Way accommodates destination-oriented and through traffic, Martin Luther King Jr. Way is also used significantly to connect between east-west arterials. The traffic on Martin Luther King Jr. Way and 'J' Streets is slower and produces less traffic noise than east-west arterials, conducive to an active pedestrian-oriented business district.

Circulation loops within a business district contribute greatly to the district's accessibility and therefore to its success. Drivers looking for parking should be able to drive around commercial blocks without having to enter a residential neighborhood. In a gridiron pattern of streets, pedestrians also have more choices within a given radius than is true in a linear system. This arrangement allows for multipurpose trips. Parking and walking are encouraged where the district is spread out over an area rather than limited to a single street frontage.

While the gridiron is established, vehicular circulation is hampered by one-way streets. Better access and choice could be provided by converting 'L' Street and 'M' Street to two-way. Additional opportunity for access would occur by converting all or portions of South 11th and South 12 to two-way as well. A two-way system in just the business area would help to define the area. A traffic feasibility study would have to be made to assess safety and capacity and the affect on parking. Public support for these changes must be demonstrated prior to City Council to proceed.

The planned transitional street from South 12th to South 13th Street may affect any one-way pattern on South 12th and access around the reconstructed area. It is important that the transition enhance the business area and that access of existing streets to the new system be retained or improved.

The area's gridiron street pattern is excellent for pedestrian and bicycle access and such access should be maintained where possible in the plan area in case of streets being vacated or used for other public purposes.

Some streets which are substandard should be upgraded to street standards allow a planting strip of at least eight feet for street trees. Incorporate sidewalk and landscape extension as part of street on-going street improvements.

Recommendations

- **Undertake a study for the conversion of South 'L' Street and South 'M' Streets to two-way that will provide alternative ways to replace existing parking that may be lost.**

Design Recommendations and Guidelines

Guidelines

- o Emphasize pedestrian access, street trees and landscaping in proposed alternative designs.*
- o Use street extensions to direct traffic and provide landscaping where one-way traffic becomes two-way.*

Recommendations

- **Upgrade substandard street surfaces with pavement and curbs, planting strips and improved sidewalks.**

Guideline

- o In the construction of streets ensure wide (8' min.) planting strips for planting of street trees.*

Parking

In successful or expanding districts, merchants feel that a lack of convenient parking is a problem. With the greater mobility and dependence cars in recent times, parking space has become of greater concern. However, the easy answer, to provide more parking, can easily destroy. Providing the right amount of parking in the right places for the intended users complex and difficult issues which are typical of older neighborhood business districts. District customers tend to want to park close to their destination due to comfort and security. Business owners want both customer and employee parking nearby. Conflicts occur over the use of public and private stalls. Enforcement is difficult. Providing additional parking can be expensive and consumes valuable land which could be used for businesses or public space. Parking lots often disrupt the continuity of pedestrian space and detract from the traditional neighborhood character. On-street parking which has historically been a shared public use, has increasingly become a required private responsibility. This trend often trades public parking for private driveways and existing buildings for parking lots, disrupting the function of the district as a whole. The district must balance the parking needs and the overall appeal and quality of the district in its physical appearance.

It is important that a balanced district-wide approach be taken in dealing with parking. There is no easy or simple solution. Parking is a shared concern and can not be resolved on an individual business basis. Business failures may blame the lack of parking; greater success will mean more people and more cars. The district should make every attempt to maximize the use of existing parking and promote walking and alternative means of getting to and from the district such as by taxi, carpooling, transit, bicycle. It is very important for the character of the district to minimize the negative effects of parking.

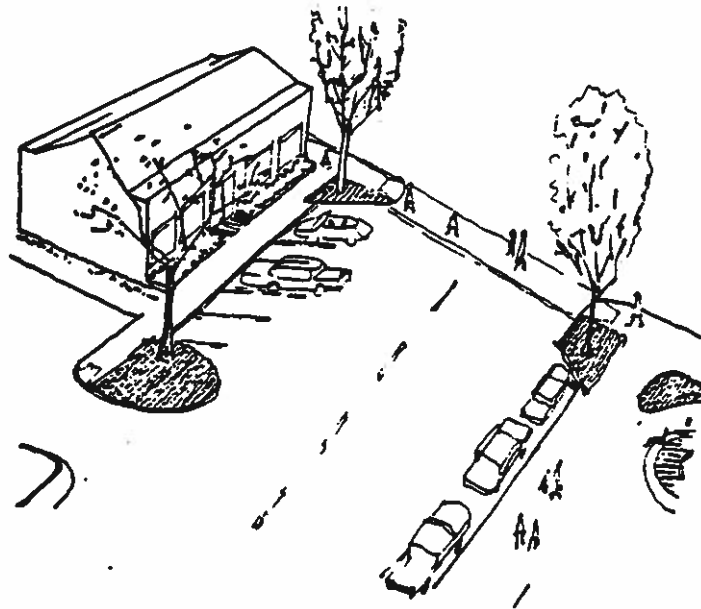
Design Recommendations and Guidelines

Parking should be maintained along all arterials to separate pedestrians from traffic.

The number of parking spaces needed are dependent on land uses. As new development and redevelopment occurs, the demand for parking may increase. Public and private areas currently used for parking may compete with traffic, pedestrian needs and productive land uses. Several large areas of underutilized parking should be upgraded with landscaping and street trees. Underutilized parking could be considered for additional development.

Private employers and nearby residential property owners need to work together to develop a coordinated parking program that would accommodate employee, visitor and residential needs. Residential parking permits could also be used to track vehicles and parking needs in the area.

There are different ways to increase or redistribute parking in the district with varying cost. A study of parking should be carried out systematically with needs and action-oriented options. Projects involving the street right-of-way and parking should be coordinated with the Traffic Division of the Tacoma Public Works Department.



