



JAMES CENTER NORTH

URBANISM NEXT INSPIRED SITE DESIGN

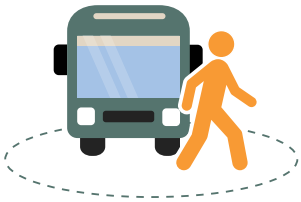
2019



JAMES CENTER NORTH



WHAT ARE TACOMA HOUSING AUTHORITY'S GOALS FOR JAMES CENTER NORTH?



TRANSIT-ORIENTED DEVELOPMENT (TOD)

TODs typically include higher density, mixed uses, walkable streets, and good connections to transit within a half-mile



MIXED-USE DEVELOPMENT

Retain and attract new commercial tenants to the area to support a vibrant local economy and provide desired goods, services, and amenities to the neighborhood



MIXED-INCOME HOUSING

Build approximately 500 housing units with a variety of housing types, including affordable and market rate (potentially student, senior, or general market) housing, to form a diverse mixed-income community



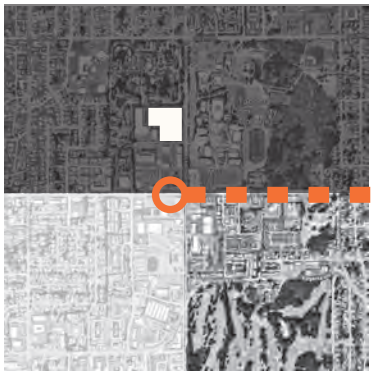
PUBLIC-PRIVATE PARTNERSHIPS

THA will explore potential partnerships with third-party developers to redevelop the full site while retaining management of the future affordable housing

SITE LOCATION / CROSSROADS CENTER

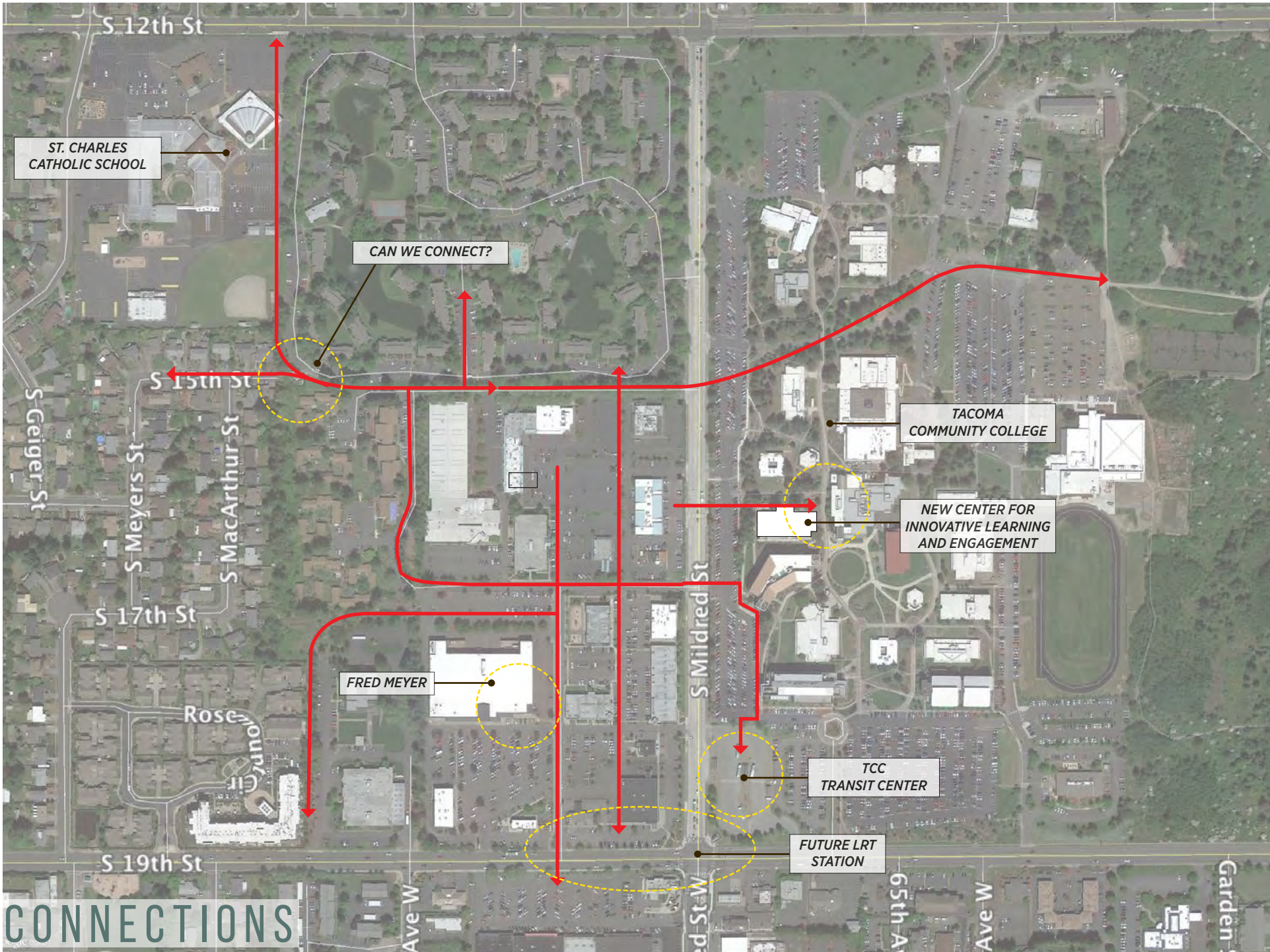


TACOMA

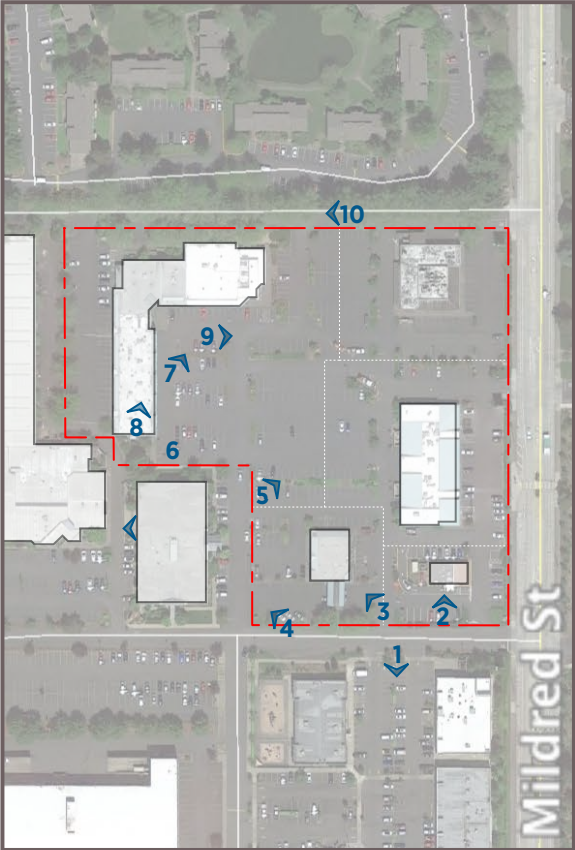


UNIVERSITY PLACE

FIRCREST



JAMES CENTER NORTH



SITE PHOTO KEY PLAN



GUIDING PRINCIPLES



SUPPORT THA'S MISSION

Tacoma Housing Authority provides high quality, stable and sustainable housing and supportive services to people in need. It does this in ways that help them prosper, while also helping our communities become safe, vibrant, prosperous, attractive and just.



PROVIDE DIVERSE, MIXED-INCOME HOUSING OPTIONS

Re-frame the role of James Center North as a civic center with a variety of housing types, including student housing, market-rate housing and affordable housing.



PRIORITIZE PLACES FOR PEOPLE

Create a unique experience and destination for the community that prioritizes pedestrian safety, walkability, health and well-being.



STRENGTHEN PARTNERSHIPS WITH COMMUNITY STAKEHOLDERS

Pursue public and private partnerships with key stakeholders with common interests to assist in realizing the vision for James Center North.



CREATE A NEW MODEL OF DEVELOPMENT WITH COMMUNITY SUPPORT

Respond to market demand and community input by creating an regional destination and community center that showcases transit-oriented development fundamentals, new public open spaces, and a mixed of urban land-uses.



INCORPORATE OPTIONS FOR SMALL COMMERCIAL TENANTS

Create a pathway and opportunity for the existing tenants to remain on-site while providing space for new local commercial and food/beverage tenants.



