



AGENDA

MEETING: Regular Meeting (Hybrid)
DATE/TIME: Wednesday, February 19, 2025, 5:00 p.m.
LOCATION: Council Chambers, 1st Floor of the Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
ZOOM INFO: Link: <https://www.zoom.us/j/84416624153>
Dial-in: +1 253 215 8782
ID: 844 1662 4153

A. Call to Order

- Quorum Call
- Land Acknowledgement

B. Approval of Agenda

C. Approval of Minutes

There are no meeting minutes to approve.

D. Public Comments

This is the time set aside for public comment on Discussion Items on this agenda.

- Written comments on Discussion Items must be submitted to Planning@cityoftacoma.org by 12:00 noon prior to the meeting. Comments will be compiled, distributed to the Commission, and posted on the Planning Commission's meeting webpage at www.cityoftacoma.org/PlanningCommissionAgendas.
- To comment virtually, join the meeting using Zoom and raise your virtual hand. To comment in person, sign in at the back of the Council Chambers. Where necessary, the Chair may limit the allotted time for comment.

E. Disclosure of Contacts and Recusals

F. Discussion Items

1. Tidelands Subarea Plan and EIS

- Description: Receive an overview of the Tidelands Subarea Plan recommendation.
- Action: Informational.
- Contact: Stephen Atkinson (SAtkinson@cityoftacoma.org)



The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 905-4146 (voice) or 711 (TTY) before 5:00 p.m., on the Monday preceding the meeting.

¿Necesitas información en español? Cần thông tin bằng tiếng Việt? 한국어로 정보가 필요하십니까? ត្រូវការព័ត៌មានជាភាសាខ្មែរ?
Нужна информация на русском? Потрібна інформація українською мовою? Contact TacomaFIRST 311 at (253) 591-5000.

2. South Tacoma Neighborhood Plan

- Description: Review the draft South Tacoma Neighborhood Plan.
- Action: Review and Comment.
- Contact: Lauren Hoogkamer (LHoogkamer@cityoftacoma.org)
Anneka Olson (AOLson@cityoftacoma.org)

3. Planning Commission Work Program – Mid-Cycle Update

- Description: Receive mid-cycle update of the Commission's Work Program for 2024-2026.
- Action: Informational.
- Contact: Brian Boudet (BBoudet@cityoftacoma.org)

G. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the March 5, 2025, meeting includes:

- South Tacoma Groundwater Protection District Code Update
- One Tacoma Comprehensive Plan Update – Public Hearing
- Minor Amendments – Public Hearing

(2) Agenda for the March 19, 2025, meeting includes:

- Tideflats Subarea Plan and EIS
- South Tacoma Groundwater Protection District Code Update
- One Tacoma Comprehensive Plan Update – Debrief

H. Communication Items

(1) Communications from Staff

- Additional information from Sound Transit in response to questions raised during the January 15th presentation on the Tacoma Dome Link Extension (TDLE) project.

(2) **Status Reports by Commissioners** – Picture Pac Ave and the TOD Task Force.

(3) **IPS Agenda** – The Infrastructure, Planning, and Sustainability Committee's next meeting is scheduled for Wednesday, February 26, 2025, at 4:30 p.m.; the agenda (tentatively) includes presentations on the Tacoma Urban Forest policy and the Six-Year Transportation Improvement Plan Annual Amendment. (Held at 747 Market Street, Tacoma, WA 98402, Conference Room 248 or virtually at <http://www.zoom.us/j/87829056704>, passcode 614650)

I. Adjournment



City of Tacoma
Planning and Development Services

**Agenda Item
F1**

To: Planning Commission
From: Stephen Atkinson, Principal Planner, Planning and Development Services
Subject: Tideflats Subarea Plan and EIS
Memo Date: February 13, 2025
Meeting Date: February 19, 2025

Action Requested:
Informational Briefing

Discussion:

On December 5, 2024, the Tideflats Steering Committee voted unanimously to forward a Draft Subarea Plan to the City Council and Planning Commission for adoption as part of the City's Comprehensive Plan, One Tacoma. The recommendation was the culmination of 7 years of work and dedication by the partner governments, staff, the Tideflats Advisory Group, and broad community partners and involvement. The Plan represents a first-of-its-kind collaboration between the City of Tacoma, Puyallup Tribe of Indians, Port of Tacoma, Pierce County and City of Fife, based on the [Intergovernmental Work Plan](#). Following the Steering Committee recommendation, the Plan will proceed through the Planning Commission and City Council process for adoption.