Design Recommendations and Guidelines

Guidelines

- o *Parking and loading stalls with direct access to the alley should abut the alley. Landscaping and pedestrian walks should be provided between the building and the parking along the alley.*
- o *Where possible, reduce the number and width of driveways crossing the public sidewalk in order to reduce the exposure of pedestrians to automobile traffic and to preserve public on-street parking.*

Recommendation

- **Develop a parking study that will provide a coordinated district-wide approach to transportation and parking. Survey existing public on-street and off-street parking and determine employee parking needs. Develop costs for alternatives.**

Guidelines:

- o *Alternatives:*
 1. *Develop ways to reduce or eliminate parking requirements.*
 2. *Develop ways to reduce the need for parking through capital improvements and employee parking and incentive programs that encourage commuters to walk, bicycle and the use transit in order to reduce the need for parking.*
 3. *Use available space on the street where appropriate through signing, restrictions and education of employees.*
 4. *Redesign existing parking areas for efficiency and include landscaping and pedestrian access. Use minimum parking standards and compact stalls where feasible.*
 5. *Actively share existing and new parking areas. Use parking agreements between property owners.*
 6. *After the above alternatives have been accomplished, consider reconstructing side-streets for angled parking. Compare the cost per new stall gained with other alternatives.*
 7. *After the above alternatives have been accomplished, develop off-street parking. Compare the cost per new stall gained with other alternatives. Use alleys for access to preserve public curbside parking. Locate parking primarily to the rear then to the side of buildings to protect as much as possible the continuity of building facades. Provide pedestrian access to all building entrances and the sidewalk.*

Recommendations

- **Upgrade existing parking lots with landscaping, street trees, pedestrian amenities and separate walkways to public sidewalks and building entrances.**

Recommendations

- **Modify the off-street parking standards to include landscaping, street trees and connecting walkways in parking lots.**

Guideline:

- *In parking lots, connect wide walkways from all sidewalks, street corners, alleys, and building entrances. Consolidate off-street parking areas for the purposes of improvement and use as shared parking for public and employee use.*

Recommendation

- **Develop regulations to provide greater flexibility in parking requirements.**

Guidelines:

- *Use area-wide on-street parking stalls to satisfy a portion of required parking.*
- *Use private, metered parking lots for public use to qualify as shared parking to satisfy requirements for parking.*
- *As needed, develop and enforce a residential parking permit system to allow unlimited parking for residences and limited parking for non-residents.*

Recommendation

- **Investigate ways to limit the area of single-use developments within the area proposed for the Business Special Review District.**

Transit

Transit can be an important element in the link between the hospitals and the district. The improvement in the convenience, visibility and frequency of transit will benefit the residents and employees in the area and potentially reduce traffic and the need for parking. A special program in this area could be considered to encourage short rides by means of lower fares or round-trip tickets.

Recommendation

- **Provide a special transit stop(s) of exceptional design in the area to emphasize transit and encourage its use.**

Guideline:

- *Use special features such as paving, lighting, street extensions and bus shelter.*

Design Recommendations and Guidelines

- o Develop special program(s) to encourage the use of transit by employees and residents to use the business district.*

District Growth, Land Use Zoning and Land Use Intensities

Growth

With its nearby residential and employee market area and relatively flat land, the Martin Luther King Jr. Way business district has the potential once again to be a thriving commercial area. This potential can be realized through careful attention to zoning, the design of buildings, streetscapes and commercial mix. In order to retain the identity of the business district, it is important that commercial and office uses locate within the district. New in-fill development can be accommodated. Growth by diversification could strengthen the attraction of the district and benefit the district as a whole.

It is intended that Martin Luther King Jr., Way will be an active center with a variety of employment opportunities. One way to achieve this is by allowing inclusion of small manufacture and production such as that of common household items, sporting equipment, special food items or crafts. Such uses should be operated entirely within building and produce no offensive odors or noise and be compatible in the neighborhood..

These uses should be limited and should meet the following conditions:

1. Not abut any arterial and, where located on the ground floor,
2. the public shall be afforded a view of the production process through windows from outdoor public ways, and
3. less than 1200 square feet on a ground floor, or
4. no larger than 3,000 square feet on an upper floor or basement.

Guideline

- o Concentrate future retail and office growth in the business district. Discourage future retail and office growth along arterials west of the business district.*

Growth of business districts can be somewhat disruptive of abutting residential areas and new developments should provide relief from incompatible activities such as parking, traffic circulation and noise caused by the normal functioning of the district. Buffering and screening requirements as well as careful site planning and adherence to parking guidelines can help to mitigate these nuisance factors.

Guideline:

- o Growth should occur with small to medium scale businesses which individually have small scale parking needs. Larger developments*

Design Recommendations and Guidelines

should be accommodated only if the size of the parking lot is greatly limited and the apparent mass and scale of the building is reduced.

The Martin Luther King Jr. Way Planning area is comprised primarily of zoned "C-2" commercial zone. Zoning regulations specify permitted use, building height, setbacks and required parking. These constraints taken together with land use intensity define the maximum type and size of development that may occur in a given district. Current land use zoning and intensity information maybe obtained from the Department of Public Works, Building and Land Use Division (591-5363)

Development combining mixed commercial uses can be an efficient use of land and increase the density and vitality for the area. New development should feature retail uses on the ground floor with residential, office and possibly commercial uses located above. The demand for additional business space should be met through a more intense use of available commercial areas before expansion of the business district into the adjacent residential neighborhoods. While the market drives the feasibility of land use, it is desirable from an urban design perspective that upper floors of commercial buildings be used to fill the demand for additional business space.

Interaction

The types of uses and building designs which are most attractive to the public are those which allow a high degree of interaction. Uses with a little or no interaction should be restricted in size and located in areas which have less contact with pedestrians such as above or below street level or in more visible areas but mitigated by greater attention to streetscape design and amenity. Buildings should be designed to allow high degree of actual or visual interaction with pedestrians through the use of windows and detailing.