HONOR THE FLAVOR OF WEST TACOMA

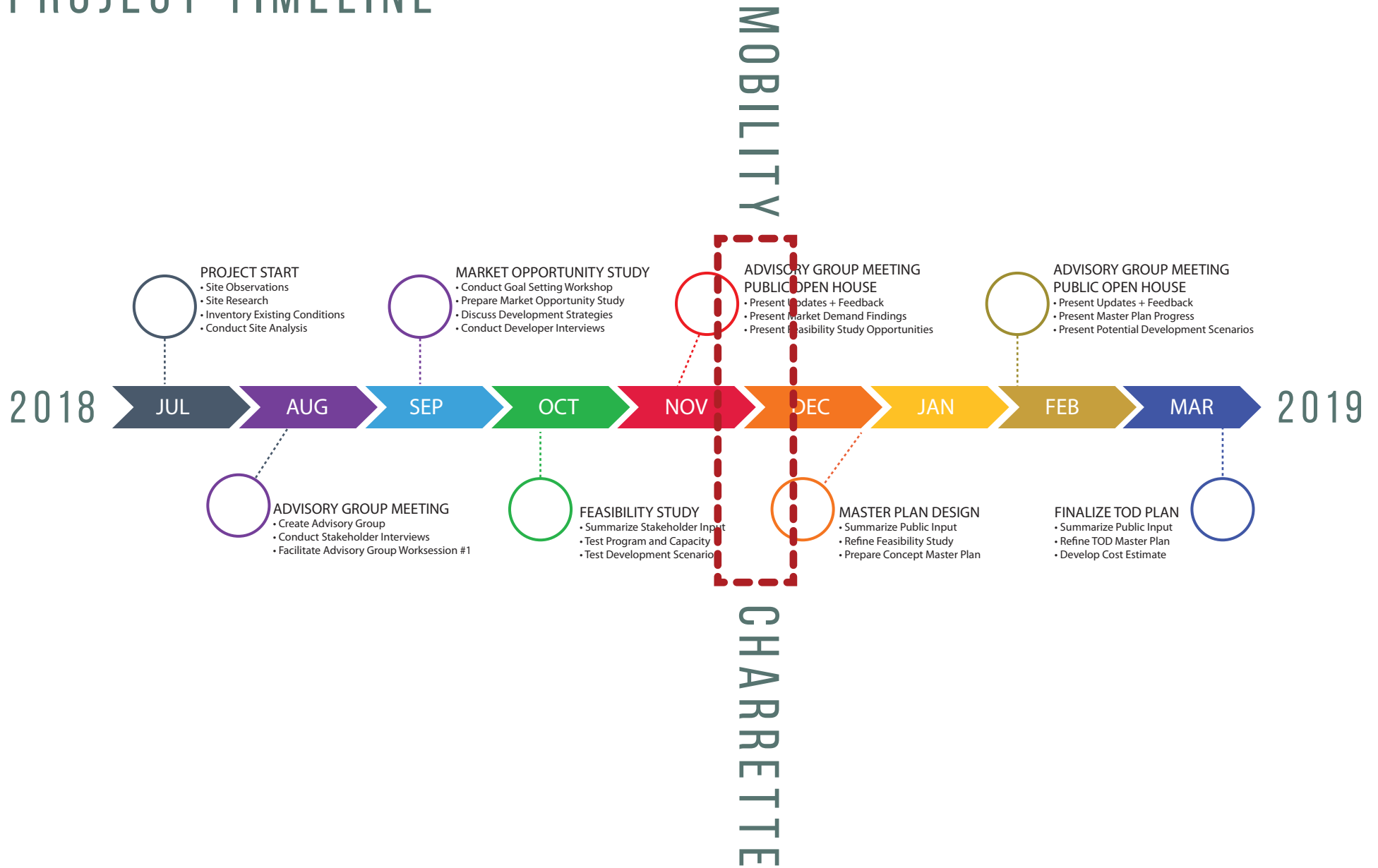
Create an authentic series of outdoor and indoor spaces that are complimentary to the ethos of west Tacoma.



ANTICIPATE CHANGE OVER TIME

Create a development plan that will anticipate changes in culture, economics, social structure and market. The phased plan will be flexible and able to shift and respond.

PROJECT TIMELINE



URBANISM NEXT | FRAMEWORK

SECONDARY IMPACTS

LAND USE



RETAIL/COMMERCIAL/ OFFICE/INDUSTRIAL (EMPLOYMENT USES)
How will the changing nature of travel, employment and shopping impact retail, commercial, and industrial districts?



HOUSING
What are the opportunities to increase housing through infill? Will people choose to locate in cities? Or move farther out in the suburbs?



PARKS & OPEN SPACE
How do we protect open space under the pressure to expand cities? What opportunities are there to reclaim parking lots for parks?

URBAN DESIGN



METROPOLITAN FOOTPRINT
When proximity to workplaces and goods/services is no longer holding people in cities, what will happen to their already sprawling footprints?



STREET DESIGN
As cities make plans for future expansions, changes to their street network, the inclusion of various modes/complete streets, and overall street design – what should they be considering when they include thinking about AVs and E-commerce?



TRANSIT-ORIENTED DEVELOPMENT
Will AVs help the transportation system with completing the “last mile” or will the proliferation of AV usage devastate the idea of transit-oriented development?



RESILIENCY
How do we ensure that redevelopment makes communities resilient to natural hazards?



PLACE/IDENTITY
When shopping and transportation can be acquired anywhere, what happens to business districts, shopping districts and neighborhoods?

TRANSPORTATION



WALKING
How will we regulate the interactions between pedestrians and vehicles? What happens when pedestrians can stop AVs by simply stepping into the street?



BIKING
Will the mixing of modes be frowned upon because it is such a limitation to AV efficiency? Will some areas ban bikes? How will bikes work around curbside deliveries and dropoff.



PARKING
What happens if parking utilization needs drop dramatically over a short period of time. How quickly will parking requirements shift with that?



VEHICLES
One of the biggest questions is: Preliminary models of individual ownership of AVs show VMT increasing dramatically. Will AVs be fleets or individually owned?



TRANSIT
Already, transit ridership has declined approximately 10% because of ridesharing companies. What happens to transit when AVs are deployed?

REAL ESTATE



LAND VALUE
A reduction in demand for parking will open up between 10% and 20% of land for redevelopment. How will this impact land value and project feasibility?



PROJECT FEASIBILITY
Development will likely get more risky as market conditions related to parking demand and commercial and retail viability change. How do we reduce risk?



BUZZ/VITALITY
What will draw people to places in the future? How important will entertainment factor in to where people want to congregate? How do we create “buzz”?



QUALITY
If location in relation to other areas of the city is no longer a strong factor in housing/commercial building location, will quality of design become more relevant in attracting and keeping people in cities/neighborhoods?

IMPLICATIONS FOR ...

EQUITY

How will the impacts of emerging technologies impact vulnerable and low income populations? What opportunities are there to improve services and reduce inequities?

HEALTH

Preliminary research finds that people are replacing walking, biking, and transit trips with rideshare services. If this trend continues and is exacerbated by AVs, what will the impact be on our health? What are the impacts of E-commerce on health?

ENVIRONMENT

How can we take advantage of emerging technologies to improve sustainability and environmental outcomes? Can we reduce GHG emissions? Can we improve stormwater treatment?

ECONOMY

Up to 4 million people drive for a living. What happens to their jobs with the deployment of AVs? Brick-and-mortar stores are closing as shoppers go online. How will emerging technologies disrupt the economy?

GOVERNANCE

Emerging technologies will disrupt revenues for cities, counties, and states. How do we provide a great level of service and support thriving communities?

RESPONSE

WHAT SHOULD WE DO?

Given the possible range of secondary impacts of emerging technologies on land use, urban design, transportation, and real estate, and the implications on equity, the economy, and the environment, **how should governments, companies, and institutions respond to maximize the benefits and minimize the risks?** How do policies, programs, and infrastructure investments need to adapt and change?



PROJECT DESIGN TEAM

Tacoma Housing Authority
Ankrom Moisan Architects
DKS Associates

Leland AHBL Place
Enviroissues



TRANSIT AGENCIES

Pierce Transit
Sound Transit



REGULATORS

Tacoma Public Works
Tacoma Planning Dept.
Tacoma Parks Dept.



