

1 Summary of the proposal

Adopt and implement the MLK Subarea Plan & implementing measures for Tacoma, Washington in accordance with Chapter 35.63 of the Revised Code of Washington (RCW) and the provisions of the Washington State Growth Management Act (GMA) Chapter 36.70A of the Revised Code of Washington (RCW).

1.1: Alternatives

The following alternatives have been considered on a MLK area-wide basis:

- **Alternative 1: No-action** - where the goals, objectives, concepts, policies, and regulations in the existing June 2012 Comprehensive Plan and Zoning Map and Ordinance are not changed.
- **Alternative 2: MLK Subarea Plan - the Proposed Action** - where environmental, parks and open spaces, land use and zoning, population and housing, road network, on-road bike lanes, pedestrian walkways and sidewalks, streetscapes, gateways and way finding, transit routes, catalytic public and private development projects, and a variety of partnership or joint ventures are potentially entered into with nonprofit and other public agencies to implement the plan.

1.2: The proposed action

Implementation of Alternative 2: MLK Subarea Plan - the Proposed Action will comply with GMA requirements for comprehensive plan amendments, zoning map and ordinance revisions, and a capital facilities program. In addition, the program will also develop and implement the following major strategies determined to be important in effectively implementing the MLK Subarea Plan.

The 60 strategies are grouped according to subject matter and not necessarily priority and are listed in an analytical sequence beginning with economic development, community development, arts and culture, parks and recreation, environment, transportation, infrastructure, urban design and development, and governance.

1.2.1: Employment

1: Database - inventory available mixed use properties, buildings, and resources in the MLK

subarea to create a local database with which to identify opportunities during business and developer recruitment efforts.

2: Business outreach - integrate public, nonprofit, and private business efforts and communications in the economic recruitment process to maximize impacts and allocate resources.

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.

1.2.2: Business district

6: Marketing - identify and recruit businesses to fill critical gaps in retail sales and services such as coffee shops and restaurants, entertainment, personal and professional services as well as women's and children's clothing, etc.

7: Design - initiate a competitive grant and low cost loan program, potentially using BID funds (see #10), to enhance retail storefronts including signage, display windows, building facades, and other improvements, with a focus on the core area around MLK and 11th.

8: Promotion - initiate and expand retail sales and other events and activities including sidewalk cafes and vendors, farmers' and public markets to attract customers within and into the MLK area.

9: Organization - adopt the National Trust for Historic Preservation's Main Street 4-Point program by the Hilltop Business District

Association to organize marketing, design, and promotion strategies.

10: Financing - adopt a Business Improvement District (BID) or Business Improvement Area (BIA) with which to assess benefiting properties and businesses for the cost of instituting coordinated marketing, design, and promotional activities and physical improvements and maintenance in the MLK district.

11: Interim storefront uses - continue working with Spaceworks and other entities to institute temporary artist galleries or similar uses in vacant storefronts or buildings in order to provide visual interest and activity while the building is being marketed for a permanent tenant or owner.

1.2.3: Youth

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.

14: Civic participation - create youth civic participation opportunities where youth can mentor children or adults, promote events or social outreach, construct projects or enhance the environment, network careers or occupations, or create fine and performance art as youth members of MLK public and private organizations.

15: Social activities - expand youth social and recreation oriented activities and facilities that offer evening and after school peer group interactions and events.

1.2.4: 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.

18: Distribute affordable housing - incorporate moderate and low income housing opportunities in mixed use and mixed income building and project developments to avoid creating "housing project" concentrations and market image associations.

19: Special populations - continue to provide social services and housing assistance for homeless, addicted, mentally ill, and domestic violence individuals and households by MLK social service agencies and organizations.

1.2.5: Arts and culture

20: Marketing - conduct regular market surveys of resident and out-of-area attendees to MLK community events, festivals, and facilities such as Ethnic Fest, People's Park, People's Community Center, and Wright Park to determine their characteristics, expenditure patterns, sources of information, and other behavior with which to maximize their attraction to MLK and their beneficial economic impact on MLK businesses and activities.

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.

22: Promotion - create an MLK arts website and utilize social media such as Google maps, Facebook, and Twitter to announce, promote, and attract out-of-area residents and tourists to an expanded year-round calendar of events and festivals for performing, literary, culinary, fine, and other arts interests.

23: Organization - create a central clearinghouse organization with which to coordinate schedules, advertisements, events, productions, and other theatrical, literary, culinary, fine, and other promotions in order to maximize MLK arts potential and promotional effectiveness.