Guideline:

- o Encourage new businesses and building designs which would promote a high degree of interaction with the public.*
- o Locate uses with low or no interaction with the public in less travelled areas.*

Housing Density and Amenity

The concept for the plan area provides for greater density of housing in the areas surrounding the business district. The intent is to increase the resident population served by and within walking distance of the business district and employment centers. To accomplish this intent, housing designs should be targeted to employees and should maintain a diversity of housing design attractive to people of various income levels. Home ownership is important to a stable neighborhood and attractive designs

Design Recommendations and Guidelines

should be considered to encourage home ownership. Each residential structure should be unique in design and landscaping, while maintaining the neighborhood's character. This is important in multiple-family developments which should be designed to fit with the neighborhood. Duplicate, look-alike structures should be avoided. Building design can vary in many ways, including the shape and height of the building; roof angles; color, detailing and window size, style, proportion and placement. It is preferable that small multiple-family structures appear to be large houses with sloping overhanging roofs, ground floor entrances, porches and internal stairways.

Development should, as much as possible, maintain the existing system of streets and alleys. The City should review the use of on-street parking to satisfy the requirement for parking so as to significantly reduce off-street parking and increase the amount of land available for productive or people-oriented uses.

To encourage density and single-family structures, the City should consider a reduced minimum lot size with reduced or no side yard setbacks for two and three story residences. Single family residences with shared walls can provide an increased sense of community, energy savings and more efficient use of land. Increased foot traffic will demand greater attention to the design of outdoor spaces, walkways, landscaping, screening and walls to make efficient, yet attractive use of available space. New single-family houses in the area should reflect the existing character, displayed in pitched roofs and brick and/or wood construction.

Multiple-family developments should include a full complement of public amenities including landscaping, pedestrian level lights, recreational areas and common spaces suitable for people of all ages. The residential areas also have potential for improvement by the introduction of small parks on public rights-of-way and on other public land. The social life of the neighborhoods can focus on these areas. Multiple-family development should as much as possible, maintain continuity with the existing system of streets and alleys and should follow traditional patterns with small setbacks and reduced on-site parking.

Creative ways to improve neighborhoods should continue to be considered cooperatively by the City and the community.

Recommendation

- **The City should consider a revision to the Generalized Land Use Plan in areas within walking distance of the business district to allow housing development of increased density and design appropriate for employees working in the neighborhood.**

Guidelines:

Design Recommendations and Guidelines

- o An acceptable walking distance for most people is a 5 minute walk or 1300 feet. Walking distances to employment may be slightly greater.*

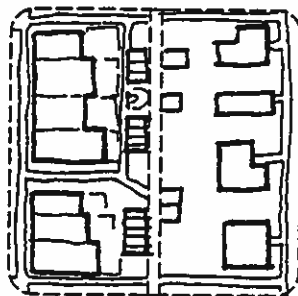
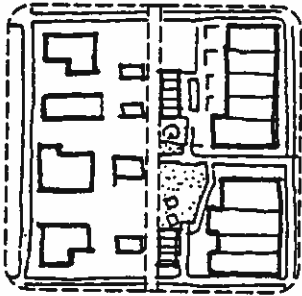
Other Guidelines:

- o Commercial buildings in the proposed Business Special Review District should be constructed at least two stories tall.*
- o Commercial and residential structures in the proposed Business Special Review District should avoid large plain surfaces through the incorporation of windows, doors and architectural features.*
- o Construct buildings in the proposed Business Special Review District and residential areas using the principals of traditional neighborhood development.*
- o Explore ways to promote owner-occupancy of existing and new residential development.*
- o Larger scale developments should provide recreational lawn areas.*
- o Multiple-family residential development*
 - Design multiple-family residences to look like large single-family homes.*
 - No building should be designed like any other along the same street frontage within a single block and each building should vary in facade design and floor plan.*
 - Residential structures should reflect the mass of the buildings along the same block and across the street.*
 - Brick is a recommended facade material.*
 - Painted structures should vary in color from building to building.*

Design Recommendations and Guidelines

The diagrams below show how to achieve greater housing density and public open space as well.

Site Design



- Use existing street infrastructure
- Grouped buildings with a variety of units
- Allow for on-street parking
- Off-street parking - access from alley
- Pedestrian access through long building
- Developments to reflect those across the street

Housing Design

- Develop design standards for buildings
- Individual or shared roof (peaked) 2-3 stories
- Walled, fenced courtyards
- Common parking
- Landscaping and recreational areas
- Antique-styled street and project lights
- Site amenities



(Top) Housing density using existing infrastructure

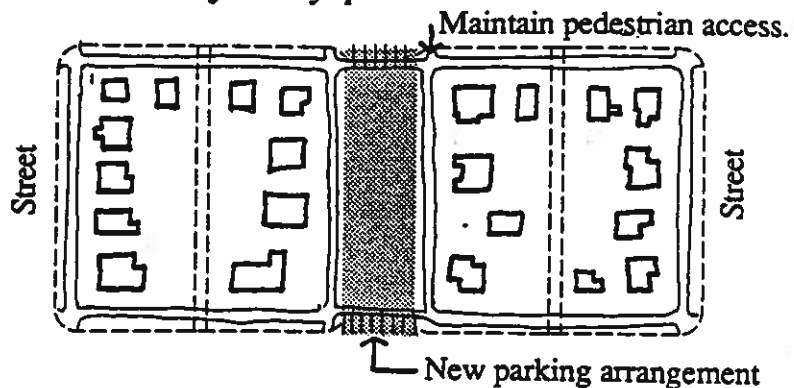
(Middle) Elevation of housing unit

(below) Using streets for people

Converting residential streets into friendly places

Convert paved street into neighborhood green space for variety of facilities

Possibly convert existing single family area to multifamily in selected areas



Design Recommendations and Guidelines

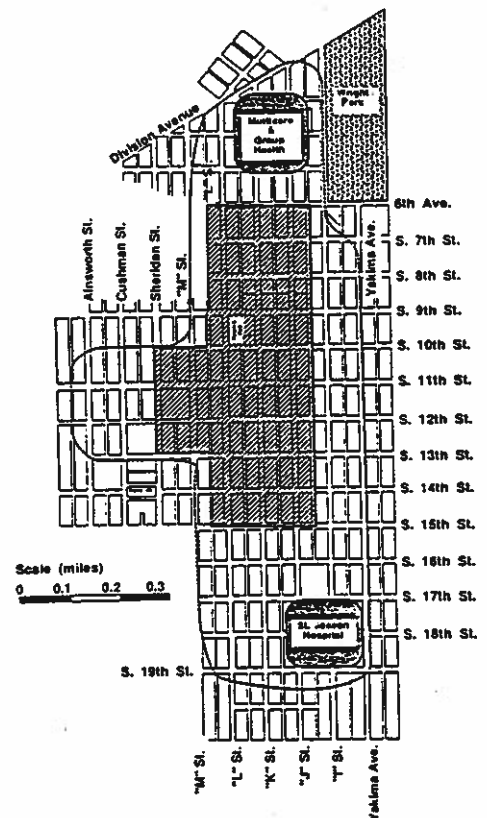
Special or Overlay Districts.