SHARED MOBILITY PROVIDERS

ReachNow
Envoy
Lime

Jump
Lyft
Uber



E-MOBILITY

Tacoma Power
Eluminosity
Tacoma Public Utilities



AUTONOMOUS SHUTTLES

Easy Mile



NON-MOTORIZED ADVOCATES

TACID
Cascade Bike Club
Walk Tacoma/Downtown on the Go



RETAIL DELIVERY

Starship Technologies



NON-PROFITS & ACADEMICS

University of Oregon
FORTH
University of Washington
UW Tacoma



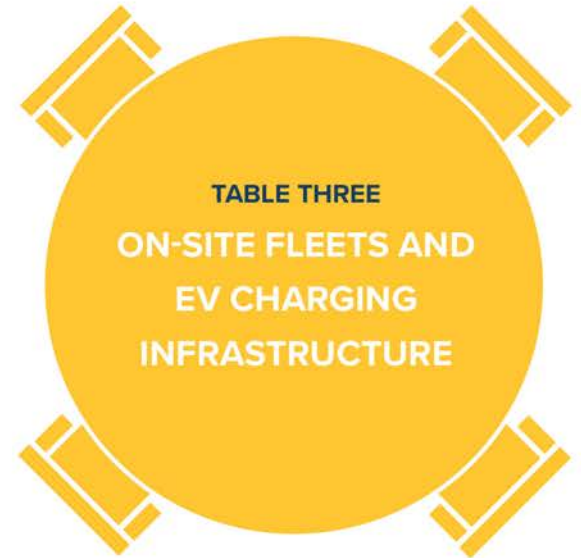
PUBLIC AGENCIES

WSDOT
Pierce County
State of Washington Dept. of Commerce
W. Washington Clean Cities



NEIGHBORING STAKEHOLDERS

Tacoma Community College
James Center South/Vestar
University Place
Fircrest
Fred Meyer



GUIDING PRINCIPLES



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DESIGN MOBILITY-ORIENTED DEVELOPMENT

Anticipate future transportation systems by integrating future mobility systems such as micro-mobility, electric vehicles, autonomous vehicles, expanded bus routes, light rail and rideshare accommodations.



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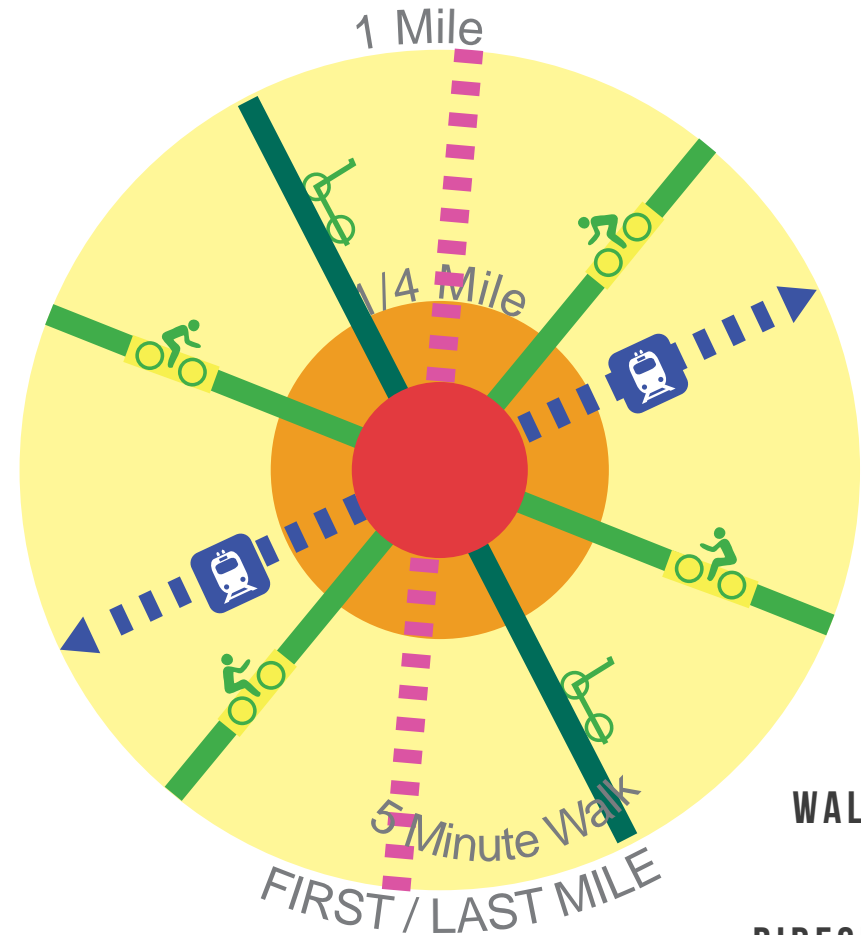
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ADDITIONAL DESIGN DRIVERS



WALKING
BUS

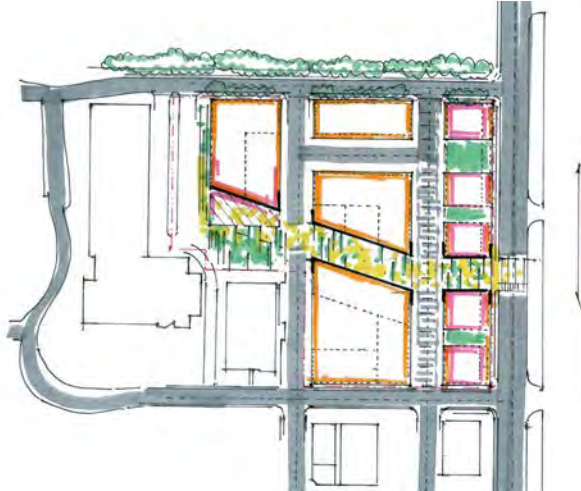
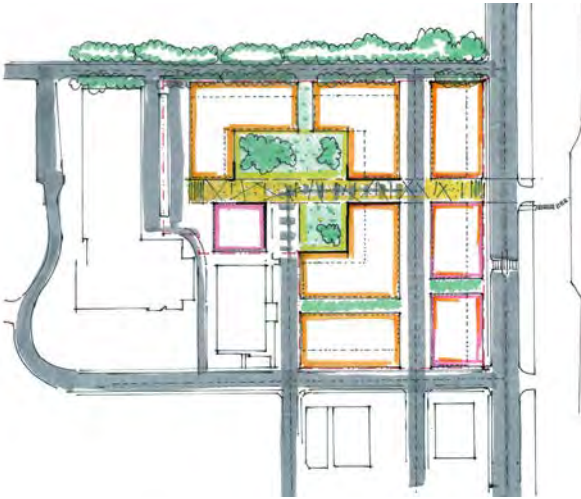
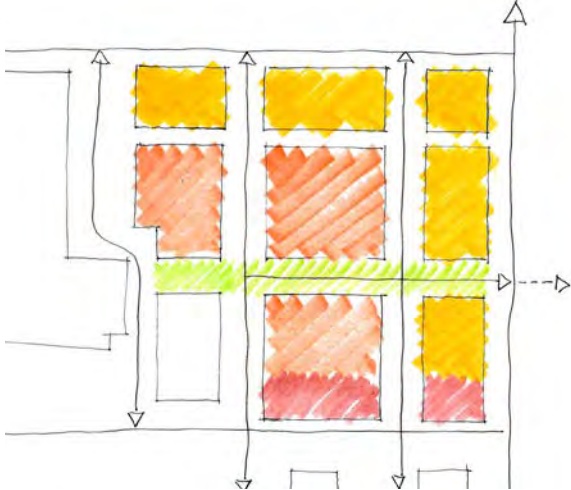
FUTURE LRT



