

Elements of the human environment

4.6 Relationship to existing plans and policies

The following plans are related to the proposals involved within the MLK Subarea Plan and implementing measures.

4.6.1: Partnership for Sustainable Communities - HUD/DOT/EPA

In 2009, the US Department of Housing and Urban Development (HUD), US Department of Transportation (DOT), and the US Environmental Protection Agency (EPA) joined together to help communities nationwide improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment.

The Partnership for Sustainable Communities

- works to coordinate federal housing, transportation, water, and other infrastructure investments to make neighborhoods more prosperous, allow people to live closer to jobs, save households time and money, and reduce pollution. The partnership agencies incorporate 6 principles of livability into federal funding programs, policies, and future legislative proposals.

Livability Principles

Provide more transportation choices - develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

Promote equitable, affordable housing - expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.

Enhance economic competitiveness - improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.

Support existing communities - target federal funding toward existing communities—through strategies like transit-oriented, mixed-use development and land recycling—to increase community revitalization and the efficiency of

public works investments and safeguard rural landscapes.

Coordinate and leverage federal policies and investment - align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

Value communities and neighborhoods - enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

Since 2009, HUD, DOT, and EPA have been coordinating their work to help communities around the country better meet their housing, transportation, and environmental goals—laying the groundwork for an economy that provides good jobs now and creates a strong foundation for long-term prosperity.

This MLK Subarea Plan and Planned Action EIS were funded by EPA under the Partnership for Sustainable Communities grant awarded by Puget Sound Regional Council (PSRC) and Washington State Department of Commerce (DOC).

4.6.2: Washington State Growth Management Act (GMA - RCW 36.70A)

In March 1990, the Washington State Legislature adopted the Growth Management Act (GMA) codified as Chapter 36.70A of the Revised Code of Washington (RCW).

The GMA required 11 counties (including Pierce County) that had a population of at least 50,000 persons and experienced a growth rate of at least 10% since 1980 to develop comprehensive plans. The act also required all cities within these affected counties (including Tacoma) to adopt a plan that conformed with the provisions of the GMA and to revise or update development regulations to implement the comprehensive plan accordingly.

The GMA identified a comprehensive framework for managing growth and development within local jurisdictions. Tacoma is required to plan in

accordance with GMA and must include the following elements in its comprehensive plan:

- Land use (including a future land use map),
- Housing,
- Transportation,
- Public facilities,
- Parks and recreation,
- Economic development, and
- Utilities.

Additional elements such as subarea plans and urban design plans are optional and may be added by Tacoma, the local jurisdiction.

Tacoma's GMA comprehensive plans must provide for adequate capacity to accommodate the city's share of projected regional growth, and ensure that planned and financed infrastructure can support planned growth at a locally accepted level of service (LOS). Tacoma's development regulations are required to be consistent with the comprehensive plan.

Statutory requirements under GMA

Amendments to Tacoma's comprehensive plan are legislative actions requiring City Council approval and must be approved as prescribed by GMA. With a few exceptions, amendments cannot be considered more often than once per year and in accordance with specific procedures.

Major updates occur by legislative action on a 7-year cycle. For Pierce County, Tacoma, and the other cities within the county this 7-year cycle means on or before December 1, 2015 and every 7 years after that.

All amendment requests require a public hearing - with the Tacoma Planning Commission who makes a recommendation to the Tacoma City Council concerning whether to approve or deny and/or subject to modifications of the proposals. City Council approves or denies amendments in a public hearing.

Concurrency

GMA defines concurrency to mean needed improvements for water, sewer, and transportation are in place at the time of development; or in the case of transportation, that a financial commitment exists to complete the improvements within 6 years.

Standards for concurrency

Tacoma must establish a baseline standard (level of service - LOS) to evaluate the anticipated impacts of new development to determine if concurrency can be met. New

development cannot decrease established LOS below the minimum standards and be permitted to develop.

Consistency

GMA requires the Tacoma Comprehensive Plan must be internally consistent for objectives, goals, policies, text, and maps. Tacoma's Comprehensive Plan must be horizontally (externally) and vertically (internally) consistent.

4.6.3: Puget Sound Regional Council (PSRC) Vision 2040

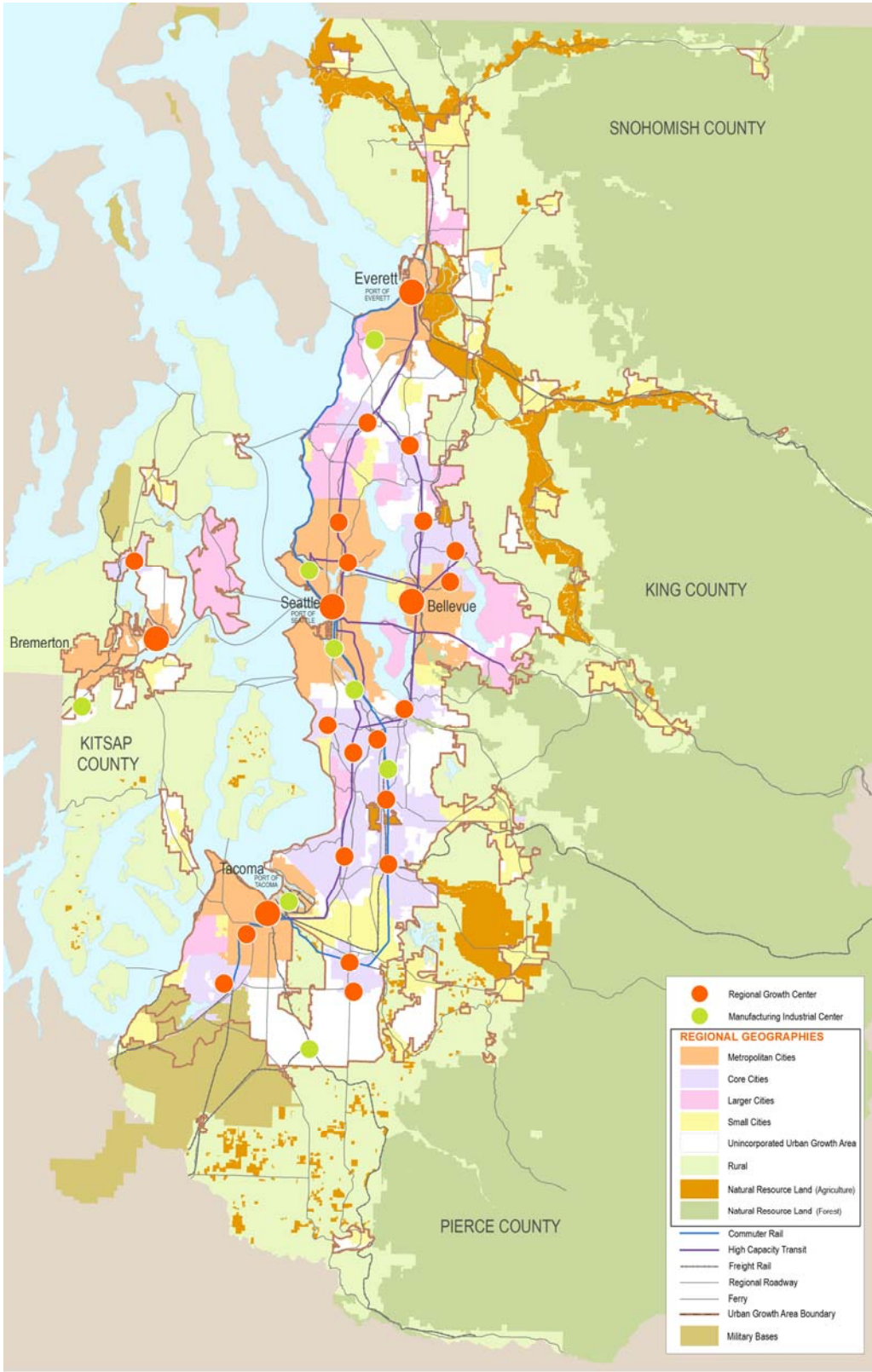
The Puget Sound Regional Council (PSRC) is a regional planning agency with specific responsibilities under federal and state law for transportation planning, economic development and growth management. PSRC helps local governments and transportation agencies plan for the future of the region by addressing issues that go beyond the boundaries of any individual city or county.