On February 19, 2025, the City of Tacoma's two Tideflats Steering Committee representatives, Mayor Woodards and Councilmember Walker, will be joining the Planning Commission to share an introduction into the Steering Committee's Tideflats Subarea Plan recommendation. Following their introduction, staff will provide the Planning Commission with an overview of the Tideflats Subarea Planning process, the [Steering Committee Draft Plan](#), and the next steps and process for Plan adoption and implementation.

For more information on the overall planning process, please visit www.cityoftacoma.org/tideflatsplan.

Project Summary:

The Tideflats subarea planning process is intended to create a shared long-term vision and more coordinated approach to development, environmental review, and strategic capital investments in the Tideflats. Completion of the subarea plan will support the ongoing eligibility for and prioritization of transportation funding in the regional manufacturing and industrial center.

The Tideflats is a unique environment containing shoreline, river deltas, tidal creeks, freshwater and salt marshes, naturalized creeks, and river channel corridors. With an area of



over 5,000 acres of waterfront land providing vital saltwater and estuarian habitat for salmon, shellfish and other marine life, the Tideflats is an economic center that includes industrial and manufacturing and maritime activity in a world class port and is the ancestral lands of the Puyallup Tribe of Indians.

In recognition of the regional significance of the Tideflats, the City of Tacoma, Port of Tacoma, Puyallup Tribe of Indians, City of Fife, and Pierce County have partnered to develop a Tideflats Subarea Plan for adoption by the City of Tacoma as part of the City's Comprehensive Plan.

The Plan area is based on the current Port of Tacoma Manufacturing Industrial Center (MIC) which is defined both in the Puget Sound Regional Council's VISION 2040 as well as the City of Tacoma Comprehensive Plan. However, studies and recommendations from the Plan process will likely extend beyond this Plan area, including the lands immediately adjacent to the MIC and depending on the topic under review (air and water quality, traffic impacts, freight corridors, land use transitions, economic impacts and strategies, etc.).

Prior Commission Actions:

- August 7, 2024 – Briefing on status of Steering Committee Draft Plan
- October 19, 2022 – Informational Briefing on City Council consideration of EIS Alternatives.
- August 3, 2022 – Submitted scoping comments for City Council consideration.
- May 18, 2022 – Overview of SEPA scoping process, proposed alternatives, and engagement.
- March 16, 2022 – Status update on planning progress; reviewed Work Plan.
- October 2, 2019 – Reviewed the Tideflats Subarea Planning Work Plan.
- March 4, 2020 – Provided input on the public engagement plan.

Staff Contact:

- Stephen Atkinson, Principal Planner, satkinson@cityoftacoma.org, (253) 905-4146
- Project webpage: www.cityoftacoma.org/tideflatsplan

Attachments:

- Attachment 1: Steering Committee Letter of Recommendation

cc. Peter Huffman, Director

TACOMA TIDEFLATS



Steering Committee

Victoria Woodards, Mayor, City of Tacoma
 Kristina Walker, Councilmember, City of Tacoma
 Bill Sterud, Chairman, Puyallup Tribe of Indians
 Annette Bryan, Councilmember, Puyallup Tribe of Indians
 Deanna Keller, Commissioner, Port of Tacoma
 Dick Marzano, Commissioner, Port of Tacoma
 Bruce Dammeier, County Executive, Pierce County
 Ryan Mello, Council Chair, Pierce County
 Kim Roscoe, Mayor, City of Fife
 Bryan Yambe, Deputy Mayor, City of Fife

City Council
 City of Tacoma
 747 Market Street, Room 345
 Tacoma, WA 98402

5 December 2024

Tacoma City Council:

It is with great excitement that we present to the City Council, and to our community, the Tideflats Subarea Plan Steering Committee recommendation for the Tideflats Subarea Plan. This Plan is the culmination of more than seven years of dedicated work by the partner governments, their elected representatives and staff, the Tideflats Advisory Group, and the many community members and organizations that have contributed their thoughtful ideas, their passion, and their expertise throughout.