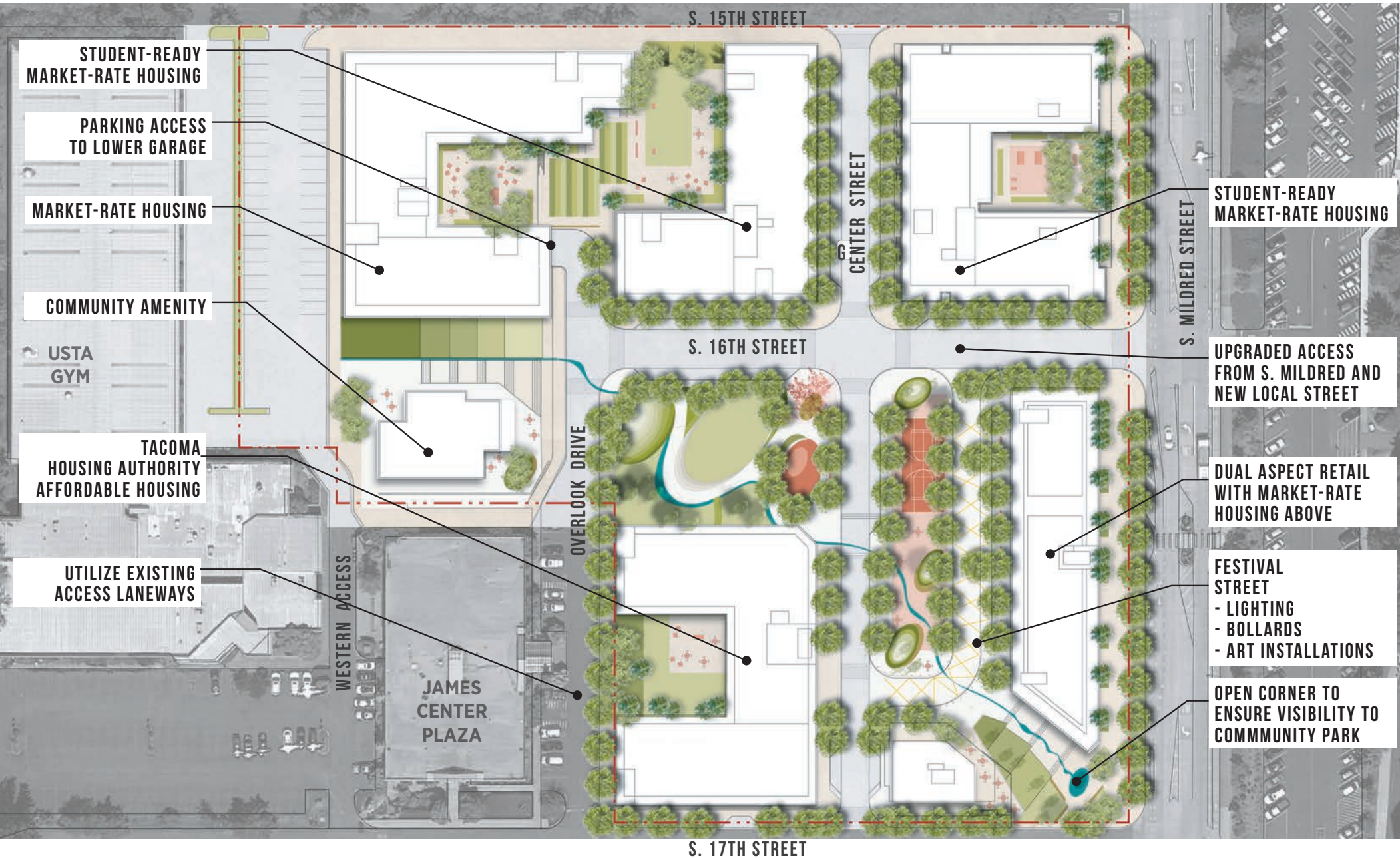
WALKING
BUS
BIKE
RIDESHARE
SCOOTER
ELECTRIC BIKE FLEET
ELECTRIC CAR FLEET
E-COMMERCE / DELIVERIES
ANTICIPATING AUTONOMOUS VEHICLES
CAR-SHARING FLEET
E-CHARGING STATIONS