PSRC members include King, Kitsap, Pierce and Snohomish counties, 72 cities (including Tacoma) within the region, 4 port districts (including the Port of Tacoma), the region's transit agencies (including Sound and Pierce Transit), the Washington State Department of Transportation, Washington State Transportation Commission, the Muckleshoot Indian Tribe, and the Suquamish Tribe.

PSRC's primary job is to maintain a regional vision for transportation, economic development and land use planning under limited authorities embodied in state and federal law.

VISION 2040 - is the region's long-term vision for ensuring the region thrives as it grows. VISION 2040 contains multicounty planning policies, an environmental framework, a regional growth strategy, and implementation measures.

Transportation 2040 - is the region's long-range transportation plan. It is a blueprint for sustainable transportation that provides mobility for a growing region while improving the region's environmental health and economy. Transportation 2040 identifies investments to support the region's expected growth, lays out a financing plan, promotes new technology, and complements state and national climate change policies.



Economic Development District (EDD) - is the region's federally designated economic development district. In 2003, the EDD consolidated its activities with PSRC. The EDD develops a comprehensive economic development strategy for the region and selects projects for a small amount of federal economic development funds.

Prosperity Partnership - is a coalition of over 300 government, business, labor, education and nonprofit leaders from King, Kitsap, Pierce, and Snohomish counties dedicated to ensuring long-term prosperity for all the region's residents. The Partnership pursues a two-part strategy, focusing on the industry clusters that drive the economy and the economic foundations that support them. PSRC organizes and sponsors the partnership.

Transit projects - PSRC isn't in charge of building or operating transit projects but is involved in other ways. Cities, transit agencies or the state are responsible for implementing local transportation projects and services, but major projects must be approved by PSRC as part of Transportation 2040.

PSRC often provides data and technical assistance to help analyze the impacts of these projects. The agency also distributes federal transportation funding, so a portion of the funding to pay for big regional projects may come from PSRC.

VISION 2040

VISION 2040 is a regional strategy for accommodating the 5,000,000 people and 3,000,000 jobs expected to live in the region by 2040. PSRC adopted VISION 2040 in 2008 following a 3.5 year public process undertaken by the region's elected officials, public agencies, interest groups, and individuals to establish a common vision for the future.

VISION 2040 consists of:

- An environmental framework
- A regional growth strategy
- Policies to guide growth and development
- Implementation actions
- Measures to track progress

Regional growth strategy

The Regional Growth Strategy allocates 93% of the region's future population growth and 97% of its employment growth into the existing urban growth area.

Cities are divided into 4 distinct groups: Metropolitan Cities (Bellevue, Bremerton,

Everett, Seattle, and Tacoma), Core Cities, Large Cities, and Small Cities. The groupings are based on:

- whether a city has a regional growth center,
- total population and employment in the city.

The majority of the region's employment and housing growth is allocated to Metropolitan Cities and Core Cities, which together contain the more than 2 dozen designated regional growth centers. Large Cities also play an important role over time as places that accommodate growth.

Tacoma is Pierce County's only Metropolitan City and therefore, the recipient of all of the county's metropolitan growth allocation.

Multicounty Planning Policies - provide guidance for implementing the Regional Growth Strategy. Growth is to occur first and foremost in the designated urban growth area; less development is to occur in rural areas.

Centers are recognized for their benefits in creating compact, walkable communities that support transit and other services. Housing and jobs will be located in a manner that provides for easy mobility and accessibility. Investments in transportation and other infrastructure will be prioritized to centers. Pierce Countywide target-setting processes for allocating population and employment growth are to be consistent with the regional vision.

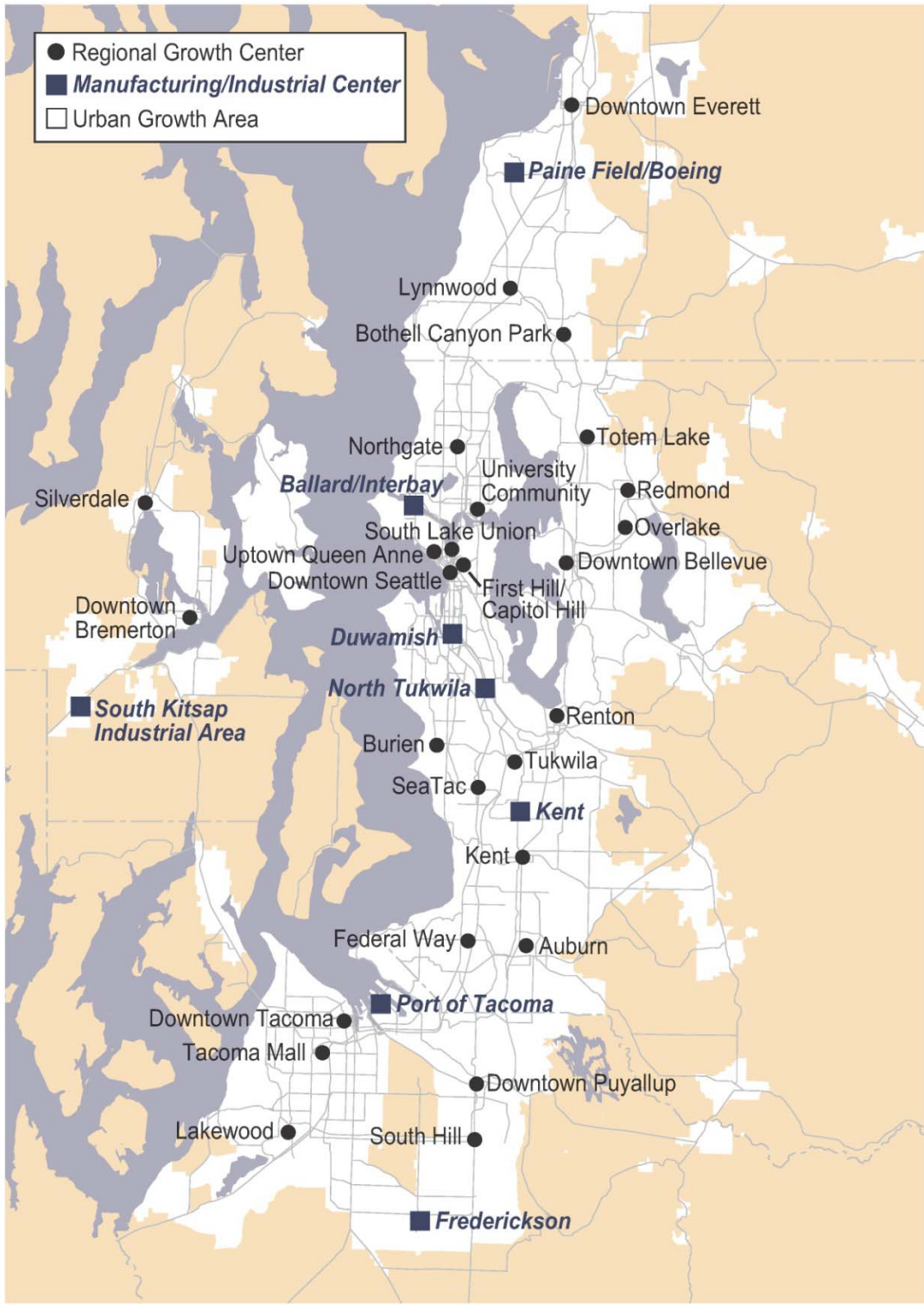
Population growth allocation 2000-2040

Cities	Pierce		PSRC	
	#	%	#	%
Metro	127,000	32%	540,000	32%
Core	75,000	19%	363,000	21%
Large	23,000	6%	181,000	11%
Small	57,000	15%	148,000	9%
Uninc	87,000	22%	362,000	21%
Rural	24,000	6%	118,000	7%
Total	393,000	23%	1,712,000	100%

Employment growth allocation 2000-2040

Cities	Pierce		PSRC	
	#	%	#	%
Metro	97,000	46%	511,000	42%
Core	40,000	19%	352,000	29%
Large	6,000	3%	111,000	9%
Small	37,000	18%	100,000	8%
Uninc	25,000	12%	113,000	9%
Rural	7,000	3%	31,000	3%
Total	212,000	17%	1,219,000	100%

Source: Puget Sound Regional Council, VISION 2040, Regional Growth Strategy, www.psrc.org



PSRC allocated regional population and job growth for the period between 2000 and 2040 by regional geography category, as well as the specific allocation for each of the 4 counties.