Existing zoning requires several conditions such as the requirement for off-street parking which are detrimental to a pedestrian area. Overlay zoning (Special Review District) should be adopted by the City to protect the character of the district.

The use of an overlay zone or special review district provides a mechanism to impose standards which are more appropriate for a designated area than those required by the existing basic zoning. A Special Review District is an effective means to guide property development and redevelopment. Special review districts can address such factors as land use, landscaping, building location, parking, size and facade treatment as well as streetscape improvements which may include specific design elements. While these items are generally more restrictive than those within existing zones, the restrictions are aimed to preserve the building stock and district character by reducing the potential impact of the automobile.

Because the Martin Luther King Jr. Way corridor is like many neighborhood business districts in Tacoma, deserving of special attention; the *Martin Luther King Jr. Way Design Plan* recommends special zoning controls to help achieve the design objectives in certain areas within the plan area. Special zoning controls would overlay existing zoning regulations and could include design review of proposed development. The boundaries of this district should be 6th Ave to S. 15th and 1/2 block east of 'J' street to 1/2 block west of 'L' Street, with an extension between 10th and 13th to Sheridan Street. The Business Special Review District includes provisions covering the following:

- o *pedestrian improvement guidelines (as related to sidewalks, street lights, landscaping, street trees and other street furniture)*
- o *special access requirements*
- o *special sign controls*
- o *facade improvement guidelines*



'K' Street Design Plan

- o "K" Street Design Plan Area
- o Area of recommended "K" Street Business Special Review District

Design Recommendations and Guidelines

- o mixed-use development on single parcels*
- o parking*

It is intended that Martin Luther King Jr. Way will be an active center with a variety of employment opportunities. One way to achieve this is by allowing inclusion of small scale manufacturing and production such as that of common household items, sporting equipment, special food items and crafts. Such uses should be operated entirely within the building and produce no offensive odors or noise and be compatible in the neighborhood. These uses should be limited and should meet the following conditions: 1) not abut any arterial, 2) where located on the ground floor, the public shall be afforded a view of the production process through windows from outdoor public ways, 3) be no greater than 1200 square feet on a ground floor or no larger than 3000 square feet on an upper floor and basement with a total no greater than 4200 square feet.

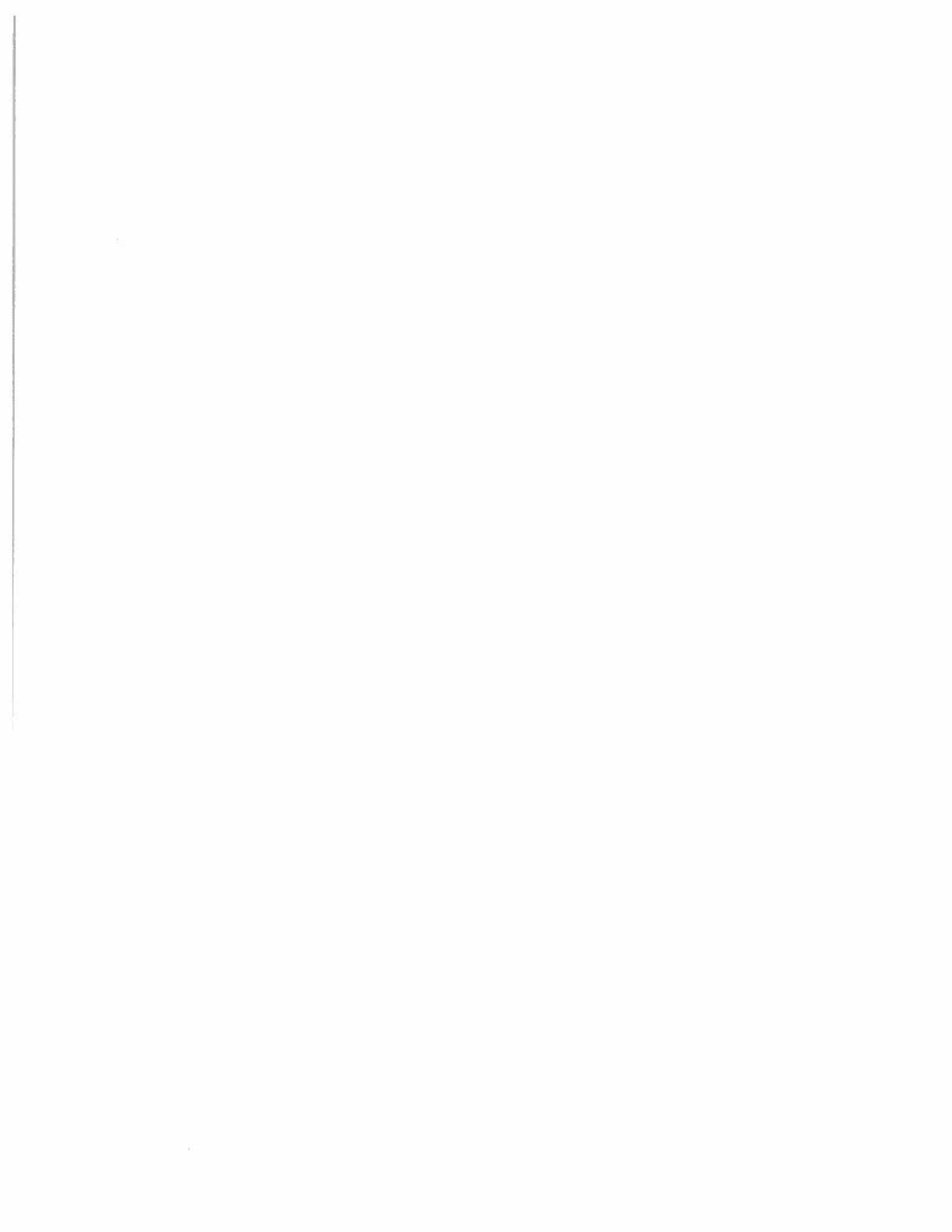
Recommendations

- **The City should establish a Business Special Review District emphasizing the traditional development pattern for the purpose of preserving and expanding the pedestrian character of the area.**