FUTURE LRT

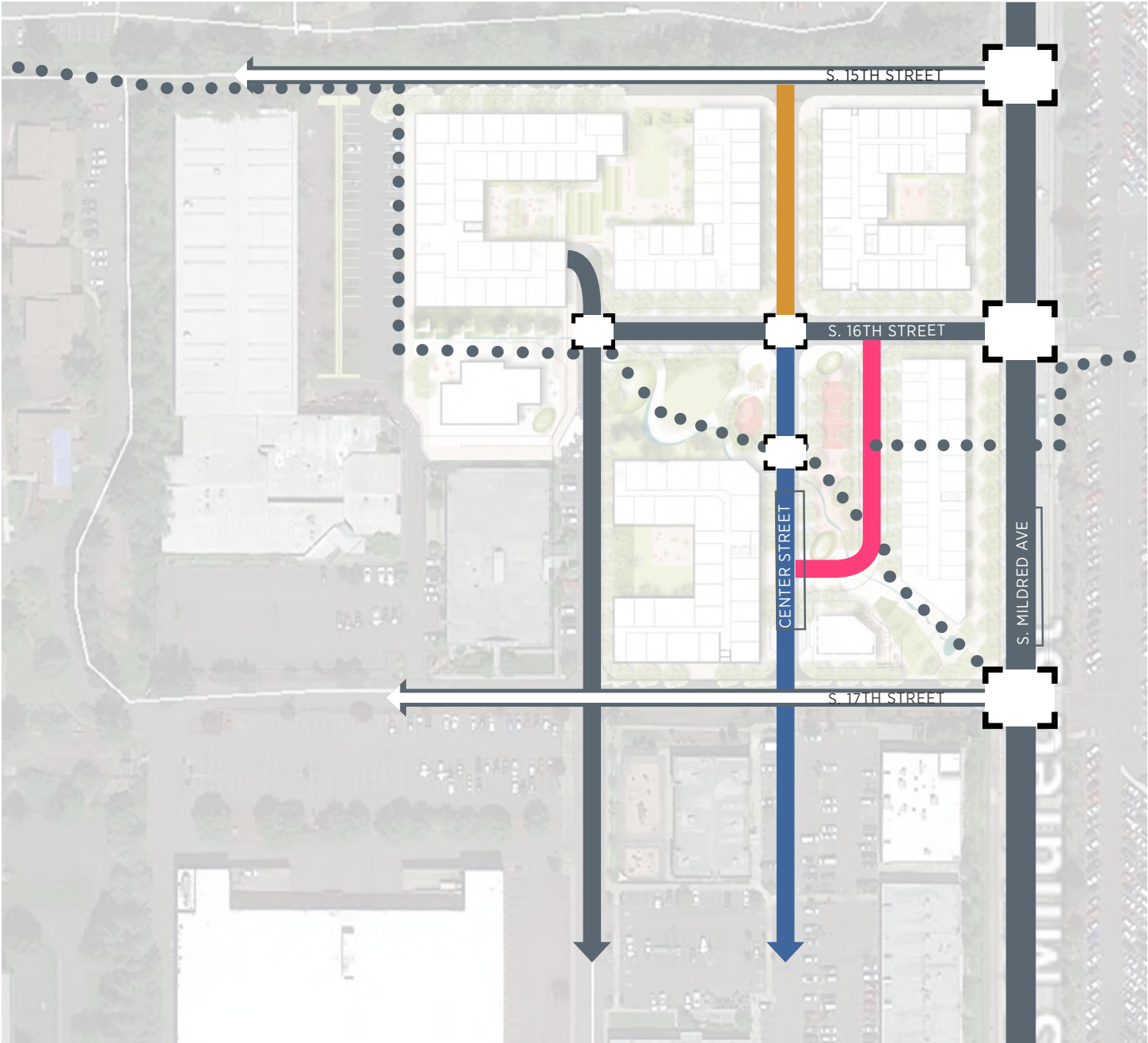
MOBILITY-ORIENTED CONCEPTS



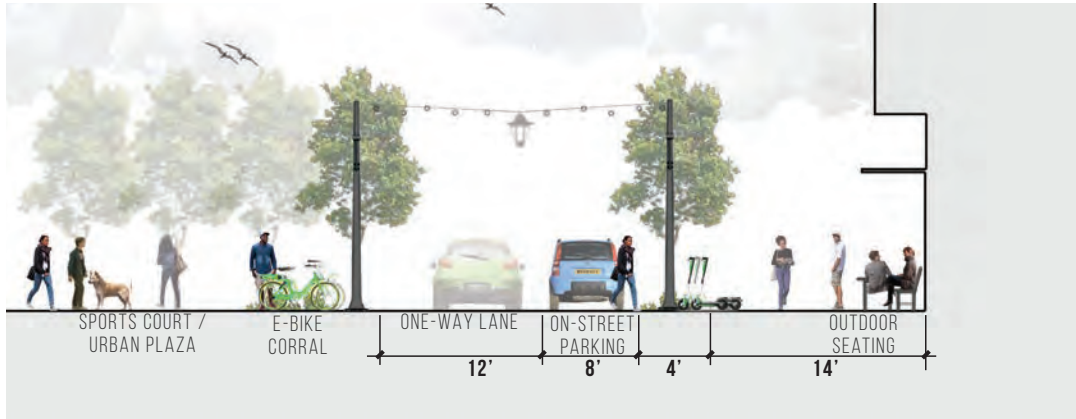
MASTER PLAN



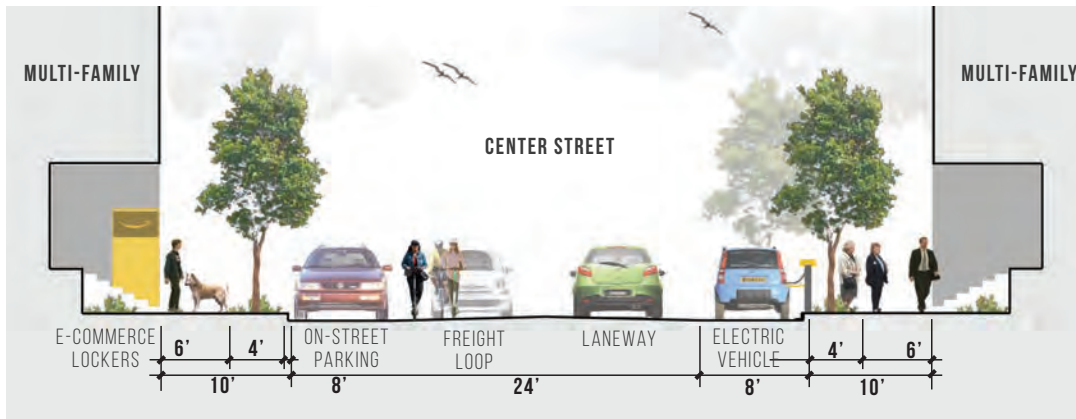
MOBILITY INFLUENCES PLACEMAKING