The Tideflats is a unique environment, containing marine shorelines, tidal creeks, and critical saltwater, estuarine, and freshwater habitats necessary to support salmon, shellfish, and other marine life; it is home to Pierce County's Port and largest employment center, directly supporting more than 10,000 jobs, with a broad countywide and regional economic impact; it is surrounded by vibrant, urban, and residential neighborhoods, including Fife's City Center plans for a new TOD neighborhood around the Tacoma Dome Link Extension (TDLE) station, and boasts significant scenic and recreational value; and finally, the Tideflats is part of the ancestral lands of the Spuyaləpabš, or Puyallup Tribe of Indians, who have lived on the headwaters of the Puyallup River since time immemorial and continue to exercise their treaty rights to this day.

This Plan aligns closely with community interests and values by ensuring economic vitality, environmental sustainability, and efficient infrastructure development. The policies are designed to create a balanced approach to development that supports economic growth while protecting the environment and community health. Focus on preserving industrial lands supports the goals of maintaining and expanding our role as a hub for global trade and local economic activity.

This Plan integrates environmental goals that align with the community commitment to sustainability: It includes policies for habitat restoration, brownfield remediation, and the promotion of green industries. These initiatives not only enhance the environmental quality of the Tideflats but also support the community efforts to reduce its carbon footprint and transition to cleaner energy sources.

This Plan prioritizes improvements to transportation infrastructure that are vital for the Manufacturing Industrial Center’s operations. By advocating for the enhancement of freight corridors and the integration of multimodal transportation options, the plan supports efficient freight movement and reduces congestion and impacts on surrounding communities.

This Plan reflects a collaborative approach, involving multiple stakeholders, including the five governments. This inclusive process ensures that the regional perspectives and needs are considered in the planning and implementation phases. The emphasis on ongoing dialogue and coordinated problem-solving among stakeholders fosters a supportive environment for the Plan’s long-term success.

We appreciate your consideration of this years-long work as you drive toward adoption of this plan and integration into the City’s Comprehensive Plan.

Thank you,

Tideflats Subarea Plan Steering Committee

Signed by:
Victoria Woodards, Mayor
746F92FD4C594CD
Victoria Woodards, Mayor
City of Tacoma

Signed by:
Kristina L. Walker, Council Member
7859472F9166438
Kristina Walker, Councilmember
City of Tacoma

Signed by:
Bill Sterud, Puyallup Tribe
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Bill Sterud, Chairman
Puyallup Tribe of Indians

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Annette Bryan, Councilmember
Puyallup Tribe of Indians

Signed by:
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Deanna Keller, Commissioner
Port of Tacoma

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Port of Tacoma

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Bruce Dammier, County Executive
Pierce County

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Ryan Mello, Pierce County Council
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Ryan Mello, Council Chair
Pierce County

Signed by:
Kim Roscoe
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Kim Roscoe, Mayor
City of Fife

Signed by:
Bryan Yambe, Deputy Mayor, City of Fife
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Bryan Yambe, Deputy Mayor
City of Fife

CC: Chair Chris Karnes, and members of the Planning Commission



To: Planning Commission
From: Lauren Hoogkamer, Principal Planner, Neighborhood Planning
Subject: South Tacoma Neighborhood Plan First Review
Memo Date: February 13, 2025
Meeting Date: February 19, 2025

Action Requested:
Feedback

Discussion:

Staff will present an update on the South Tacoma Neighborhood Plan in anticipation of requesting a recommendation to Council in April. The presentation will include a brief status update on the McKinley and Proctor Neighborhood Plans' implementation and an update on the Neighborhood Planning Program.

Project Summary:

Since January 2024, program staff have been working with the South Tacoma neighborhood through the engagement and planning phases. This work included integration with other planning processes, including the Comprehensive Plan, South Tacoma Groundwater Protection District Code Update, South Tacoma Historic Survey, and early scoping for the requested Economic Green Zone. Staff has collaborated with community to prepare the draft plan and actions recommendation for first review by the Commission. Staff will bring back a final draft in April to request a Planning Commission recommendation to Council.

In 2021, City Council provided funding for the Neighborhood Planning Program (NPP) in response to feedback from the Planning Commission regarding a desire for more equitable delivery of service, and to provide a grassroots response to neighborhoods' concerns and vision for the future. The goal of the NPP is to implement a neighborhood's short-term goals while building capacity for larger efforts. The program also supports implementation of the *One Tacoma Comprehensive Plan* and *Tacoma 2025*. In the 2023-24 biennial budget, the Neighborhood Planning Program was included as a permanent program. Due to the recent budget reductions, the program will sunset as of the end of June 2025. The City will not be pursuing additional Neighborhood Plans at this time and Planning and Development Services Department staff will not be actively managing implementation of the existing plans. Program staff will be preparing to hand off future implementation, where possible, to partners in the City and the community. Staff from the Neighborhood Planning Program will continue to support Planning and Development Services' broader communications and engagement efforts while also sharing lessons learned from the Neighborhood Planning Program.

