Tacoma Mall Neighborhood
Subarea Plan & EIS
Appendix T-1: Streetscape Corridor Concepts
March 27, 2018

The implementation strategies for this plan place strong emphasis on infrastructure improvements. Public investment in streets and infrastructure projects have been selected for their potential to achieve multiple benefits including transportation, place-making, safety, environmental, long term cost-effectiveness and their function as strategic economic catalysts. One strategy has been to develop concepts for 3 priority corridors selected through the stakeholder engagement and technical analysis process. These projects will be among the first that the City will pursue once the Plan is adopted.

The following section provides conceptual plan and profile views of several key corridors in the Tacoma Priority Corridor. The streetscape concepts highlight several important design recommendations for key streets in the Tacoma Mall Neighborhood and are an extension of the City’s Complete Street Design Guidelines. Specifically, the streetscape concepts focus on the following outcomes:

- Improve the pedestrian environment by providing wider sidewalks, increased landscaping opportunities, and filling in key gaps in the pedestrian network
- Improve the bicycle environment by implementing a mixed-use path along the Loop Road, providing bike lanes on other corridors to connect to nearby neighborhoods, and reducing conflicts between cyclists and vehicles
- Incorporate green stormwater infrastructure
- Provide an improved transit route through the neighborhood
- Improve safety by consolidating driveway access as redevelopment occurs
- Provide additional streets to support higher density development while spreading out traffic to manage congestion

It is important to recognize the conceptual nature of the streetscapes presented in this section. These are intended to serve as a starting point for discussions between the City, property owners, and other agencies. Some of the improvements will require right-of-way and are not likely to be implemented until redevelopment occurs. Additional studies will be prepared to refine the specific designs and the City will closely coordinate with property owners before any access management (medians or curbs) solutions are installed. Key features for each of the corridors are identified on the following maps.
Loop Road - Lawrence Street, North of 38th
(No Parking)

13" Planting Strip
12" Sidewalk with street lamp
12" Drive lane
12" Drive lane

4" Planting Strip
7" Sidewalk Strip

38th Street

11" Sidewalk w/ tree
11" Drive lane
11" Drive lane
11" Planting Strip
11" Drive lane
11" Drive lane
11" Sidewalk w/ tree
Roundabout may require additional right-of-way.
Green stormwater facility

New multi-use path (fits right-of-way)
Multi-use path behind vehicle queuing area

Improved pedestrian crossing

New signalized crossing or roundabout

New 43rd corridor with bicycle lanes
Transit Priority Corridor

New signalized crossing or roundabout

Landscaping can be converted into travel lane

Tacoma Mall Sub Area Plan -
Roundabout Concept