Guidelines:

- o Allow limited small scale manufacturing uses within the Business Special Review District. Such facilities and any associated parking shall be limited in size to be consistent with the intent of the Business Special Review District. Such facilities will also be limited and designed to reduce negative impacts of the facilities and their operation.*

Implementation



Implementation

The previous section of this plan indicated several actions that should be undertaken to accomplish the proposed improvements in the plan area. The recommendations range from the general to the specific and from the short range to long range. It is expected that some of the recommendations may need to be modified before being carried out and some may never be carried out due to changing conditions, further analysis and other factors.

The successful implementation of these recommended improvements is dependent upon development timing and funding constraints. Public and private sectors working together in a partnership manner will also be required. The private sector must be willing to actively support the revitalization of the area, make capital investments and share the cost of public improvements. The public sector must continue and strengthen its intent to implement the plan by actively seeking and identifying funds for improvements and providing coordination between private property owners and public officials.

In addition to these recommendations, other actions are necessary to carry out the objectives of this plan. Therefore, it is important that the City provide assistance in revitalization efforts in the Martin Luther King Jr. Way area and within other neighborhood business districts. The following recommendations will assist the revitalization of Martin Luther King Jr. Way.

Implementation Recommendations

- The City should designate funds in the annual capital budget for infrastructure improvements in neighborhood business districts.
- The City should initiate or support citizen petitions for formation of a local improvement districts to provide streetscape improvements.
- The City should actively support Federal and State legislation which would provide funding and assistance for commercial revitalization.
- The City should establish a special review district to achieve the design objectives and recommendations of this plan.
- The City should modify development standards in land use regulatory code to improve attractiveness and liveability in the City.
- The district should develop priorities for future action based on funding and available administrative time and expertise.

Local groups are critical assets in implementing any coordinated design approach. They can set priorities, gain funds and formulate and administrate projects. This complex job can be most effectively carried out by a paid staff. Longevity of projects depends on maintenance and it is important to identify the responsibility for maintenance prior to construction.

Implementation

Design Recommendations Listing

Recommendations described in the plan are listed in the following chart.

Category	Recommendation	Responsibility	Type	Cost
Special Projects	Through cooperative effort between the City and the community, develop projects which can become community focal points.	City Departments, Metropolitan Park District, other public agencies and community Groups	Capital Improvement	NA
Special Projects	To improve Peoples park, seek ways to provide greater use, foster community pride and improved access from the surrounding streets.	Public Works Department	Capital Improvement	\$200,000
Streetscape	Install sidewalk extensions at intersections in the the area of the proposed Business Special Review District and along 'K' Street from Division Avenue to South 19th Street.	Public Works Department	Capital Improvement	\$3.2 M
Streetscape	Upgrade the streetscapes in the area of the proposed Business Special Review District and alleys using pedestrian-oriented design guidelines and unifying design elements.	Public Works Department	Capital Improvement	\$600,000
Streetscape	Upgrade streetscape: Along 'K' Street, starting at the intersection of 9th Street and moving south as far as funds will allow provide streetscape elements including benches, trash receptacles, bicycle racks, street trees, planter boxes and other elements and excluding lights.	Public Works Department	Capital Improvement	\$61,200 CIP project
Streetscape	The City should review its funding of installation and maintenance of sidewalks and street furniture including supplemental lighting for pedestrian safety and convenience with regard to Business Special Review Districts and special streetscape amenities in other areas.	Public Works Department	Administrativ	NA
Streetscape	Undertake a study for the conversion of 'L' Street and 'M' Streets to two-way that will provide alternative ways to replace existing parking that may be lost.	Public Works Department	Capital Improvement	\$0
Streetscape	Upgrade substandard street surfaces with pavement and curbs, planting strips and improved sidewalks.	Public Works Department	Capital Improvement	undetermined
Parking	Develop a parking study that will provide a coordinated district-wide approach to transportation and parking. Survey existing public on-street and off-street parking and determine employee parking needs. Develop costs for alternatives.	Community	Study	\$25,000
Parking	Upgrade existing parking lots with landscaping, street trees, pedestrian amenities and separate walkways to public sidewalks and building entrances.	Owners	Capital Improvement	\$100,000
Parking	Modify the off-street parking standards to include landscaping, street trees and connecting walkways in parking lots.	Planning & Development Services Dept.	Regulatory	\$0
Parking	Develop regulations to provide greater flexibility in parking requirements.	Planning & Development Services Dept.	Regulatory	\$0
Private Improvement	Investigate ways to limit the area of single-use developments within the area proposed for the Business Special Review District.	Planning & Development Services Dept.	Regulatory	\$0
Streetscape	Provide a special transit stop(s) of exceptional design in the area to emphasize transit and encourage its use.	Pierce Transit	Capital Improvement	\$20,000
Housing	The City should consider a revision to the Generalized Land Use Plan in areas within walking distance of the business district to allow housing development of increased density and design appropriate for employees working in the neighborhood.	Planning & Development Services Dept.	Regulatory	\$0
Private Improvement	The City should establish a Business Special Review District emphasizing the traditional development pattern for the purpose of preserving and expanding the pedestrian character of the area.	Planning & Development Services Dept.	Regulatory	\$0

Implementation Methods

Translating the intents and recommendations into action requires the application of a wide variety of implementing methods. Each method approaches plan implementation from a slightly different perspective. Each, however, may be appropriate from time to time to carry out the plan.