VISION 2040's implementation actions require counties to work together to use consistent processes for establishing local housing and employment targets. PSRC will collaborate with counties to revise and improve the regional growth targeting methodology, differentiating expectations among the regional geographies.

Cities are to revise relevant zoning and development regulations to better implement the Regional Growth Strategy. Moreover, cities with designated regional growth centers (like Tacoma) are responsible for developing and adopting residential and employment targets for their centers.

Regional centers

VISION 2040 identifies 27 regional growth centers (including Tacoma's Downtown and Tacoma Mall) that play an important role as locations of the region's most significant business, governmental, and cultural facilities. The 18 cities that have one or more regional growth centers are expected to accommodate a significant portion of the region's residential growth (53%) and employment growth (71%).

Eight regional manufacturing/industrial centers (including the Port of Tacoma) have also been designated. These are locations for more intensive commercial and industrial activity. Both regional growth centers and regional manufacturing/industrial centers are focal points for economic development and transportation infrastructure investments.

VISION 2040 proposes each of the region's cities including Tacoma develop one or more central places as compact mixed-use hubs for concentrating residences, jobs, shops, and community facilities.

Multicounty Planning Policies - call for the region to focus significant residential and employment growth within centers. Local jurisdictions (including Tacoma) with regional growth centers are to adopt housing and employment targets for each center (including the MLK area).

VISION 2040 directs cities (including Tacoma) with designated centers (including the MLK area) to develop a subarea plan for each center. It also calls for these plans to establish transportation mode-split goals for each center, in order to increase walking, biking and transit use.

Accordingly, Tacoma's plan for the MLK mixed use center and subarea is to include incentives for both redevelopment and new projects. Tacoma must ensure that the MLK subarea plan reflects established residential and employment growth targets, incorporates mode-split goals for transportation, and supports strategies for a mix of residential housing types, including affordable housing.

Regional economic strategy

VISION 2040's Regional Economic Strategy — the federally required economic development strategy for the region — integrates with growth management, transportation, and environmental objectives. Within the context of the global economy, the region is evolving toward more high-technology, information age jobs. A commitment to investing in higher education, cultural and ethnic diversity, and improving workers' skills is of paramount importance.

Multicounty Planning Policies - are organized around the topics of business, people, and places. The multicounty planning policies emphasize enriching the region's businesses and employment market through job retention, growth, and diversification.

Accordingly, Tacoma and the MLK subarea plan must include an economic development element in their local comprehensive plans as outlined in GMA. Tacoma and the MLK subarea must plan for both job and housing growth, using incentives as necessary to improve the balance between the two. Infrastructure will be maintained and enhanced to accommodate economic growth.

Regional transportation strategy

VISION 2040 provides a framework for long-range transportation planning in the region by integrating planning for freight, ferries, roads, transit, bicycling, and walking. Priority is placed on transportation investments that serve centers and compact urban communities. Importance is also placed on addressing the mobility needs of all residents — including persons with disabilities, the elderly, the young, and low-income individuals and families.

Multicounty Planning Policies - address federal and state laws designed to ensure continued mobility for people, goods, and services. Maintenance, management, and safety are emphasized. The multicounty planning policies call for better integrated land use and transportation planning.

Accordingly, the Tacoma comprehensive plan and the MLK subarea plan must commit to increasing transportation choices while improving the natural environment. Tacoma and MLK subarea plans must emphasize transportation investments that offer greater mobility options, alternatives to driving alone, reduced vehicle miles traveled, and lower transportation-related energy consumption — which, in turn, lowers particulate pollution and greenhouse gas emissions - a critical step to meet state benchmarks addressing climate change.

Planning processes at the Pierce County level will prioritize investments in transportation facilities and services that support centers and transit-oriented development.

Tacoma and MLK subarea transportation plans must consider the context and character of communities, as well as environmental impacts and user safety. Context-sensitive designs must tailor transportation facilities to fit better in the local community and neighborhoods. This includes maintaining or reestablishing friendly and safe environments for pedestrians and cyclists, providing convenient access for all users, and preserving the aesthetic, cultural, and environmental resources using the following tools:

- **Complete streets** - designed to accommodate all road users, including pedestrians, bicyclists, motorists and transit riders.
- **Green streets** - integrating innovative stormwater management techniques that feature enhanced landscaping that contributes to improving air quality and adds to a community's aesthetics.
- **Local concurrency programs** - designed to ensure that facilities are adequate to serve the needs of development and focused on the movement of people, goods and services, and not just the movement of vehicles.
- **Subarea plans for centers** - planned to incorporate transportation mode-split goals that address transit, walking, and biking.

PSRC plan review

PSRC adopted a 3-stage Policy and Plan Review Process in 2003 that guides the review of countywide planning policies, local comprehensive plans, center plans, and transit agency plans.

Regional Growth Centers - for Tacoma's designated regional growth centers, Transportation 2040 established a set of 10 physical design guidelines:

- Encourage a mix of complementary land uses.
- Encourage compact growth by addressing density.
- Link neighborhoods, connect streets, sidewalks and trails.
- Integrate activity areas with surrounding neighborhoods.
- Locate public and semipublic uses near stations.
- Design for pedestrians and bicyclists.
- Provide usable open spaces.
- Manage the supply of parking.
- Promote the benefits of on-street parking.
- Reduce and mitigate the effects of parking.

Certification- To become certified, the transportation-related provisions in Tacoma's comprehensive plan must demonstrate consistency with:

- Multicounty planning policies — the entire set serves as the regional guidelines and principles for both regional and local planning
- Transportation 2040, the region's adopted transportation plan
- Transportation planning requirements in GMA

Transportation planning requirements in GMA include:

- Using the same assumptions in planning for land use (and housing) as for transportation planning
- Identifying current and future facility and service needs — and setting service standards — that focus on moving people
- Financing, including a reassessment strategy in case of a funding shortfall
- Inter-jurisdictional coordination
- Transportation demand management
- Pedestrian and bicycle component

4.6.4: Countywide Planning Policies for Pierce County (CWPP)

Pierce County Regional Council (PCRC) was created to ensure planning between Pierce County and its cities and towns was accomplished in a coordinated and consistent manner.

The organization is comprised of elected officials from Pierce County, each of its 23 cities and towns, and the Port of Tacoma. The primary responsibility of the PCRC is to ensure that GMA requirements are coordinated within the county and the region.

Countywide coordination is accomplished through the implementation of the Countywide Planning Policies for Pierce County (CWPP). This document includes policy statements on affordable housing, agricultural lands, economic development and employment, education, fiscal impact, historic, archaeological and cultural preservation, natural resources, open space and protection of environmentally-sensitive lands, siting of public capital facilities of a countywide or statewide nature, transportation facilities and strategies, urban growth areas, and amendments and transitions.

Regional coordination is accomplished by PCRC acting as a sub-regional council to PSRC. Members from the PCRC are represented on the different boards and commissions of PSRC. These boards include the Growth Management Policy Board, the Transportation Policy Board, the Economic Development Policy Board, and the Executive Board.

Framework agreement - pursuant to GMA, Pierce County and the municipalities entered into an Inter-local Agreement for the development and adoption of the Countywide Planning Policies (CWPP).