1.2.6: Arts and culture -projects

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.

1.2.7: Parks and recreation

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.

29: Community gardens - plant community or pea patch gardens on vacant sites as well as other available lands within MLK to restore habitat, grow healthy foods for local use, and improve visual appearances, in some cases to serve as temporary uses on sites waiting for redevelopment.

1.2.8: Parks and recreation -projects

30: People's Community Center Plaza - redevelop the green space in front of People's Community Center into a more formal plaza type park with active features such as picnic shelters, tables, benches, splash fountain, and play equipment in accordance with the

proposals in the People's Community Center master plan.

31: People's Community Center Pool - resolve a financial source of funds to finish refurbishment, retrofit, and expansion of the existing facility to include indoor leisure pool elements, party rooms and concessions as proposed in the People's Community Center master plan.

1.2.9: Sustainability

32: Native habitat - plant street trees, reforest open spaces, remove invasive species, and promote use of native and drought resistant plants to restore wildlife habitat in and around MLK's public facilities and within MLK's green, urban, and parkway street corridors.

33: Stormwater - develop rain gardens, green roofs and walls, bio-filtration swales, and other green development features in and around the MLK subarea's public facilities and within the MLK area's green and urban streets as well as in new project developments.

34: Brownfields - identify all known sites of hazardous materials including former gas stations and laundries, develop appropriate mitigation strategies, and create a funding source for proactively mitigating the sites to support redevelopment.

1.2.10: Transportation - pedestrian

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.

36: Crosswalks - install special paving materials, flashing light crossing strips, pedestrian activated signals, median and curb extensions to improve pedestrian safety, increase visibility, and calm traffic at major intersections throughout the MLK subarea, especially on MLK and Yakima Avenues, and South 11th and 19th Streets.

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.

1.2.11: Transportation - bicycle

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.

1.2.12: Transportation - vehicular

39: Street maintenance - institute a citywide financing strategy with which to maintain life cycle pavement conditions, with a focus on MLK residential streets and roads including South I and J Streets, and South 19th, 21st, and 25th Streets east of the MLK district.

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.

1.2.13: Transportation - transit

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.

1.2.14: Infrastructure

47: Utilities - develop a district-wide infrastructure plan sufficient to service the level of development planned for this district, including the undergrounding of power lines in areas where overhead lines conflict with planned development. Prioritize the replacement and upgrading of infrastructure within the MLK district, focus infrastructure investments based on economic development opportunities, partner with private property owners and other agencies to coordinate utility projects, and support the use of alternative financing and construction mechanisms, such as local improvement districts (LIDs).

1.2.15: Development regulations

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.

50: View corridors and visual preservation - identify public view corridors, focused on the key east-west streets in the MLK subarea and create appropriate view protection measures to preserve and protect them.

1.2.16: Catalytic projects

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.

1.2.17: Governance & Implementation

57: NGO participation - integrate nongovernmental organizations (NGOs) such as the Hilltop Business District Association, Central Neighborhood Council, Hilltop Action Coalition, and others, including property owners, businesses, residents and significant institutions into the implementation of the MLK subarea plan actions and strategies.

58: Communication - establish effective public information and feedback materials and conduct frequent town halls, public open houses, and other events at locations in the MLK subarea to encourage public access and facilitate dialogue on MLK Subarea Plan implementation policies, programs, projects, and budgets.

59: Strategy development - extend and coordinate the implementation resources of public, nonprofit, and private organizations to continue strategizing and implementing the MLK Subarea Plan.

60: Assess performance results - conduct regular “State of MLK district” program, project, and budget assessments including public, customer, and business surveys to determine the effectiveness, performance, and priority of subarea plan actions.

1.3: Elements of the environment - Impacts and mitigating measures

In accordance with RCW 43.21C.420 and 43.21C.020, the Tacoma Community & Economic Development Department has determined this proposal may have a significant adverse impact on the following topics if not properly planned and mitigated as described in the following pages.

1.3.1: Physical environment 1.3.1.1: Earth

Environmental impacts - both alternatives will clear and grade vacant and underdeveloped land in the MLK subarea. Higher intensity urban development could erode soils and enter surface water runoff degrading the quality of surface water bodies if not properly managed.

Both alternatives will increase development density in mixed use structures up to 5, 8, and 12 floors or more, over parking and ground floor retail platforms, when affordable or workforce housing or other public benefit features are included under incentive zoning provisions.

Both alternatives will encourage the development of slightly recessed parking decks which will potentially excavate and remove more soil than would occur under surface parking solutions.