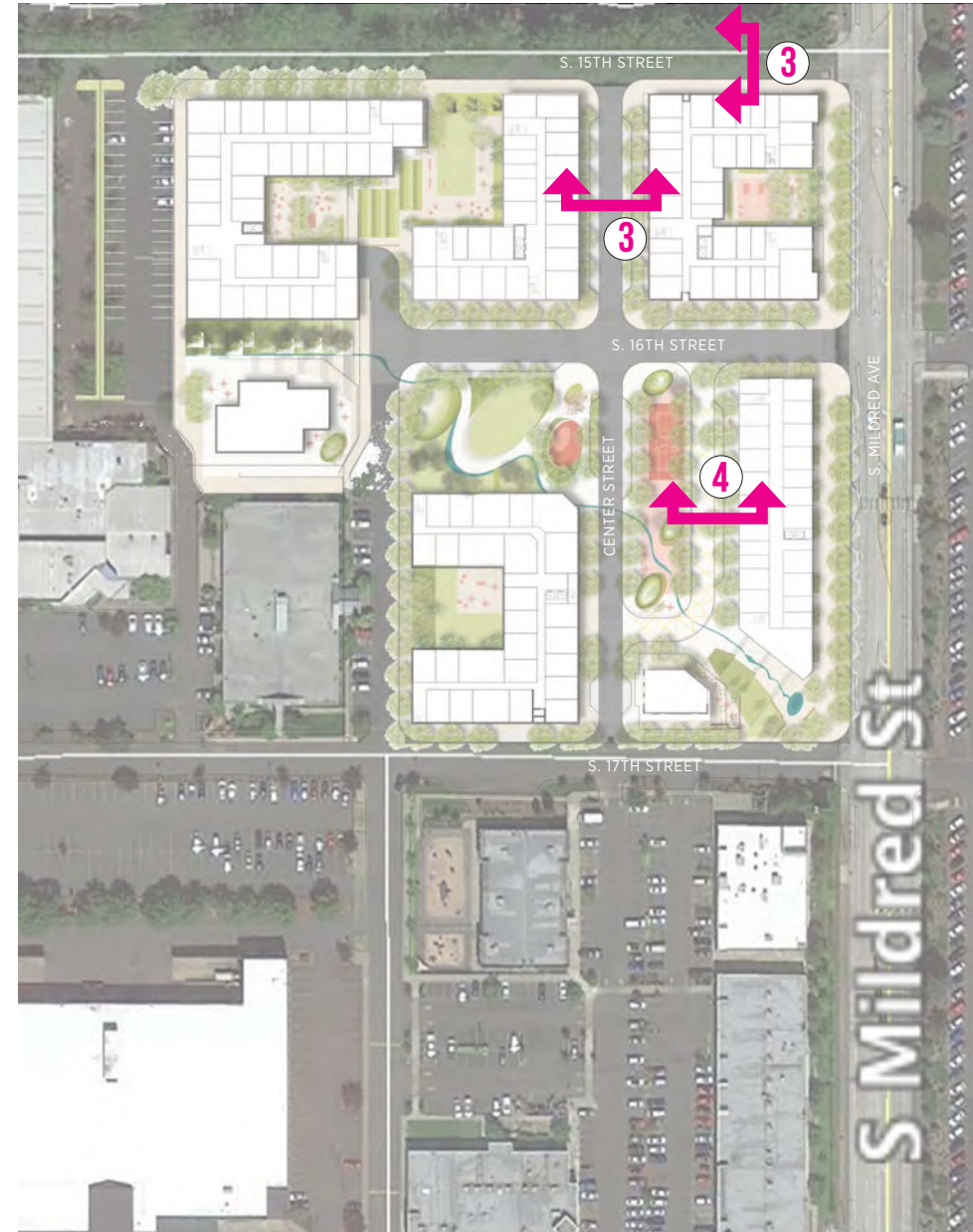
MOBILITY INFLUENCES PLACEMAKING



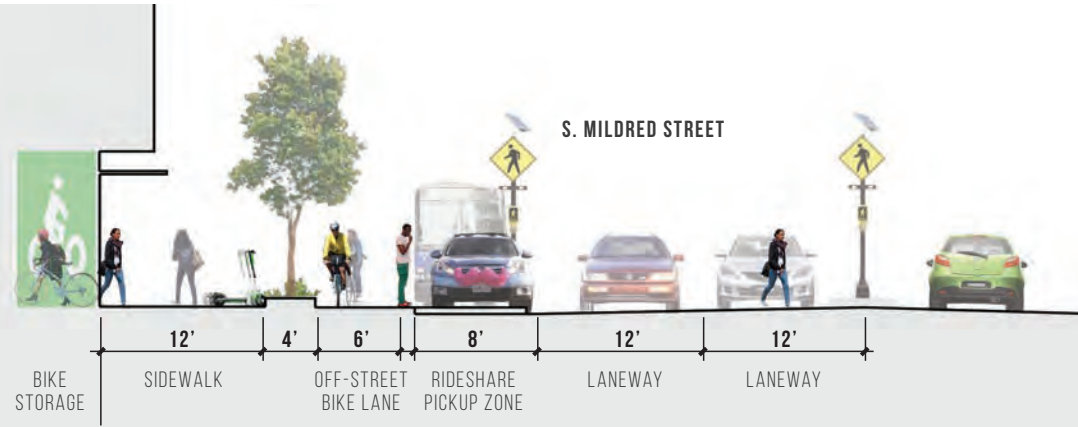
3 FESTIVAL STREET



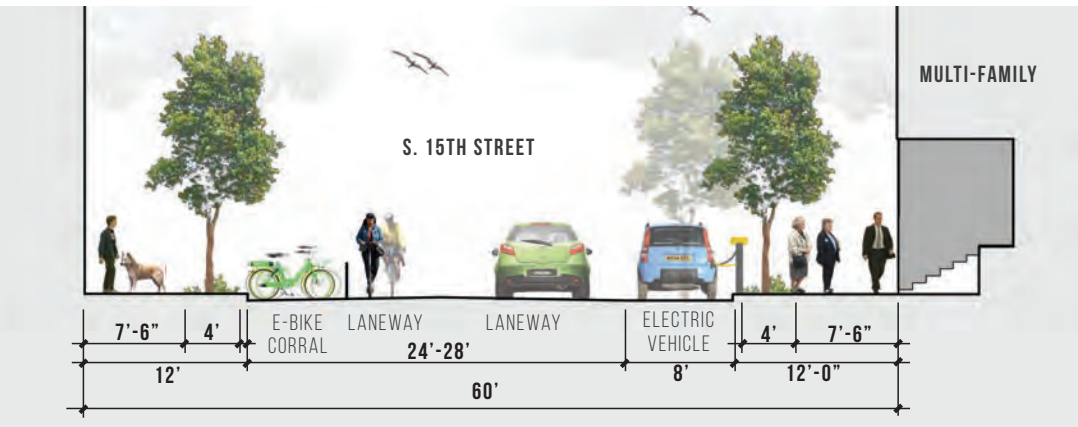
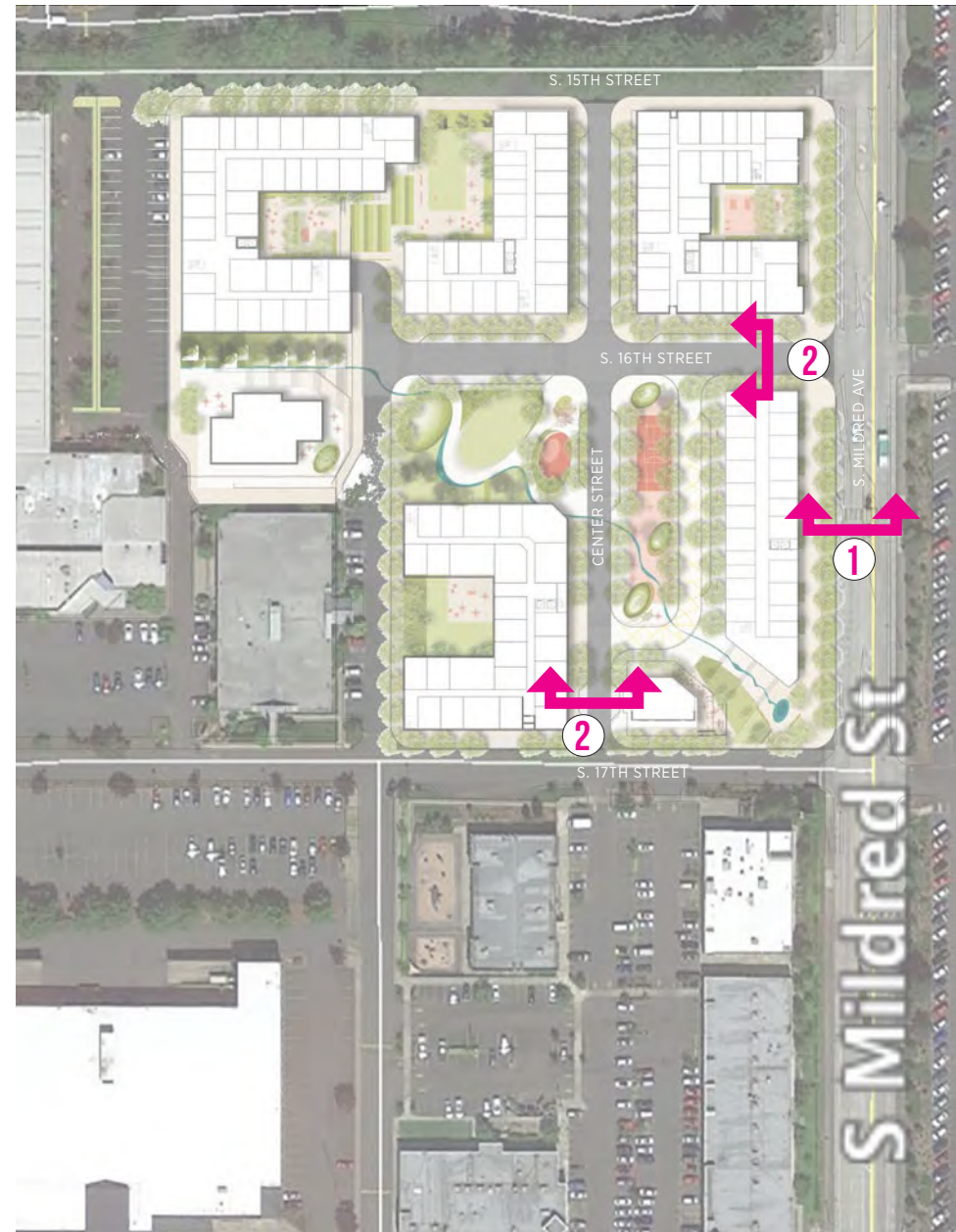
4 RESIDENTIAL STREET