Application of Development Controls

The *Martin Luther King Jr. Way Design Plan* can be further implemented through a variety of development controls. This may include several variations of and innovations in zoning such as special or overlay districts.

Control techniques vary by degree of specificity and administrative requirements. When review of individual projects is not required, regulatory mechanisms take the form of traditional zoning. Where project reviews are desired to ensure more sensitive compliance with the goals of the plan area, the regulatory mechanism may involve special controls or zoning for specific areas, i.e., Martin Luther King Jr. Way.

Special Review Districts

Standards developed for overlay zoning can be tailored specifically for the Martin Luther King Jr. Way Business District. The district can work with the Tacoma Planning and Development Services Department to establish a Business Special Review District. Any zoning changes must be approved through the public review and hearing process which includes action by the Planning Commission, Hearing Examiner and the City Council.

Neighborhood Action

Many projects could be implemented by citizens on a volunteer basis such as the cleanup of debris in yards and along alleys. The City can support such activities with trash collection and disposal.

Employer Action

Develop programs that encourage employees to replace common automobile trips with an alternative of walking, bicycling, transit, and carpool. Actively support housing for employees in the surrounding neighborhood.

Costs and Funding

Costs

Annual Capital Improvement (CIP) Budget

The City Council can appropriate money to a special "set aside" fund for capital improvement projects. The primary source of Capital Improvement Program funds has been the City's General Fund and is

Implementation

limited by the amount of money the City is able to commit to capital improvements in any given year. Projects are submitted on a city-wide basis by City departments and agencies, citizen committees and the public. Requests for funds far exceed the amount of money available and competition is keen. Projects are evaluated on need, benefits and cost.

Capital improvement funds may be used only for public improvements such as parks, sewers, street beautification and public buildings.

Improvements on private property are not eligible for CIP projects.

Six-year Comprehensive Street Program

The Six-year Comprehensive Street Program is the City's ongoing plan for street improvements throughout the Tacoma. Improvements are scheduled on an annual basis in the document while revisions to the document are made annually with a midyear correction. The City Council, with public input, adopts the program and its revisions. Specific projects and level of funding are listed for a specific year.

The City has several programs to upgrade streets, sidewalks and utilities that where applicable can apply to the Martin Luther King Jr. Way area. A funding level of \$200,000 has been set for the planting of street trees along arterials and the plan has indicated streets in the Martin Luther King Jr. Way area for planting. A small amount of money has been programmed for benches. A program to upgrade sidewalks and curb ramps can apply sidewalk extensions in the Martin Luther King Jr. Way area where curb ramps do not yet exist. The Paths and Trails fund designated for improvement of bicycling facilities including bicycle racks is generated annually through the one-half of 1% motor vehicle gas tax.

Other Funding Sources

Other funding sources may become available from time to time, such as federal monies through Community Development Block Grants and from State resources. Several funds may be available in the future. Adopted by Pierce County, the Vehicle License Fee Tax will generate funds to be used to upgrade residential streets. The State Legislature has authorized local government to adopt a street utility tax. If adopted locally these monies would be used for transportation related improvements. Similarly a parking tax has been authorized by the State Legislature for improvement of public parking as an a to improving transportation and would have to be adopted locally before monies would become available. Local Improvement Districts (LID), bond monies, City government general fund monies, or even private foundation monies can also be sources. Funding sources change frequently and, therefore, this is not to be considered a complete list of sources. It should be noted; however, that funding criteria usually limit the use of money to specific types of projects. Moreover,

Implementation

public and private funds are limited and competition for these monies when available, is great.

One way to fund improvements is to create a fund to which developers and others can contribute in lieu of certain other requirements of development. The fund would be used for improvements intended for public use. This process would require recognition of a specific organization responsible for fund management, parking requirements and other district-wide concerns.

The responsibility for funding projects has not been determined. For some projects, however, the costs associated with the relocation or modification of utilities may be the responsibility of the property owners.

II BUDGET INFORMATION

A. PROJECT BUDGET BY REVENUE AND FUND SOURCE

NOTE: Projects may not be funded in a single year. If project can be phased, show yearly amount to accomplish the project; if an ongoing city program, indicate yearly amount.

FUNDING SOURCES:		TOTAL PROJECT		PHASED/ONGOING FUNDING REQUIREMENTS					
NAME	THRU 1990		1991	1992	1993	1994	1995	1996	
(1ST)	\$ _____	\$ 3.3M	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	\$550,000	
(2ND)	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	
(3RD)	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	
(4TH)	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	
(TOTAL)	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	

B. EXPENDITURE INFORMATION

	TOTAL PROJECT		PHASED/ONGOING FUNDING REQUIREMENTS				
	1991	1992	1993	1994	1995	1996	
Property Acquisition	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
Design Engineering	\$450,000	\$90,400	\$60,400	\$60,300	\$60,300	\$60,300	\$60,300
Site Preparation	\$330,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000
New Construction	\$2,420,000	\$404,000	\$404,000	\$403,000	\$403,000	\$403,000	\$403,000
Building Rehabilitation	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
Other	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____	\$ _____
TOTAL	\$3,200,000	\$549,400	\$519,400	\$518,300	\$518,300	\$518,300	\$518,300

(Estimate by: Scott Pierson)

Implementation

Appendix

Addendum to the
Generalized Land Use Plan EIS
for the adoption
of the Martin Luther King Jr. Way Design Plan

Introduction

This addendum to the Generalized Land Use Plan Environmental Impact Statement (EIS) is for the purpose of adopting the Martin Luther King Jr. Way Design Plan in compliance with the policies set forth in the State Environmental Policy Act (SEPA) and its implementing rules (Chapter 197-11 WAC) applicable to the action described below. From a SEPA Rules perspective, the Generalized Land Use Plan is a non-project action for which an EIS was prepared in 1980.

Proposed Action

The proposed action is the adoption of the Martin Luther King Jr. Way Design Plan as an element of the City's long-range comprehensive Land Use Management Plan. This plan assesses and makes recommendations for improving the design, appearance, aesthetic quality and economic vitality of the Martin Luther King Jr. Way Design Plan area from Interstate 5 to SR-7. The Martin Luther King Jr. Way Design Plan is a non-project action as defined by SEPA Rules.