Ratification of the Countywide Planning Policies (CWPP) requires the affirmative vote of 60% of the affected governments in Pierce County representing a minimum of 75% of the total Pierce County population as designated by the State Office of Financial Management (OFM) at the time of the proposed ratification.

Pierce Countywide Planning Policies currently specify policies governing the following subjects:

- Affordable housing
- Agricultural lands
- Economic development and employment
- Education
- Fiscal Impact
- Historic, archaeological and cultural preservation
- Natural resources, open space, and protection of environmentally-sensitive lands
- Siting of public capital facilities of a countywide or statewide nature
- Transportation facilities and strategies
- Urban growth areas
- Buildable lands
- Amendments and transition

Following are excerpts from the CWPP policies most affecting the MLK Subarea Plan.

Affordable housing

3.3 It shall be the goal of Tacoma (each jurisdiction in Pierce County) that a minimum of 25% of the growth population allocation is satisfied through affordable housing.

3.3.1 (Jurisdictions with designated regional centers) Tacoma should consider incorporating affordable housing allocations as part of their adopted allocations for these centers.

3.4 Tacoma should provide a sufficient supply of special needs housing opportunities that is equitably and rationally distributed throughout the County.

5.4 Tacoma should consider providing incentives to developers and builders of affordable housing for moderate- and low-income households, such as but not limited to:

5.4.1 A menu of alternative development regulations (e.g. higher density, reduced lot width/area and reduced parking stalls) in exchange for housing that is ensured to be affordable.

7.1 Tacoma should explore options to dedicate or make available below market rate surplus land for affordable housing projects.

7.2 Tacoma should explore and identify opportunities to assemble, reutilize, and redevelop existing parcels.

Community and urban design

CU-1. Tacoma (The County, and each municipality in the County) will develop high quality, compact communities that:

- 1.1 impart a sense of place;
- 1.2 preserve local character;
- 1.3 provide for mixed uses and choices in housing types; and
- 1.4 encourage walking, bicycling, and transit use.

CU-2. Tacoma shall design public buildings and public spaces that contribute to the unique sense of community and a sense of place.

CU-4. Tacoma will promote context-sensitive design of transportation facilities, both for facilities to fit in the context of the communities in which they are located, as well as applying urban design principles for projects in centers and transit station areas.

Economic development & employment

Ec-2. Tacoma (The County, and each municipality in the County) shall promote diverse economic opportunities for all citizens, especially the unemployed, disadvantaged persons, minorities and small businesses. The following measures may be used in accomplishing this policy, where appropriate:

2.1 determining a reasonable "jobs/housing" balance and then coordinating land use and development policies to help achieve the designated balance of adequate affordable housing accessible to employment centers;

2.4 encouraging redevelopment of underutilized commercial areas (like the MLK business district);

2.7 to the extent, encouraging the location of economic development activities in areas served by public transit and adequate transportation facilities;

2.10 promoting educational, job training, and cultural opportunities, particularly for those facing unique obstacles and/or those with special needs;

2.12 fostering a supportive environment for business startups, small businesses, and locally owned businesses to help them continue to prosper.

Ec-6. Tacoma shall work to strengthen existing businesses and industries and to add to the diversity of economic opportunity and employment by:

6.1 promoting infill development to assist in maintaining a viable market for existing businesses;

6.2 utilizing redevelopment or other public financing mechanisms, where appropriate, to maintain existing businesses;

Health and well-being

HW -I. Tacoma (The County, and each municipality in the County) will be designed to promote physical, social, and mental well-being so that all people can live healthier and more active lives by:

1.1 designing communities to provide an improved environment for walking and bicycling; and

1.2 developing and implementing design guidelines to encourage construction of healthy buildings and facilities to promote healthy people; and

1.3 developing and implementing community plans and programs, such as community gardens and farmer's markets, that provide support for agricultural, farmland, and aquatic uses that facilitate the production of fresh and minimally processed healthy foods, and encourage community access to those resources.

HW-3. Tacoma shall promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

HW -4. Tacoma shall promote and develop transportation systems and options that minimize negative impacts to human health by:

4.1 improving the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries; and

4.2 improve local street patterns-including their design and how they are used, for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity, such as through the adoption of "Complete Streets" policies.

HW -5. Tacoma shall protect and enhance the environment and public health and safety when providing public services and facilities by:

5.1 coordinating, designing, and planning for public safety services and programs;

5.2 consider use of health impact assessment tools when developing and evaluating planning projects to identify possible impacts of projects on community health; and

5.3 encouraging health and human service facilities (like MultiCare and Franciscan Health Systems and Community Health Care) to locate near centers and transit (as in the MLK subarea) for efficient accessibility to service delivery.

Historic, archaeological and cultural preservation

HAC-2. Tacoma (The County, and each municipality in the County) may, utilizing county standards or locally-developed standards, identify and designate local historic, archaeological and cultural lands, sites, and structures of significance within their boundaries.

2.4 All such designations shall be reflected in the land use element of the comprehensive plan (and in MLK's subarea plan).

2.6 Preservation of significant lands, sites, and structures shall be encouraged or accomplished by Tacoma through any one or a combination of the following techniques, as determined to be appropriate:

2.6.1 Designation;

2.6.2 Incentives for preservation;

2.6.3 Loans and grants;

2.6.4 Public purchase;

2.6.5 'Non-development' easement;

2.6.6 Development rights transfer;

2.6.7 Restrictive covenants;

2.6.8 Regulations for protection, maintenance and approval of appropriate development;

- 2.6.9 Plans/policies/standards for preservation as set by the US Department of the Interior;
- 2.6.10 Certified Local Government Designation.

2.7 Tacoma may utilize one or more of the following criteria or others, as may be determined to be appropriate, to make designation decisions for recommended lands, sites or structures:

- 2.7.1 Archaeological, historic, or cultural "significance;"
- 2.7.2 Condition;
- 2.7.3 Uniqueness;
- 2.7.4 Accessibility;
- 2.7.5 Cost/benefit;
- 2.7.6 Extent to which land, site, or structure is undisturbed;
- 2.7.7 Presence of incompatible land uses or activities;
- 2.7.8 Presence of environmental, health, or safety hazards;
- 2.7.9 Tourism potential;
- 2.7.10 Educational value;
- 2.7.11 Consent of owner.

2.8 Tacoma may utilize one or more of the following criteria or others as may be determined to be appropriate, to make a designation decision:

- 2.8.1 Error in historical-archaeological-cultural research for the original designation;
- 2.8.2 Economic hardship for the owner leaving no reasonable use of the land, site, or structure;
- 2.8.3 Deterioration of lands, site, or structure;
- 2.8.4 Discovery of other (better) examples of lands, sites, or structures;
- 2.8.5 Presence of land, site, or structure on state or federal registers.

HAC-3. Tacoma shall encourage public education programs regarding historic, archaeological, and cultural lands, sites, and structures as a means of raising public awareness of the value of maintaining those resources.

HAC-4. Tacoma shall utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's and the county's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place

Transportation facilities and strategies

Tr-6. Tacoma's (In the County, and in each municipality in the County) adopted LOS may be:

6.1 set below existing levels (thereby allowing reserve capacity for growth and minimizing the need for new capital investment:

6.2 set above existing levels (thereby increasing comfort and convenience of travel, enhancing economic development and minimizing some environmental impacts,

6.3 set at existing levels (thereby allowing new development to mitigate full marginal impacts;

6.4 set at different levels of service in different zones;

6.5 set at different levels of service based on facility classifications;

6.6 set for multi-modal facilities,
6.7 taken directly from standards developed by the Washington State Department of Transportation for Highways of Statewide Significance and directly from standards developed by the Puget Sound Regional Council for regionally significant state highways.

Tr-8. Tacoma shall address substandard LOS for existing facilities by:

- 8.1 designating funding mechanisms;
- 8.2 prioritizing facility needs in capital improvement and transportation improvement programs to correct existing deficiencies;
- 8.3 using transportation demand management;
- 8.4 using transportation systems management;
- 8.5 promoting non-motorized travel.