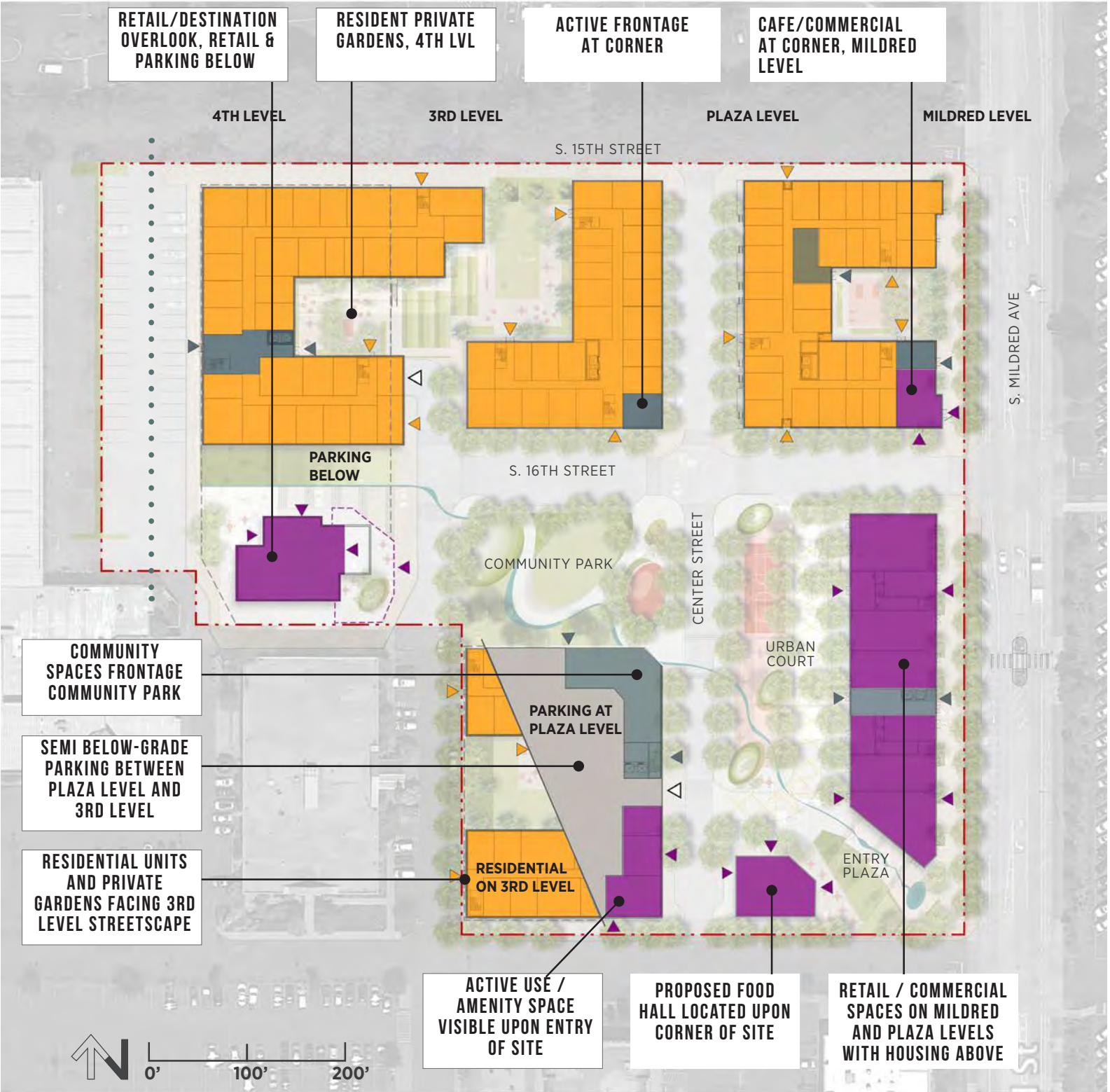
MOBILITY INFLUENCES PLACEMAKING



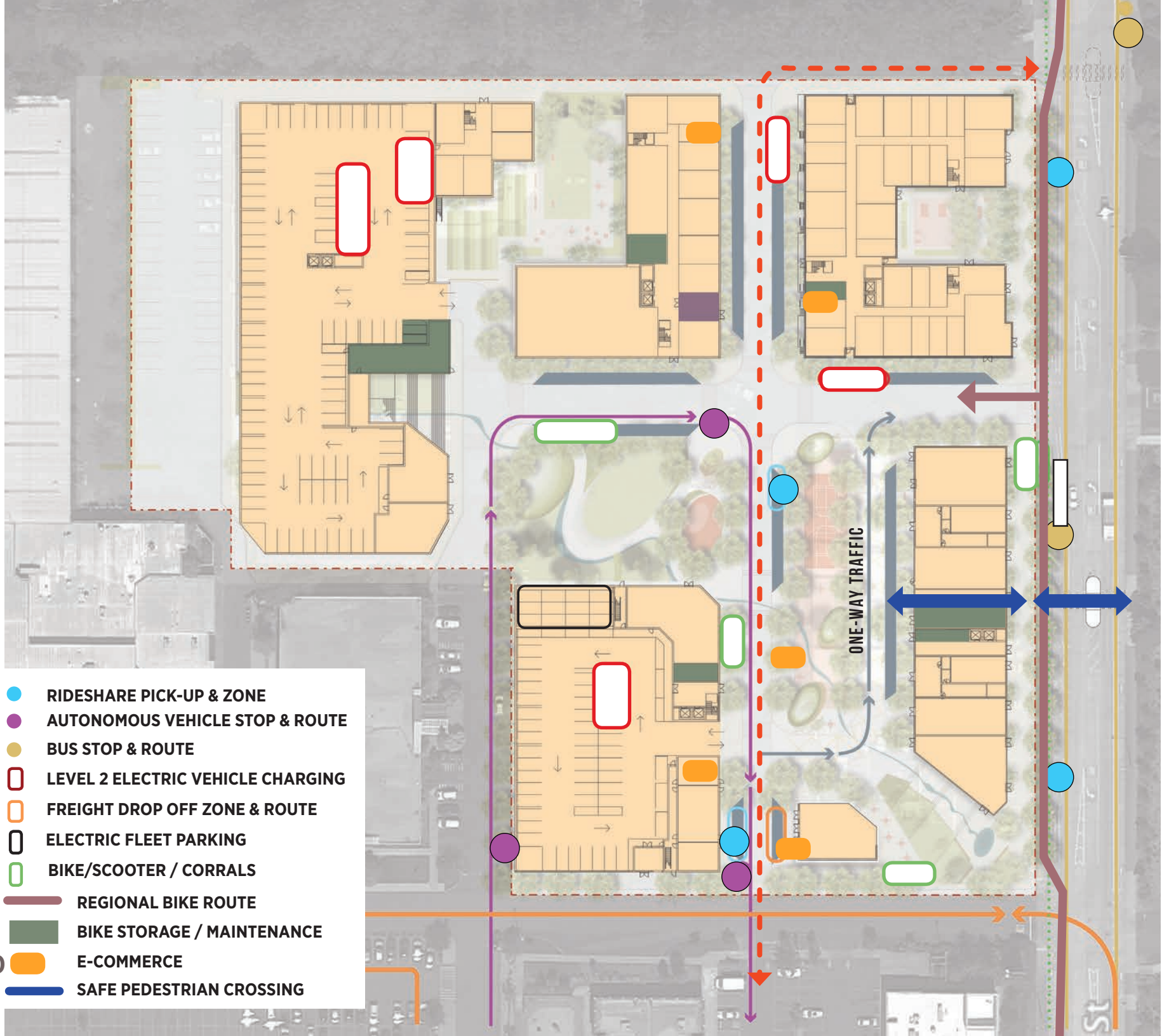
1 S. MILDRED STREET (ARTERIAL)



2 LOCAL URBAN STREET



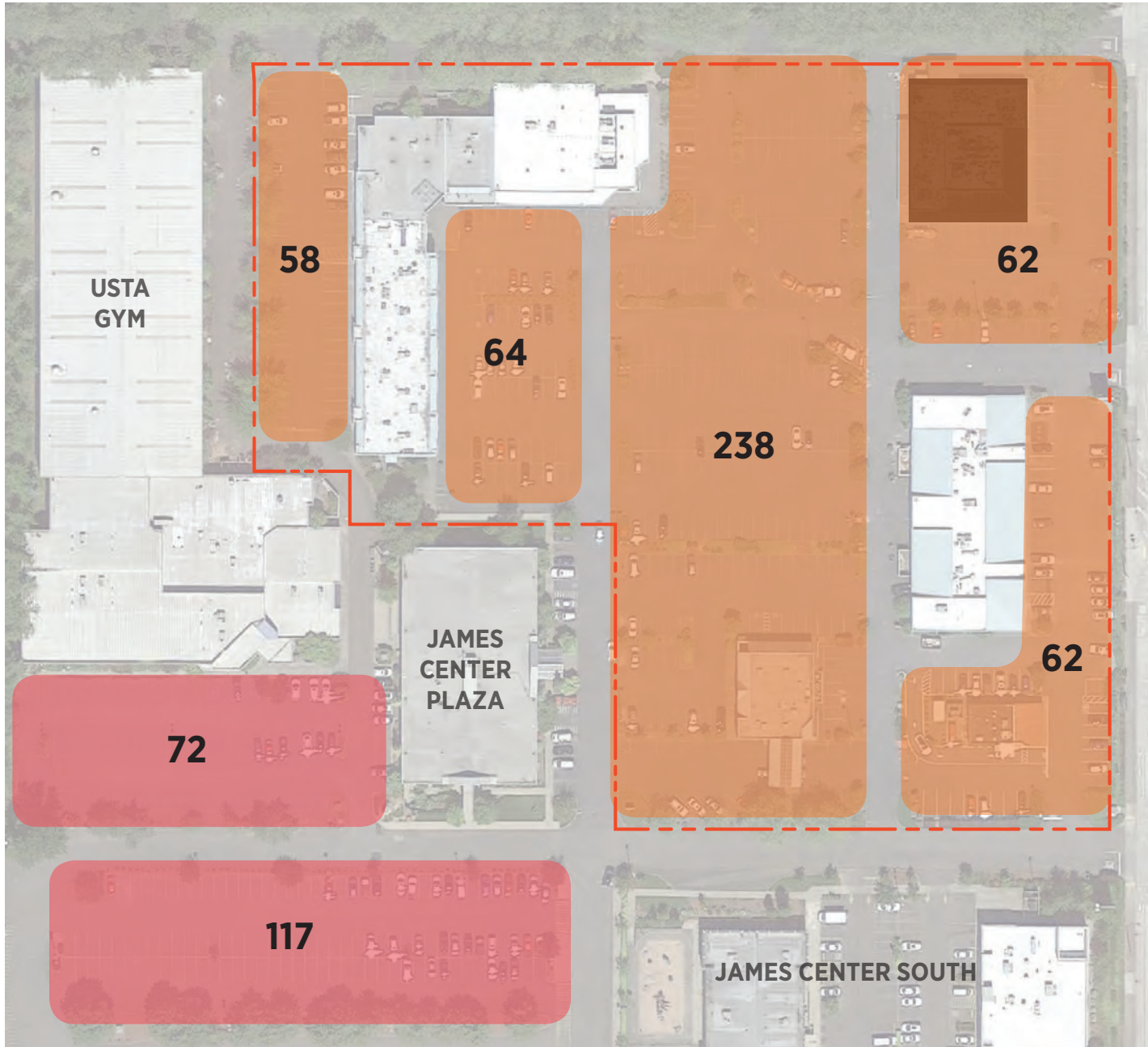
- 1 ● RIDESHARE PICK-UP & ZONE
- 2 ● AUTONOMOUS VEHICLE STOP & ROUTE
- 3 ● BUS STOP & ROUTE
- 4 □ LEVEL 2 ELECTRIC VEHICLE CHARGING
- 5 □ FREIGHT DROP OFF ZONE & ROUTE
- 6 □ ELECTRIC FLEET PARKING
- 7 □ BIKE/SCOOTER / CORRALS
- 8 — REGIONAL BIKE ROUTE
- 9 ■ BIKE STORAGE / MAINTENANCE
- 10 ● E-COMMERCE
- 11 — SAFE PEDESTRIAN CROSSING