Location

The location of the Martin Luther King Jr. Way Design Plan area is between Division Street and one half block south of South 19th Street and between Yakima Street and 'L' Street with with an extension between South 9th Street and South 13th Street westward to one half block west of Ainsworth Street. Projects in the adjoining neighborhoods should be consistent with this plan.

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Background

The City of Tacoma adopted a city-wide land use document known as the Generalized Land Use Plan (GLUP) in 1980. When the GLUP was developed, it was purposefully generalized to provide flexibility so as to increase its usefulness in making long-range, land use decisions. Its emphasis is on land use intents and policies, which were based on an analysis of existing land use and zoning, development trends, anticipated land use needs and desirable growth and development goals.

The policies provide a rational basis for an additional element of the plan, known as the GLUP map. The GLUP map depicts the City's intended future land use patterns through the geographic distribution of three levels of land use intensities. This map and related policies serve as a base for more detailed neighborhood planning efforts, such as the Central Plan and the Martin Luther King Jr. Way Design Plan.

The Martin Luther King Jr. Way Design Plan proposes a further refinement to the level of planning provided by the Central Plan and the Generalized Land Use Plan. Like the GLUP, the Martin Luther King Jr. Way Design Plan is also a non-project action. The purpose of the plan is specifically to address improvement in the design, appearance of Martin Luther King Jr. Way Design Plan Area. Design and development principles such as image, building patterns, aesthetics, pedestrian environment, vehicular circulation and special features are addressed.

The purpose of both documents, however, remains the same, i.e., promoting desirable growth, development and redevelopment and providing direction in the land use decision-making process. The design concept of the Martin Luther King Jr. Way Design Plan recognizes that major land use patterns already exist and the basic intensity areas were previously established by the GLUP. Since this past planning effort in the Martin Luther King Jr. Way planning area was specifically considered in developing the Martin Luther King Jr. Way Design Plan, the Final EIS for the GLUP is applicable to the proposed action at hand and is hereby adopted as such.

Discussion

Since the specific recommendations contained in the draft Martin Luther King Jr. Way Design Plan were not included, nor were they intended to be a part of the GLUP, it is appropriate that additional analysis regarding those recommendations be contained in this addendum.

The design concept for the Martin Luther King Jr. Way Plan area is based upon pedestrian access and design at the human scale and is in three parts.

1. The business district will be strengthened as a pedestrian-oriented area. The Martin Luther King Jr. Way business district extends

approximately from South 9th Street to South 15th Street and from South 'J' Street to 'L' Street with an extension between South 9th Street and South 13th Street westward to Sheridan Street. The concept envisions a unified and cohesive community service center with a variety of commercial uses and services to serve the surrounding neighborhoods and areas beyond. The concept encourages new commercial growth to locate within or near the business district. Commercial expansion into residential areas outside the core business area described above generally would be discouraged.

2. The core business area will connect to the medical complexes to the north and the south with well designed streetscapes along 'J' Street and Martin Luther King Jr. Way and 'L' Street.
3. The area surrounding and within walking distance of the core is to allow the development of housing with greater density to increase the population that can use the core services and walk to work, thereby increasing personal independence of the residence and spending in the core.

The design concept emphasizes landscaping, development patterns, building design, lighting and consistent street furniture, to provide visual continuity.

Analysis

The recommendations contained in the Martin Luther King Jr. Way Design Plan propose a further refinement to the recommendations for land use growth, development and redevelopment along Martin Luther King Jr. Way, set forth and analyzed in the Final EIS for the GLUP. The refinements cover a broad range of design ideas and methods to improve the physical environment. In addition to assisting in deliberations concerning land use policy and decisions, the plan also is intended to help the business community access its strengths and weaknesses and make decisions concerning the long term future of the Martin Luther King Jr. Way area.

The recommendations contained within the proposed document clarify the attainment of the purpose and intent for the Martin Luther King Jr. Way Design Plan and those reflected in the GLUP. The recommendations range from general in nature to specific, some may require capital expenditures, while others require administrative or legislative changes, or both. It is recognized that further environmental analysis, either in the form of a checklist or EIS development, may be necessary at the time of implementation for a recommendation with community-wide significance. This addendum and its supporting elements serve to fulfill the SEPA requirements for public sector actions with regard to implementing the Martin Luther King Jr. Way Design Plan recommendations. Private

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projects within the Martin Luther King Jr. Way Design Plan area may be subject to SEPA on an individual project basis as it relates to the area, adjacent projects and mitigating measures.

Pursuant to WAC 197-11-635, the following studies, plans and environmental documents are herein incorporated by reference.

1. Land Use Management Plan: Goals and Policies for Physical Development (1983). This plan replaces 1975 document and reflects the adoption of several plan elements developed by the Planning Commission. It is a description and reference document containing an overview of the City's planning process and a collection of summaries of adopted plan elements.
2. Generalized Land Use Plan (1980). This plan sets forth goals, policies and guidelines to assist in orderly and desirable residential, commercial and industrial development. An element of the City's Land Use Management Plan, it sets forth a basic development concept for Tacoma and outlines general areas of high, medium and low intensity development. It also sets forth policies to guide the various types of development within these intensity areas.
3. Central Plan. This neighborhood plan describes the concepts and recommendations for the Central Plan Area indicated in the Land Use Management Plan. The 'K' Street Plan is derived from a recommendation of this plan.

The above documents are available for public inspection at the City of Tacoma Planning and Development Services Department, 9th Floor, Municipal Building, Tacoma, WA 98402.

A. Improving Business Districts - the Main Street Program

Neighborhood business districts have suffered in competition from shopping centers and shopping malls which offer convenient location, adequate parking and a wide range of goods and services. These newer retail developments have attracted customers away from traditional neighborhood shopping areas. The challenge for the neighborhood shopping districts is to build upon what the area is and what it has to offer, to provide the convenience and the amenities and to broaden the range of goods and services available.