Mitigating measures - the amount of clearing and grading of soils and earth under Alternative 2: MLK Subarea Plan will not be significantly different than what is currently allowed under Alternative 1: No-Action Alternative.

Tacoma development codes and regulations mandate measures that will control and reduce erosion and runoff during construction.

1.3.1.2: Air

Environmental impacts - both alternatives will develop the vacant and underdeveloped lands within the MLK subarea increasing associated automobile traffic and construction activities. Additional urban activities and accompanying automobile traffic will produce and increase suspended particulate (PM₁₀), ozone (O₃), and carbon monoxide (CO) content within the local area.

Both alternatives will increase development density in mixed use structures, thereby

increasing the total population and associated automobile ownership and use.

Mitigation measures - both alternatives will create a mixed use community with more local retail, service, office, and other employment and recreation activities within the MLK subarea, reducing the amount of automobile traffic that would be associated with continued development under the existing, more auto-oriented pattern.

Alternative 2: MLK Subarea Plan will develop more multipurpose trails, bike lanes, pedestrian sidewalks and streetscapes, and a shuttle rubber-tire, streetcar, or light rail transit loop with the downtown providing more alternative and less air impacting transportation options than under Alternative 1: No-Action.

1.3.1.3: Water

Environmental impacts - both alternatives will replace existing vacant and underdeveloped land with structures, roadways, and other hard surfaces thereby increasing the quantity of surface water runoff within the storm water collection system that ultimately discharges into the Thea Foss Waterway and Puget Sound.

The amount of new hard surfaces created under Alternative 2: MLK Subarea Plan will not be significantly different than what is currently allowed under Alternative 1: No-Action.

Mitigation measures - Alternative 2: MLK Subarea Plan supports the use of pervious surfaces in parking and trail surfaces, green roofs on new building developments, and increased stormwater bio-filtration systems in designated green streets to reduce the amount of stormwater runoff from new development.

Tacoma development codes and regulations also mandate measures during construction that will control and reduce erosion and runoff during construction.

1.3.1.4: Plants and animals

Environmental impacts - both alternatives will replace existing vacant and underdeveloped land with structures, roadways, and other hard surfaces thereby reducing the amount of existing natural vegetation and open ground for wildlife habitat. However, it should be noted that the MLK Subarea currently contains limited natural vegetation and wildlife habitat.

Mitigation measures - Alternative 2: MLK Subarea Plan will install native plant materials in green street stormwater swales and buffers to provide bio-filtration of stormwater, improve habitat, and enhance visual impacts.

Alternative 2: MLK Subarea Plan will also install native plant materials to restore vegetation and habitat in streetscapes, rain gardens, and other landscaping.

1.3.2: Built environment

1.3.2.1: Land use

Environmental impacts - both alternatives will continue development and redevelopment of the lands within the MLK subarea for urban uses and activities to various intensities allowed under current zoning. An increase in urban development and thereby the overall population will in turn require and allow more intensified commercial, business, and other public facilities than would be possible under current development and population conditions.

An intensification of urban densities and uses will, in turn, increase traffic congestion, park requirements, police and fire requirements, and other public service demands and fiscal impacts. If not properly managed and compensated, additional urban developments could further tax Tacoma's fiscal and public service resources potentially leading to a dilution of the service levels or capabilities provided current residents.

Inadequately located or designed urban infrastructure including roads, parking lots, and other improvements that are not sited on capable lands or using low impact development measures could create storm water runoff, erosion, landslide, and other environment hazards affecting neighboring properties and public services.

Mitigation measures - Alternative 2: MLK Subarea Plan will restore streetcar service to the MLK district and develop more bicycle lanes, pedestrian walkways and sidewalks, and trails that provide a pedestrian scale and amenities than Alternative 1.

Alternative 2: MLK Subarea Plan will also increase streetscape improvements and amenities that will appeal to increased pedestrian access and opportunities to a greater extent than Alternative 1: No-Action.

Alternative 2: MLK Subarea Plan will also designate primary street corridors that should

concentrate retail and pedestrian oriented activities so that retail activities are not too scattered and thus too fragmented to make an impact on pedestrian potentials.

1.3.2.2: Population and housing

Environmental impacts - both alternatives will continue development of the lands within the MLK subarea to various urban mixed use intensities. An increase in urban development and thereby the overall population will in turn intensify commercial, business, and other public facilities more than would be likely under existing development conditions and trends.

An intensification of urban uses and densities will in turn, increase traffic congestion, park requirements, police and fire requirements, and other public service demands and fiscal impacts.