TR-11. Tacoma shall address compatibility between land use and transportation facilities by:

11.1 Requiring new transportation facilities and services in areas in which new growth is appropriate or desirable to be phased within a 20-year time frame consistent with 6 year capital improvement programs;

11.4 Using land use regulations to increase the modal split between automobiles and other forms of travel:

11.4.1 Designating high densities in transit and transportation corridors, and designated Transit Oriented Development (TOD) sites;

11.4.3 Requiring pedestrian-oriented design;

11.4.4 Encouraging or requiring mixed use development and TOD;

11.4.5 Facilitating ease of access for physically challenged individuals.

Tr-12 Tacoma shall plan and implement programs, as appropriate, or designing, constructing and operating transportation facilities for all users including motorists, pedestrians, bicyclists, and transit users.

Tr-13. Tacoma shall address environmental impacts of the transportation policies through:

13.1 programming capital improvements and transportation facilities designed to alleviate and mitigate impacts on land use, air quality and energy consumption such as high-occupancy vehicle lanes, public transit infrastructure, or bicycle/pedestrian facilities designed for home-to-work travel;

Urban growth areas - urban centers

UGA -31. Regional Growth Centers are locations that include a dense mix of business, commercial, residential and cultural activity within a compact area. Regional Growth Centers are targeted for employment and residential growth, and provide excellent transportation service, including fast, convenient high capacity transit service, as well as investment in major public amenities.

UGA -32. Regional Growth Centers shall plan to meet the following criteria:

- 32.1 a minimum of 25 employees per gross acre of non-residential lands; and
- 32.2 a minimum of 10 households per gross acre; and/or
- 32.3 a minimum of 15,000 employees; and
- 32.4 not to exceed a maximum of 1-1/2 square miles in size, and
- 32.5 planning policies recognizing the need to receive a significant share of the regional growth.

UGA -33. Regional Growth Centers shall plan to have fast and frequent high capacity transit, as well as other forms of transit.

UGA-34. A Regional Growth Center shall meet at a minimum the following criteria for consideration as a candidate for countywide center:

- 34.1 Area: up to 1-1/2 square miles in size;
- 34.2 Capital Facilities: served by sanitary sewers;
- 34.3 Employment: a minimum of 2,000 employees;
- 34.4 Population: a minimum of 7 households per gross acre; and
- 34.5 Transit: serve as a focal point for regional and local transit services.

UGA-48. Regional and countywide transportation and economic development funds should be prioritized for centers and transportation and infrastructure servicing centers in Pierce County that have been designated regionally; it is also appropriate for countywide and local funding to be directed to centers and transportation and infrastructure servicing centers designated exclusively at the,

countywide level or identified locally by Tacoma.

4.6.5: Tacoma Comprehensive Plan

Tacoma’s Comprehensive Plan was developed, and has been amended on an annual basis, under the auspices of the Tacoma Planning Commission, in accordance with GMA. Tacoma’s Comprehensive Plan includes the following 15 elements or chapters:

1	Introduction
2	Growth Strategy and Development Concept
3	Generalized Land Use
4	Housing
5	Capital Facilities
6	Utilities
7	Transportation
8	Environmental Policy
9	Open Space Habitat and Recreation
10	Urban Forest Policy
11	Historic Preservation
12	Arts and Culture
13	Neighborhood
14	Downtown
15	Glossary

The Comprehensive Plan also attaches 11 stand-alone documents including:

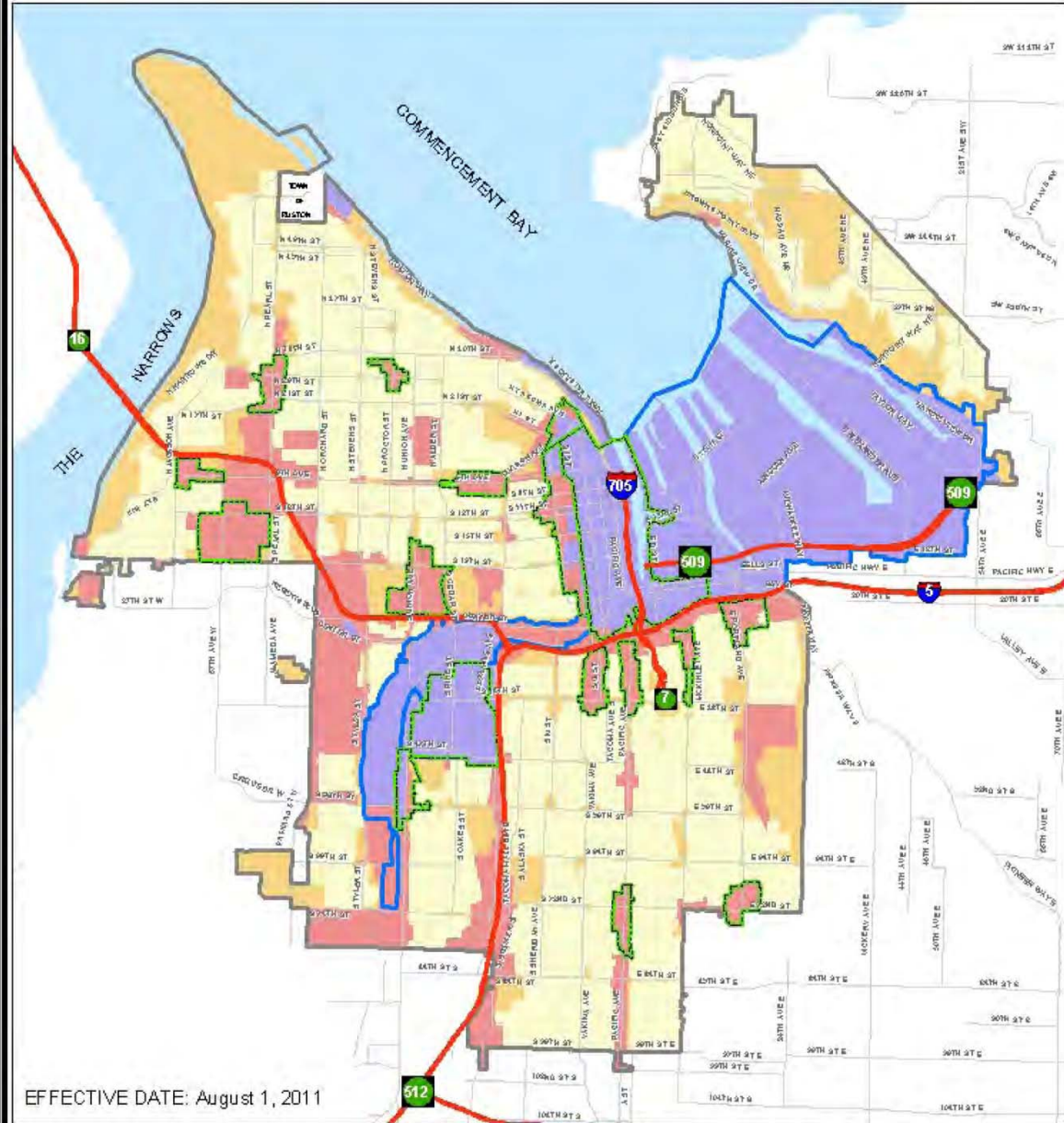
16	Economic Development Plan
17	Master Program for Shoreline Development
18	Tacoma Dome Area Plan
19	Thea Foss Waterway Design and Development Plan
22	MLK Jr Way Design Plan

Subarea elements or plans

Plan elements which address a neighborhood or a specialized geographic area such as the MLK subarea, are considered subarea elements. Subarea elements are consistent with the general elements and provide refinement and clarification where possible. Subarea elements provide an opportunity to study smaller areas of the city in greater detail and to give specific guidance for development and improvement.

Subarea planning generally is conducted according to 8 Neighborhood Council areas, although smaller subareas may also be used. Each Neighborhood Council area is fairly homogeneous, has similar land use characteristics and/or periods of development, and is generally comparable in population and size to the others. The Neighborhood element of the Comprehensive Plan has sections that address the 8 Neighborhood Council areas.