One approach for neighborhood business district revitalization that has had considerable success in communities across the country is the Main Street program. This approach evolved from a pilot business revitalization project initiated in 1977 by the National Trust for Historic Preservation.

Many elements of the Main Street program have been recognized through local action of public and private groups. While only a portion of the program deals with design, the program is summarized here to gain a perspective of the district's progress.

Main Street Program

The Main Street approach is a comprehensive management program addressing four areas of concern: organization, design, promotion and economic restructuring. Organization involves building consensus and cooperation between business and property owners, residents, customers, government and others who have an interest and part to play in the revitalization process. Design encompasses the physical appearance and character of buildings, infrastructure and open spaces. Promotion means marketing the neighborhood district's assets to potential investors, customers and residents. Economic restructuring involves strengthening the district's existing economic base by identifying new market opportunities, helping existing businesses grow, finding new uses for vacant or underutilized buildings and recruiting new businesses.

Planning and organizing activities are the first steps for successful revitalization. They involve forming an organization that represents the interests and coordinates the activities of its various members and is a very effective way to guide revitalization efforts. A careful assessment of the needs of the district can include the following activities.

- Establishment of an overall goal or mission statement for the business district.
- Creation of a non-profit organization to act on behalf of the business district.
- Establishment of a neighborhood or community policy approach to stabilize and reduce fear of crime and drugs.
- Development of strategies to address district needs.
- Prioritization of the business district's need areas.
- Development of strategies to address need areas.
- Identification of the monetary resources necessary to address need areas.
- Determine the district's existing technical and monetary resources.

Various types of projects can benefit the revitalization of a business area. The most effective and feasible projects are determined by the organization's planning efforts and can include:

- A district program to improve safety and security, litter clean-up.
- An organized marketing, advertising and promotions program for the district.
- Sponsorship of special district events.
- A coordinated program for the improvement and maintenance of buildings in the district.
- A parking management program that could include providing appropriate signs, lighting, clean-up and landscaping for the district's parking areas. Identifying opportunities for the development of additional parking could also be included.
- A program to improve the district's pedestrian environment that could include the provision of street tree plantings, coordinated landscaping and other improvements.

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- A survey to determine customer shopping habits and demographics (ages, incomes, occupations, household size)
- Undertaking special promotions to target special populations such as: local residents, students and healthcare employees.

After resources of the district and the organization have been identified and put to work for the revitalization of the district, the organization may require additional resources to fulfill the need areas in their revitalization efforts. Some of these outside resources include the following:

- Technical assistance and other expertise (including marketing, accounting and bookkeeping, tax planning, financing, personnel and training, etc.) for business operators.
- Establishment of a Local Improvement District to finance any needed street, curb and street light improvements and maintenance.
- Establishment of a Parking and Business Improvement Area to finance marketing and parking opportunities on behalf of the business district.
- Technical and financial assistance from all sources for which the business district qualifies, including:
 - Capital Improvement Program funds
 - Community Development Block Grant funds
 - Economic Development Administration funds
 - Small Business Administration
 - Chamber of Commerce
 - State Main Street Program
 - Private Foundations and Grants.

B. Community Meeting Results

Results of a public meeting on March 14, 1991 at the UTRA office indicate a high interest in pedestrian improvements and landscaping. Building condition and design and security also received strong attention. Each subheading has the total "votes" given to it during the meeting.

28 Pedestrian improvements and amenities

- 5 Linkages of hospitals as trails
- 3 Textured Sidewalks (Cobblestones)
- 3 Benches, Street Furniture
- 2 Special Sidewalk Design in Commercial Areas
- 2 Innovative (Open) Bus Shelters
- 2 Defensible Space
- 2 More Refuse Containers in more places
- 2 Increase Pedestrian Circulation
- 2 Street Murals Public Art
- 2 Provide Places for Children
- 2 No Barbed wire Uniform Fencing
- 1 Remove Asphalt & Concrete on Planting Strips
- 0 Kiosks

21 Landscaping

- 7 Street Trees on K Street?
- 5 Trees and Landscaping in Existing Parking Lot
- 4 Tree Lined Streets (Appropriate Locations)
- 3 Flowers, Flower Planters
- 2 Enclose Parking with Landscaping
- 0 Further Improvements to People's Park. More Pockets Parks
- 0 Tot Lots
- 0 More than Enough Concrete

16 Buildings

- 3 Upgrading Store Fronts
- 3 Facilitate Investment in Existing buildings (PO, Safeway)
- 3 Encourage New Building/Fill in Vacant Spaces)
- 2 Cooperation of owners regarding Colors
- 2 Common Fronts Facade
- 2 Allow Painting of Fronts of Vacant Buildings
- 1 Color Compatibility
- 0 Up Grade Alleyways as Parking
- 0 Paint Churches

15 Security

- 8 Get Criminals off Street
- 3 Security Lighting

- 3 Demo of Deteriorated Structures
 - 0 Security Considerations on Hedges
- 1 Lighting Bright Enough for Security

9 Signs

- 7 Historic Significance Signage
- 2 Smaller Standardize Signs
- 0 Signs Ruin District

7 Housing

- 7 More Affordable Housing

7 Land Use

- 4 Mixed Use Retail Ground Floor Residential Upstairs
- 1 Intermediate Scale Multi-Family as Buffer Between Residential/Community Hospitals
- 1 (People) Increase Housing Density
- 1 Limit Growth of Hospitals

4 Identity

- 4 "K" Street Area Unique
- 0 Visual Image of Compo

3 Specific projects

- 2 Make 11th and K, Focal Point in District
- 1 Design of Precinct Building
- 0 Scale St. Josephs Hospital to neighborhood
- 0 Neighborhood Signs- Intersection, Neighborhood

1 The street

- 1 Ample Parking New-Don't Remove
- 0 Dead-end Streets where appropriate
- 0 Upgrade Alleys
- 0 Speed Bumps odd intersections and alleys
- 0 Traffic Islands at Minor Intersections
- 0 Min. Parking Requirement for this District
- 0 Moratorium on Parking Lots
- 0 No One-Way Streets!
- 0 12th - 13th Street Transition

The Plan

- 0 Show drawings of Design Recommendations