The cost of providing streets, sidewalks, and other urban improvements will be cheaper within the MLK subarea than will be typical of other areas of Tacoma, as will the costs for providing fire, police, garbage, school, and other urban services since the MLK subarea is largely developed with such infrastructure and services.

The cost and variety of housing to be provided within the MLK subarea should be more economical and useful to a broader range of urban household types than would be otherwise typical of other areas of Tacoma since the MLK subarea can be developed and redeveloped to a higher density with more low-impact, green, and smart development features within a sustainable community.

Mitigation measures - Alternative 2: MLK Subarea Plan will develop catalytic housing projects including affordable and workforce units for single adults, adult couples, family starter, and empty nester households who are predominantly employed in the service industries that MLK and Tacoma depends on for future economic development.

Alternative 2: MLK Subarea Plan will create more local employment opportunities implementing a sustainable community where residents may live, work, shop, and play to a greater extent in the MLK subarea and downtown than Alternative 1: No-Action.

Alternative 2: MLK Subarea Plan will also promote incubator small business start-up potentials in catalytic projects in the MLK

subarea including artist live/work allowances that will provide for and generate new small business enterprises with new employment opportunities.

1.3.2.3: Transportation

Environmental impacts - both alternatives will allow development and redevelopment in the MLK subarea for urban uses and activities to various intensities. An increase in urban development and thereby the overall employee and resident population will in turn increase traffic volumes, particularly if local employees and residents continue to commute to places of employment and/or housing outside of the MLK subarea in private vehicles.

An increase in urban development and thereby the overall population will also create traffic congestion, particularly on the city's arterial roadway grid and at major intersections and connections on MLK Jr. Way, Yakima Avenue, 6th Avenue, South 11th and 19th Streets.

Increased urban development could also lead to a higher number of potential traffic accidents between vehicles, bicyclists, and pedestrians - if the local MLK subarea bicycle and pedestrian networks are not improved.

Congestion will increase if the road network is not balanced with other modal improvements including transit and non-motorized trail systems.

Mitigation measures - Alternative 2: MLK Subarea Plan will expand and enhance other transportation modes including restoration of streetcar service in the MLK district, and more on-road bicycle lanes, pedestrian walkways and sidewalks to create direct linkages between the MLK subarea and surrounding areas.

Alternative 2: MLK Subarea Plan will create more local employment opportunities implementing a sustainable community where residents may live, work, shop, and play to a greater extent in the MLK subarea reducing the potential demand for and reliance on private vehicles.

1.3.2.4: Noise

Environmental impacts - both alternatives will allow development and redevelopment in the MLK subarea for urban uses and activities to various intensities. An increase in urban development and thereby the overall employee and resident population will in turn increase noise levels associated urban residential and

commercial activity and increased traffic, particularly if local employees and residents continue to commute to places of employment and/or housing outside of the MLK subarea in private vehicles.

Both alternatives will also temporarily increase construction noise levels on project sites and from truck and other equipment traffic into and out of the MLK subarea.

Mitigation measures - Alternative 2: MLK Subarea Plan will encourage green roofs and walls, and green building energy and sound absorption materials that will absorb and reduce noise levels. It will also expand and improve facilities for walking, bicycling and transit, thereby reducing the amount of vehicle travel and associated noise from proposed growth.

1.3.2.5: Public services - fire, police, and utilities

Environmental impacts - both alternatives will replace existing vacant and underdeveloped land with more residential, retail, and recreational activities increasing the demand and need for more fire, police, waste disposal, sewer, water, and storm water public services and facilities.

Both alternatives will increase development density in mixed use structures with ground floor retail platforms when affordable or workforce housing is provided generating more population and more demand for public services and facilities.

Mitigation measures - as a result of additional development, both alternatives will collect a greater volume of property taxes and utility fees and service charges with which to finance the proportionally greater share of public facilities and services that will be required of a larger population.

Alternative 2: MLK Subarea Plan will create a coordinated district-wide infrastructure plan and support partnerships and the use of alternative financing and construction mechanisms to implement improvements.

1.3.2.6: Public services - schools

Environmental impacts - both alternatives will allow development and redevelopment in the MLK subarea for urban uses and activities to various intensities. An increase in urban development and thereby the overall resident population will in turn increase the demand for

additional education personnel, equipment, and facilities.

Under either alternative, the MLK subarea will be developed and redeveloped with higher density housing oriented to individuals, couples, and young family starters, as well as empty nesters and seniors that do not generate high ratios of school age children. In addition, fertility rates have been declining steadily over the years further reducing the number of children being produced for a typical household, let alone household types that do not contain high ratios of dependent children.