Generalized Land Use Plan Map



EFFECTIVE DATE: August 1, 2011

- City Boundary
- Mixed Use Centers
- Manufacturing / Industrial Center

- Land Use Intensity
- Single Family
 - Low
 - Medium
 - High



City of Tacoma
Community & Economic Development
GIS Analysis & Data Services



NOTE: This map is for reference only.



Plot Date: 7/25/2011

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Because of the level of detail that subarea elements can achieve, these elements can include detailed recommendations, strategies, guidelines, policies, regulatory refinements, and anticipated costs for implementation.

Mixed-use centers

The presence of 2 regional growth centers (Downtown and Tacoma Mall) and 1 regional manufacturing/industrial center (Port of Tacoma) - and the possibility of a second regional manufacturing/industrial center in South Tacoma within the city means that Tacoma has a responsibility to plan for accommodating a significant share of regional population and employment growth and to support greater investment within centers for infrastructure and transportation (especially in transit and multimodal facilities).

To help meet its population allocations from PSRC VISION 2040 and Pierce County, Tacoma amended its Comprehensive Plan and development regulations to direct greater development and density into the downtown area and mixed-use centers (like MLK). In addition, Tacoma developed various incentives and programs to attract new investment to areas like MLK.

Mixed-use centers are compact, defined areas of medium to high intensity development. Generally, mixed-use centers, like the MLK mixed-use center, are distinguished by their focus on mixed-use development, pedestrian-orientation, and support of public transit. Mixed-use centers, like the MLK mixed-use center, have been designated with the following objectives in mind:

- Strengthen and direct growth with a concentrated mix of diverse uses (work, housing, and amenities) and development toward centers;
- Create a range of safe, convenient, and affordable housing opportunities and choices;
- Create walkable and transit-supportive neighborhoods;
- Build on and enhance existing assets and neighborhood character and identity;
- Foster efficient provision of services and utility;
- Reduce dependence on cars and enhance transportation connectivity;
- Support neighborhood business development; and
- Encourage sustainable development, including green building techniques, green/plant coverage, and low impact development.

Types of mixed-use centers

The designated types of Tacoma's mixed use centers include:

Downtown Center - the highest concentration of urban growth found anywhere in the city. It is the focal point for the city, the center of government, cultural, office, financial, transportation and other activities.

- Downtown Tacoma Center
- Tacoma Mall Urban Center

Urban Center - a highly dense concentration of urban development. It is an area of regional attraction and a focus for both the local and regional transit systems.

Community Center - a concentration of commercial and/or institutional development that serves many nearby neighborhoods and generally includes a unique attraction that draws people from throughout the city.

- Tacoma Central Plaza/Allenmore (Tacoma Central)
- South 72nd and Pacific Avenue
- South 72nd and Portland Avenue
- TCC/James Center
- Westgate
- Lower Portland Avenue
- South 34th and Pacific Avenue
- South 121st and Pacific Avenue (Outside the city within the urban growth area)

Neighborhood Center (MLK) - a concentrated mix of small- to medium-scale development that serves the daily needs of center residents, the immediate neighborhood, and areas beyond.

- 6th Avenue and Pine Street
- North 26th and Proctor (Proctor)
- South 38th and 'G' Street (Lincoln)
- South 56th and South Tacoma Way
- **South 11th and Martin Luther King Jr. Way (MLK)**
- North 1st and Tacoma Avenue (Stadium)
- 6th Avenue and S. Jackson (Narrows)
- East 34th and McKinley (McKinley)

By definition, development in the MLK Neighborhood Center will contain a mix of residential and commercial uses, and the majority of parking will be provided within structures. Buildings will generally be up to 6 stories along the commercial corridors, up to 3 stories at the periphery of the centers near single-family districts, and up to 4 stories in areas between the core and the periphery.

Buildings in the MLK mixed-use center will be designed with a compatible character to adjacent residential neighborhoods. The design of the MLK neighborhood center will encourage

Tacoma Neighborhood Councils




City of Tacoma
 Community & Economic Development Department
 GIS Analysis & Data Services

0 0.5 1 2 Miles

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pedestrians and bicyclists and its location on the MLK Jr Way and South 11th Street major arterials will make it a convenient and frequent stop for local transit. The regional transit network including streetcar and/or LINK will also directly serve the MLK neighborhood center.

Neighborhood Action Strategy

A Neighborhood Action Strategy is a compilation of actions important to residents for the maintenance and improvement of the quality of life in their neighborhood.

A strategy is developed through the partnership efforts of Neighborhood Council, Tacoma and other organizations with an interest in a given neighborhood. The Strategy is a working document that reflects neighborhood priorities that must be balanced with citywide responsibilities before implementation.

Although Neighborhood Action Strategies are not part of Tacoma's Comprehensive Plan, they can make recommendations for changes to the Comprehensive Plan. These documents also recommend a broad range of actions including specific projects, regulation changes, programs, neighborhood improvements, organizational activities and other types of recommendations.

Neighborhood Element

The primary purpose of the Neighborhood Element is to provide a vision and policies unique to each neighborhood in the context of the City's overall growth and development vision. The neighborhood vision and area policies supplement other policies of the Comprehensive Plan and provide more specific guidance for land use decisions.

If a conflict arises between policies found in the Neighborhood Element and a citywide policy, the neighborhood policies shall prevail.

Tacoma is organized into 8 neighborhoods within which the Comprehensive Plan provides a community profile, area vision, subarea description, and goals and policies for each.

- Central Neighborhood
- Eastside Neighborhood
- New Tacoma Neighborhood
- Northeast Tacoma Neighborhood
- North End Neighborhood
- South End Neighborhood
- South Tacoma Neighborhood
- West End Neighborhood

The MLK subarea straddles portions of New Tacoma and the Central Neighborhoods and is

influenced by the Comprehensive Plan policies described for each.

Central Neighborhood

The Central Neighborhood includes Bryant, Stanley, McCarver, Franklin, Allenmore, Bellarmine, 12th & Proctor, Delong, and Foss neighborhoods.

The Central Neighborhood is a diverse residential district with 35% of land used for housing development, which is above the 31% citywide average. Nonresidential areas include commercial uses that range from small commercial pockets to hospitals and other medical facilities to mixed-use commercial centers.

The Bryant district - is located in the northeast part of the Central Neighborhood bounded by 6th Avenue on the north, 15th Street on the south, L Street on the east and Sprague Avenue on the west. Major public facilities include Bryant Elementary School, Evergreen State College Tacoma, Peoples Park and Fire Station #4. The district is also located adjacent to Tacoma General Hospital and Mary Bridge Children's Hospital on its northern border.

It is intended this district maintain its single-family intensity within its residential area to provide housing opportunities for those who want to live near the adjacent downtown employment area as well as its medium intensity along both 6th Avenue and Sprague Avenue to facilitate commercial activities. Stanley

The Stanley district - is located in the southeast part of the Central Neighborhood bounded by South 15th Street on the north, Center Street on the south, Sprague Avenue on the west and MLK Way on the east. Major facilities include Stanley Elementary, Peoples Community Center, Ferry Park and Al Davies Boys and Girls Club. The district is located adjacent to St. Joseph Medical Center situated on its eastern border.

It is intended the area maintain the existing housing stock, orient the commercial uses to service the surrounding neighborhoods and allow industrial uses only along Center Street. In addition, a master plan for the hospital and medical center should be developed or updated.

The McCarver district - is located in the southeast portion of the Central Neighborhood, and is bounded by South 19th Street on the north, MLK Way on the west, Tacoma Avenue on the east and Center Street on the south. Major public facilities include McCarver Elementary

School and St. Joseph Medical Center. A portion of the MLK mixed-use center is located within this district.

It is intended the area provide new higher density residential development, especially east of South J Street. Also, the hospital and medical facilities should complement adjacent commercial and residential uses. In addition, a master plan for the hospital and medical center should be developed or updated.