PARKING - TO - PARK



PHASING - PLANNING FOR CHANGE



484
189
**EXISTING
PARKING**

PHASING - PLANNING FOR CHANGE



PHASE 1 PARCELS

- 376 + 10 ON STREET
- 189

- ON-SITE PARKING
- OFF-SITE SHARED PARKING

PHASING - PLANNING FOR CHANGE

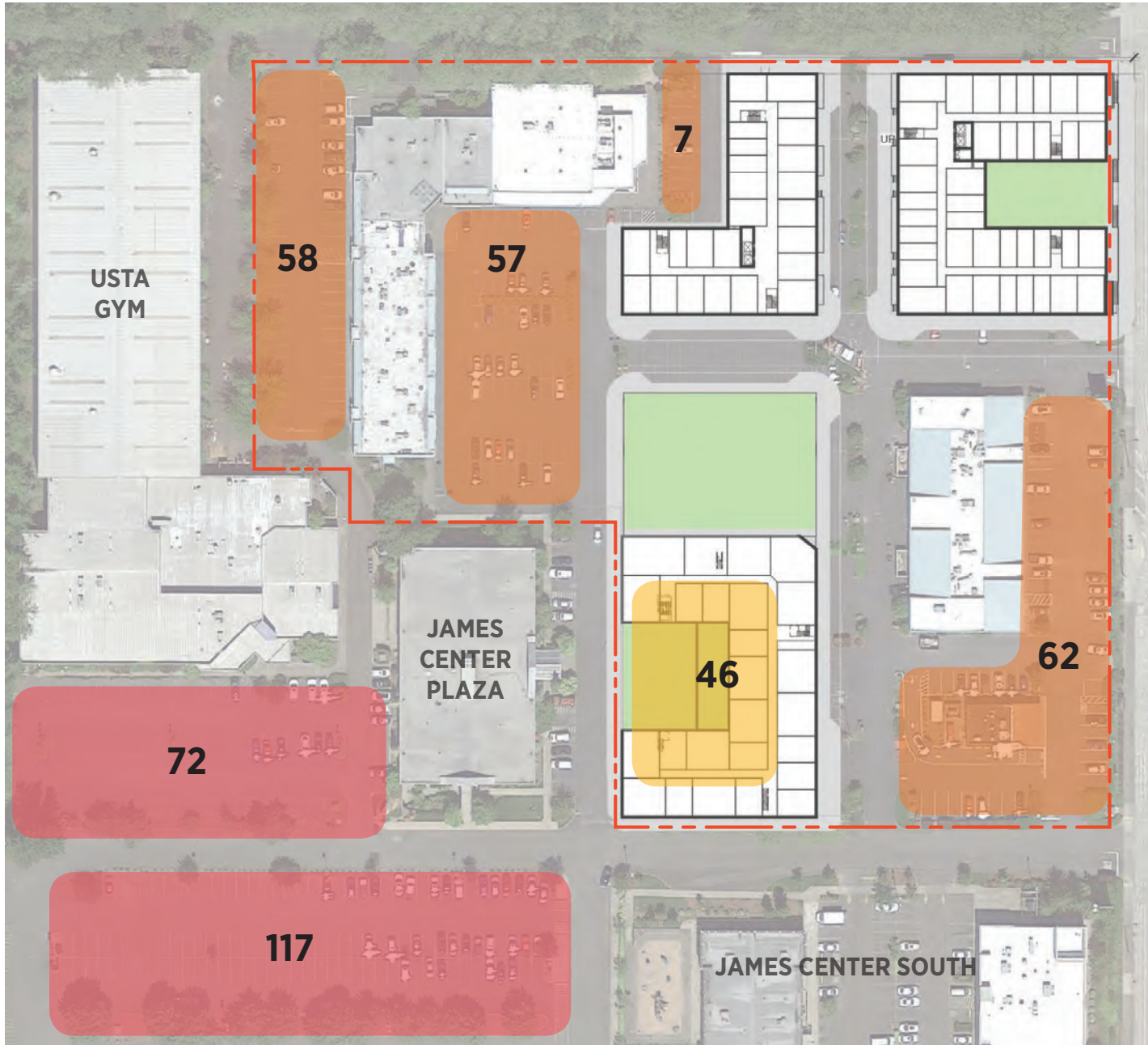


PHASE 1 PARCELS

- 274 + 22 ON STREET
- 189

- ON-SITE PARKING
- OFF-SITE SHARED PARKING

PHASING - PLANNING FOR CHANGE



PHASE 2 PARCELS

- 46
- 231 + 35 ON STREET
- 189

- ON-SITE PARKING
- OFF-SITE SHARED PARKING

PHASING - PLANNING FOR CHANGE

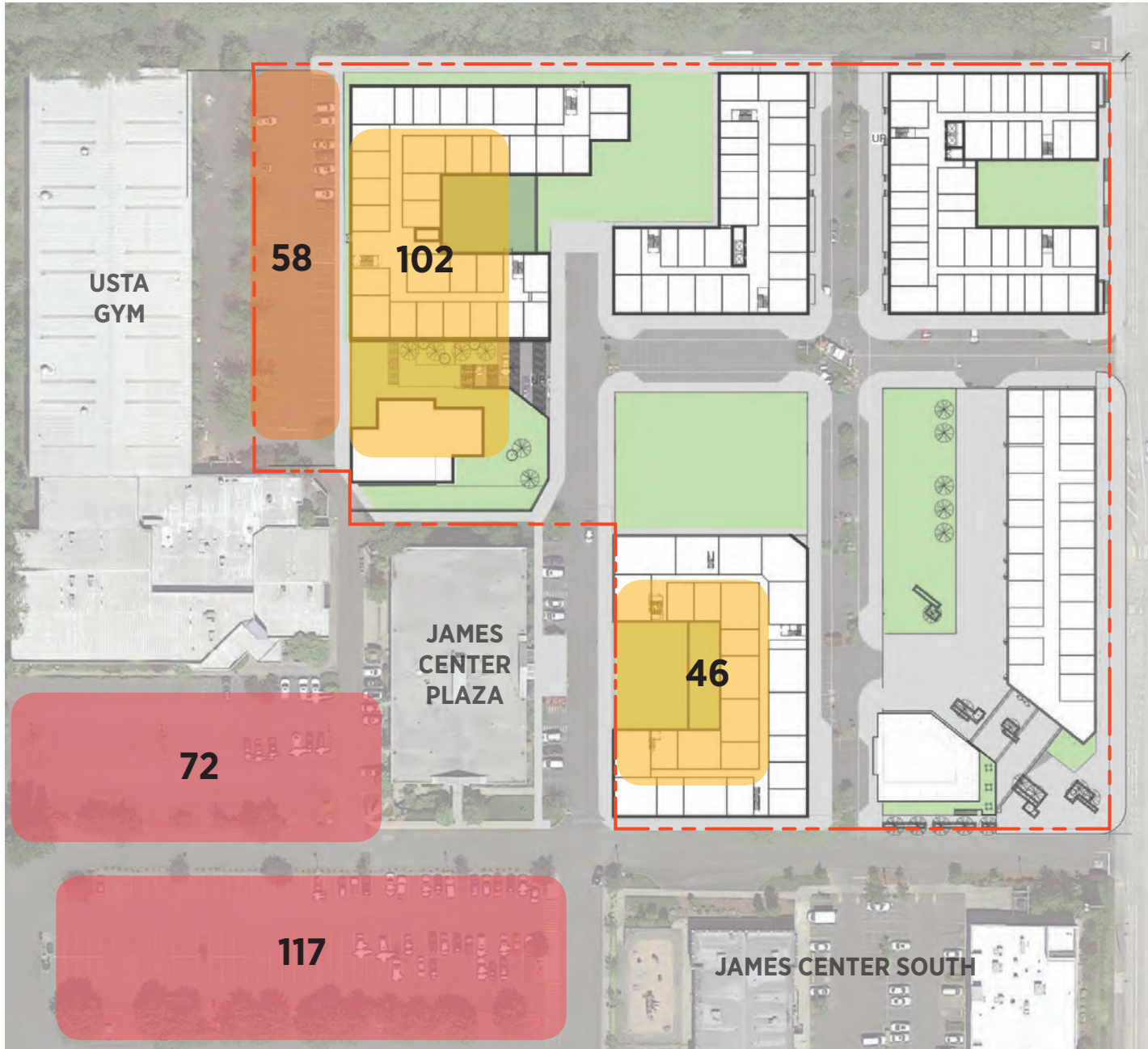


PHASE 3 & EXISTING RETAIL

- 148
- 120 + 35 ON STREET
- 189

- ON-SITE PARKING
- OFF-SITE SHARED PARKING

PHASING - PLANNING FOR CHANGE



PHASE 4 & EXISTING RETAIL

- 148
- 58 + 52 ON STREET
- 189

- ON-SITE PARKING
- OFF-SITE SHARED PARKING