Mitigation measures - as a result of additional development, both alternatives will collect a greater volume of property taxes with which to finance the share of school facilities and services that will be required of a larger population.

However, Alternative 2: MLK Subarea Plan will develop more housing options including affordable and workforce units for single adults, adult couples, family starter, and empty nester households who will likely generate less school children per household than would be typical of other residential developments in the city.

1.3.2.7: Public services - city hall

Environmental impacts - both alternatives will allow development and redevelopment in the MLK subarea for urban uses and activities to various intensities. An increase in urban development and thereby the overall employee and resident population will in turn increase the demand for city personnel, equipment, and facilities.

Mitigation measures - as a result of additional development, both alternatives will collect a greater volume of property taxes, sales taxes, business and occupation taxes, and utility taxes with which to finance the share of city facilities and services that will be required of a larger population and employee workforce.

1.3.2.8: Public services - natural gas, power, telecommunications, and irrigation water

Environmental impacts - both alternatives will replace existing vacant and underdeveloped land with residential, commercial, and other urban uses that will require energy to operate and maintain thereby increasing demands on local electrical, natural gas, telecommunications, irrigation water, and other

community services.

Both alternatives will develop more residential, retail, recreation, and other urban uses proportionately increasing the demand for community services and facilities.

Mitigation measures - Alternative 2: MLK Subarea Plan will encourage green and smart building technologies that will utilize recycled building materials, storm water recycling, green roofs and walls, and energy and sound absorbing insulation building practices that will require less energy to operate than existing practices allowed under Alternative 1: No-action.

Alternative 2: MLK Subarea Plan will also encourage the use of solar roofs on new mixed use structures that will increase the production of electricity and reduce operating and maintenance costs.

1.3.2.9: Parks and recreation

Environmental impacts - Both alternatives will allow development and redevelopment in the MLK subarea for urban uses and activities to various intensities. An increase in urban development and thereby the overall resident population will in turn increase the demand for park and recreational facilities, and for open space, particularly for residents of high density neighborhoods like the MLK subarea's mixed use zones.

Mitigation measures - both alternatives will potentially collect a greater volume of property taxes with which to finance the proportionally greater share of park and recreation facilities and services that will be required of a larger population.

Alternative 2: MLK Subarea Plan will encourage the development of street-level amenities and potentially rooftop recreational facilities and enhanced streetscapes that can serve as linear, park-like features to help meet this increased demand.

1.3.2.10: Archaeological and historical resources

Environmental impacts - Both alternatives will allow development and redevelopment in the MLK subarea for urban uses and activities to various intensities. An increase in urban development and thereby the overall population will create more activity and a demand to retrofit or redevelop existing historical areas

and properties.

Additional use could exceed the capability of some of these sites if these lands and buildings are not properly protected. Potential reuse or redevelopment of some of these areas could alter their historic and aesthetic character, possibly destroying community value if not properly protected. Potential redevelopment could also obscure aesthetic resources and potential visual imagery if not planned and designed.

Mitigation measures - both alternatives will require developers to excavate and evaluate any archaeological resources that may be impacted by construction, particularly along the ridgeline where such resources are more likely to be.

In addition, Alternative 2: MLK Subarea Plan will prioritize a focused evaluation of and community discussion about historic buildings within the MLK district to help identify the most critical buildings to be retained and explore incentives and regulatory tools to support their preservation and continued use.

1.3.2.11: Aesthetics

Environmental impacts - Both alternatives will allow development and redevelopment in the MLK subarea for urban uses and activities to various intensities. An increase in urban development and thereby the overall population will create more activity and a impact on aesthetic resources and viewscales including landmark buildings, street corridors, streetscapes, pedestrian areas and activities, and other features.

Potential reuse or redevelopment of some of these areas could alter their aesthetic and historical character possibly enhancing their potential or destroying community value if not properly protected. Potential redevelopment could obscure aesthetic resources and potential visual imagery of the MLK subarea from the surrounding community, and from within specific sites and buildings if not properly planned and designed.

And, poorly designed or overtly contemporary building designs could overpower the MLK subarea's historical, though eclectic building mix and streetscape diluting the subarea's cultural and visual context and continuity.

Mitigation measures - Alternative 2: MLK Subarea Plan will adopt new form-based mixed use design guidelines specifying performance

characteristics required of streetscapes, buildings, view corridors, on-site publicly-accessible pedestrian amenities, historic compatibility, and other aesthetic features.