Central Neighborhood Vision

The Central Neighborhood is comprised of a rich diversity of residents by age, income and ethnicity. There is a markedly historic pattern of settlement characterized by a densely inhabited urban area. The residential areas have proximity to local businesses, arterials and public transit providing local, citywide and regional connections. The area is a weaving of smaller neighborhoods served by a host of public and private educational institutions, local and regional parks and services for senior citizens.

Further development of this area should include building market-rate infill housing generally affordable to area residents, buffering neighborhood areas from heavily trafficked commercial areas and major transportation corridors, and pursuing appropriate infill and redevelopment opportunities of vacant properties in re-emerging older business districts. New commercial development should be directed to the existing mixed-use centers that enrich local business and protect residential areas from incompatible commercial development.

Housing, services and facilities for high risk/high needs individuals such as those recovering from substance abuse, offender populations and mentally ill persons have hindered the ability of the Central Neighborhood to continue its improvement efforts to reduce crime and create a safe, healthy and clean environment for its residents. Planning tools should be used to assure the Central Neighborhood does not bear a disproportionate share of housing, services and facilities for high risk/high needs populations.

As traffic demands generated from land use developments impact the surrounding community and exceed the adopted level of service (LOS) standards established for arterials citywide, land developers will be asked to mitigate those traffic impacts and/or the city will evaluate the need to reduce land use intensities thereby reducing the total number of vehicular trips. Public and private cooperation

and coordination is needed to address transportation issues and mitigate traffic problems in a consistent, integrated and cost-effective way.

The vision includes ongoing efforts to maintain and improve parks and recreational facilities as well as protect natural areas rich in wetlands, shrubs, trees, birds and small animal habitat that provides a unique experience for Central Neighborhood residents.

Finally, the vision also includes an effort to conserve and preserve older commercial and residential buildings to prevent their loss and to provide for adaptive reuse wherever possible. As an older area of the city, it is important that the existing stock of buildings be maintained and/or restored for the future use of its residents. The replacement of dilapidated structures should incorporate similar scope, scale and architectural features compatible with the neighborhood. The finer details of community friendly design features should be sought that enhance neighborhood character for residential and commercial areas.

New Tacoma Neighborhood

The New Tacoma Neighborhood Council is the most unique of all of the neighborhood council areas. The name, New Tacoma is derived from the New Tacoma Addition based on the platting of the City of Tacoma. This Neighborhood Council area consists of several smaller and identifiable neighborhood areas within which there is a diverse mixture of housing, businesses, and industries that provide a challenge in designing, implementing, and balancing city resources.

New Tacoma Neighborhood is bounded by Marine View Drive and Foss Waterway to the east; South L Street to the west; North 5th and Schuster Parkway to the north; and I-5 to the south. Within these boundaries, the following neighborhood areas have been identified: Dome District, Downtown Business District, Hillside Neighborhood, Midtown Neighborhood, Port Industrial Area, Stadium, Wright Park, Hawthorn, Carr Hill, and Lower Pacific Avenue.

New Tacoma Vision

The vision is optimistic, and includes a variety of issues and concerns as the Tacoma moves forward in addressing the economic vitality, housing, mixed uses of existing structures, art, culture and tourism, international trade, social service related activities, educational opportunities, waterfront developments, transportation, and infrastructure

improvements that make Tacoma the No. 1 “Wired City” in America.

The vision is to create a blueprint for public-private investments to address the needs and concerns of a community in transition, while keeping in mind how the area relates to other areas of the city. Tacoma, as an international city and a major player in the Puget Sound area, must focus its attention to a more comprehensive approach to meeting the needs and demands that complement this development effort. The vision can be best achieved by revisiting and utilizing existing plans and documents, developing implementation strategies based on realistic goals, and establish a policy of inclusiveness for all the citizens of Tacoma.

4.2.6: Impacts

Both alternatives

Both alternatives will continue infill and redevelopment of the lands within the MLK subarea for urban uses and activities to higher intensities as a neighborhood center in accordance with policies for concentrating growth within urban mixed use centers in GMA, PSCR, PCRC, and Tacoma’s Comprehensive Plan.

Both alternatives will generally retain the MLK Neighborhood Mixed-Use Center zoning designations allowing higher densities for infill and redevelopment lands in accordance with Tacoma’s Comprehensive Plan and the policies defined in the Central and New Tacoma Neighborhood Element policies.

According to Tacoma’s Community & Economic Development Department’s moderate growth scenario, the MLK subarea’s population will increase from 2,903 persons in 2010 to 7,915 persons by 2040 or at an annual average rate of 3.4% for the projection period.

The MLK subarea will grow in accordance with recent and expected trends which are optimistic but not maximum build-out. Maximum build-out could reach 14,520 persons by 2040 at an annual average rate of growth of 5.5%.

If the MLK subarea develops in accordance with the moderate growth scenario the additional 5,012 population would generate 4,977 households or 3,152 more than in 2010 where an MLK household presently includes 1.59 persons.

Should the MLK subarea reach the potential

build-out the additional 11,617 population would generate 9,132 households or 7,306 more than in 2010 where an MLK household presently includes 1.59 persons.

Moderate	Population	Households
2010	2,903	1,826
2040	7,915	4,977
Differ	5,012	3,152
Build-out	14,520	9,132
Differ	11,617	7,306

Source: Tacoma Community & Economic Development Department 2012
Assumes 1.59 persons per household per 2010 Census for MLK

4.2.7: Mitigation measures

Both alternatives

Both alternatives will comply or mitigate the application of GMA, PSRC, PCRC, and Tacoma’s Comprehensive Plan Central and New Neighborhood Elements under the following provisions.

GMA Compliant Comprehensive Plan -

Tacoma’s Comprehensive Plan will be updated in 2015 in accordance with GMA requirements providing the MLK subarea an opportunity to fine tune subarea strategies and particulars based on performance.

Vertical consistency - all development regulations within Tacoma and the MLK subarea match with each other including the Comprehensive Plan, Zoning, Subdivisions, the Critical Areas Ordinance, the Shoreline Master Plan, and all other city regulations as contained in the Tacoma Municipal Code and other adopted plans.

Alternative 2: MLK Subarea Plan

Alternative 2: MLK Subarea Plan will implement PSRC Vision 2040, PCRC, Tacoma, and Central and New Tacoma Neighborhood policies for concentrating future growth within urban mixed use centers in accordance with the following sequence of PCRC CWPP goals by:

Affordable housing

16: Housing options - increase housing choice by type, price, tenure, and location to house a mixed age, household, and income population in or near employment centers, transit corridors, and recreational sites to provide increased live/work/play opportunities in the MLK area.

17: Affordable housing - award additional density, reduced parking requirements, reduced permit fees, and/or other measures for new housing projects that promote rental and sale workforce housing for moderate income working households employed or resident within MLK.

Community and urban design

48: Ground floor retail requirements - designate Pedestrian Street mixed use ground floor retail requirements to reflect market capacity and desired concentrated retail corridor locations, with a focus on MLK Jr. Way and South 11th Street in the business district core.

49: Design standards - create and adopt a design overlay for the district that utilizes a hybrid "form-based" approach that illustrates building and street-level design objectives using examples to better address historic character, pedestrian vibrancy, compatibility and design quality issues within a flexible administrative procedure that recognizes innovation.

Economic development and employment

3: Economic sustainability - recruit businesses that employ technical, professional, and managerial skills offered by and/or able to be developed for MLK residents to facilitate live/work sustainability in MLK.

4: Medical and health industries - retain and recruit businesses that support and can expand the health related services and products offered by the MultiCare and Franciscan Health Systems and Community Health Care as well as the growth of these institutions proper in the MLK area.

5: Education industries - retain and recruit businesses that can support and expand on the opportunities created by the association of UW Tacoma, Evergreen State College Tacoma, and Bates Technical College with MLK subarea business and employment development potentials.

12: Education - expand school/community relations to include volunteer mentor and peer group support with the participation of the Tacoma Public Schools, Tacoma Housing Authority, UW Tacoma, Evergreen State College Tacoma, Bates Technical College, and others to improve educational opportunities, test scores, and the reputation of McCarver School in the community and marketplace.

13: Employment - create a youth job placement service offering part and full-time internships

and employment opportunities with MLK businesses and organizations for area youth.

Health and well being

28: Greenways - designate a system of coordinated open spaces, conservation corridors, greenways and green streets to link MLK parks and community facilities, and connect the MLK district to adjacent neighborhoods, the Prairie Line Trail, UW Tacoma and the Thea Foss Waterway.

35: Walkways and sidewalks - improve and complete key connections on 11th, 15th, 19th, 25th Streets, and MLK Way from the neighborhoods to the west of the MLK subarea, and from the MLK subarea to the downtown, UW Tacoma, Thea Foss Waterway, Murray Morgan Bridge, and other major walking destinations including a Safe Routes to School program for McCarver Elementary School.

37: Trails - extend and connect the MLK subarea's walkways on South 6th, 11th, 15th, 19th, and 25th Streets to the neighborhood to the west and the downtown to the east and explore extension of the proposed UW Tacoma hillclimb into the district to provide connections to the Prairie Line Trail, UW Tacoma, South Downtown, and Thea Foss Waterway.

38: Bikeway network - institute bike lanes on 6th, 11th, 19th, and 25th Avenues, I Street and Yakima Avenue, and bike boulevard on J Street to complete key connections to and the MLK district, schools, parks, and other major commuter and recreational destinations as well as with the downtown and larger city system. Develop the J Street bike boulevard in conjunction with MultiCare and Franciscan Health Systems to account for emergency access to the hospitals.

Historic, archaeological, and cultural preservation

21: Design - redefine the MLK (and Hilltop) brand to include arts and historical based themes and install artworks, gateways, way-finding signage, walking tours, maps, and streetscape at the entrances into and of significant landmarks in MLK.

24: Art and history walking tours - sign and create audio and phone apps for walking tours of MLK historical sites, buildings, and other visually interesting and significant landmarks for local recognitions as well as for historical tourist attractions.

25: Preservation of key historic resources - complete the ongoing city-wide historic resources inventory and then conduct a focused evaluation of and community discussion about historic buildings within the MLK district to identify the most critical buildings to be retained and explore incentives, such as historical transfer of development rights (TDR), and regulatory tools to support their preservation and continued use.

26: Artist live/work - develop affordable artist live-work-teach-display-sell galleries and workshops as well as live-work housing opportunities to retain and attract young and emerging talent in MLK.

27: Farmers/Public Market - establish a seasonal and possibly year-round farmers/public market with all-weather structures, available parking, and increased visibility to provide expanded access to locally-produced and healthy foods, serve residents and attract out-of-area customers into the MLK district.

Transportation facilities and strategies

40: MLK retail/pedestrian/transit - reconfigure MLK to expand and improve sidewalks, particularly in the business district, retain on-street parking, install bulbouts and curb extensions and median turn lanes and planting strips with street trees in accordance with a retail, pedestrian, transit street designation that promotes pedestrian uses and anticipates the eventual development of a streetcar (or LINK) connection.

41: Connectors - reconfigure 6th, 9th, 11th, 15th, 17th, 19th, and 25th Streets to provide sidewalks, turn lanes, transit stops and other features to support vehicle and bus access from the neighborhoods to the west to the MLK subarea, and from MLK to the downtown.

42: Parkway - improve Yakima Avenue to remove on-street parking, install bike lanes, expand sidewalks, plant street trees next to the curbs and in the medians to create a parkway boulevard from Wright Park south.

43: Urban residential streets - reconfigure L Street and MLK Jr. Way south of 19th Street to expand on-street parking, improve sidewalks, and plant street trees to calm traffic, improve pedestrian and bike access, and establish a character to these residential neighborhood streets.

44: Green streets - reconfigure South I and J Streets, and the wider right-of-way in 14th, 21st,

and 25th Streets (historical streetcar routes) to expand on-street parking, improve sidewalks, plant street trees, and develop bio-swale rain gardens to calm traffic, improve pedestrian and bike access, and establish a “green and park-like” Green Complete Streets character to these residential neighborhood streets.

45: Streetcar (LINK) - re-install streetcar (or LINK) service on MLK Jr Way in shared lanes with vehicles or in a dedicated median lane with stops at least serving MultiCare Health System, People’s Park, the Business District core, People’s Community Center, Franciscan Health System, and 23rd Street. The streetcar (or LINK) service should connect the MLK district with local employment and residential areas and destinations, such as the Stadium District, Downtown core, UW Tacoma, Brewery District, Thea Foss Waterway, and the Dome District (where there are regional connections with Sound Transit, Greyhound, and Amtrak). The system should also be designed to allow potential loop configurations and future expansions west into the neighborhoods and to other commercial districts, mixed-use centers, and destinations.

46: Pierce Transit - retain and expand Pierce Transit’s schedules and stops to include hours and routes that support MLK district employees and residents, particularly at MultiCare and Franciscan Health System’s Hospitals, Community Health Care and within the business district core.

Urban growth areas (urban centers)

51: Hospital planning and coordination - work with MultiCare and Franciscan Health Systems and any other significant, campus-like institutions to evaluate more collaborative processes with the city and community, such as development agreements, to better define and support the long-range needs of these institutions, mitigate future development impacts as appropriate, and address how such future development can allow institutions to participate in the revitalization of the MLK business district.

52: Browne’s Star Grill/Pochert Building - subject to feasibility assessments, retain as much of the Browne’s Star Grill and Pochert historical buildings as possible and redevelop the remaining city property for mixed use including ground floor retail, upper floor office and/or mixed income housing.

53: Municipal Service Center - subject to feasibility assessments, redevelop the city property housing the Municipal Services Center

at MLK Jr. Way and South 13th Street for mixed use including ground floor retail with upper floor mixed income housing.

54: MLK Housing Development Association (MLKHDA) - subject to feasibility assessments, support the redevelopment of the vacant properties on MLK Jr. Way and J Street at 11th Avenue for mixed use with ground floor retail, street level artist live/work housing, an educational center, and/or upper floor office and mixed income housing activities and the possible retention and incorporation of the Tally Ho Tavern building.

55: Allen Renaissance Center - support the restoration of the former Valhalla Hall for ground floor coffee shop and restaurant, and upper floor performing arts, science and computer lab, and other outreach educational activities.

56: Other private development opportunities - promote the redevelopment of underutilized surface parking lots, vacant lands, or underused buildings for new development projects, that help to create a dense mix of uses throughout the district, including retail, restaurants, office, personal services, medical facilities, and mixed-income housing, such as those illustrated for the Save-a-Lot and Safeway sites in the catalytic project envelope studies.

In addition to the above, the MLK Subarea Plan will comply and thus provide for mitigation opportunities under the following provisions.

Amendments to the Comprehensive Plan - the MLK Subarea Plan's proposed revisions to the Hospital Mixed Use zone (HMX) boundaries so that the boundaries coincide with MultiCare and Franciscan Health Systems property ownerships and hospital functional requirements will require an amendment to the comprehensive land use plan and zoning map.

Exceptions to Annual Amendments - the MLK Subarea Plan will be processed under this exception to the yearly amendment process with appropriate and required hearings with the Planning Commission and City Council. The MLK Subarea Plan implements and does not change the policies of the Tacoma Comprehensive Plan or land use designations. Subsequent yearly amendments to the Tacoma Comprehensive Plan will include any modifications to MLK subarea plan particulars necessary.

Coordination with Pierce County - all amendments to the Tacoma Comprehensive Plan and thereby the MLK Subarea Plan will be sent

for a 60-day review to the Pierce County Planning & Land Services Department at the same time as the review will be conducted by the Washington State Department of Commerce (DOC).

4.2.8: Unavoidable adverse impacts

Under both alternatives, the MLK subarea will be redeveloped to a higher urban density providing additional population with mixed use opportunities for live, work, shop, and play within the subarea, which is supportive and implements the policies of GMA, PSRC, PCRC, and Tacoma's Comprehensive Plan Central and New Tacoma Neighborhood.