In March 2023, City Council adopted the McKinley Hill Neighborhood Plan. In February 2024, City Council adopted the Proctor Neighborhood Plan. Both plans are currently in the implementation phase.



Planning Commission
South Tacoma Neighborhood Plan
February 19, 2025
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Staff Contact:

- Lauren Hoogkamer, LHoogkamer@cityoftacoma.org
- Anneka Olson, AOlson@cityoftacoma.org
- Alejandra Villeda, Avilleda@cityoftacoma.org

Attachments:

- Attachment 1: Draft South Tacoma Neighborhood Plan

c. Peter Huffman, Director

South Tacoma

Neighborhood Plan

City of Tacoma



Photo Credit: Ryan Givens



DRAFT February 2025

City of Tacoma
Neighborhood
Planning
Program



South Tacoma Neighborhood Plan

**City of Tacoma Neighborhood Planning
Program**

DRAFT February 2025

Puyallup Tribe of Indians Land Acknowledgement

We gratefully honor and acknowledge that we rest on the traditional lands of the Puyallup People where they make their home and speak the Lushootseed language. These lands and waterways are the original and current homelands of the Puyallup Tribe of Indians, of which they have been the stewards since time immemorial. We recognize that planning decisions must be mindfully deliberated as they may have lasting impacts on the Tribe, their land base, and their treaty-protected rights to fish, hunt, and gather. We recognize the importance of and encourage regular, meaningful consultation with the Tribe over land use decisions while preserving the Tribe's treaty rights and supporting tribal self-determination and sovereignty.

Acknowledgements

The following entities and individuals were invaluable in offering their time, wisdom, and insight. The authors of this report wish to express their deepest appreciation to everyone who supported the creation of the South Tacoma Neighborhood Plan, particularly the following key partners:

Elected Officials Mayor Victoria Woodards and members of the Tacoma City Council and the Tacoma Planning Commission, especially District 3 Council Member Jamika Scott and District 5 Council Member Joe Bushnell for their active participation in the planning effort.

Council Member John Hines and former Council Member Connor McCarthy for championing the creation of the Neighborhood Planning Program and providing guidance and support throughout the planning process.

South Tacoma Neighbors, Businesses, and Organizations

A special thanks to the South Tacoma neighborhood, business owners, and organizations who provided input,

attended events, shared ideas, and came together as a community to create a vision for their neighborhood.

South Tacoma Neighborhood Plan Steering Group and Volunteers

Alan Miller, Alicia Klein, Asaph Gaspi, Austin Miller, Brian Arnold, Casey Catherwood, Clover Tamayo, Ellen Talbo Faaluaina Pritchard, Felicity Waldron, Grace Miller, Heidi Stephens, iLeana Areiza, Iris Macias, James Hill, Jonathan Staub, Katherine Raz, Matthew Redden, Melodie Knight, Mercy Macharia, Michele Jones, Paul Cavanagh, Pennie Smith, Perlita Payne, Samralee Richardson, and others who represented neighborhood organizations and businesses.

Former City of Tacoma Planning Commissioner Ryan Givens also volunteered his time to photograph the neighborhood.

Community Partners

South Tacoma Business District Association; South Tacoma Neighborhood Council; Asia Pacific Cultural Center; Parks Tacoma; Puyallup Tribe of Indians; Tacoma-Pierce County Health Department; Tacoma Public Library; Tacoma Public Schools; Tacoma Housing Authority; Metropolitan Development Council Upward Bound, Centro Rendu, Tacoma Tree Foundation, Edison Square/Theory Real Estate, SURGE Tacoma, Habitat for Humanity, and a long list of other local organizations and businesses.

We would also like to thank the following individuals for working with our project team and sharing their expertise: Staff reviewers from the Puyallup Tribe of Indians; Melissa Buckingham, Pierce Conservation District; Svetlana Konotopchik, Russian/Ukrainian Community Ambassador; Iuliia Didkivska, Russian/Ukrainian Community Ambassador; Sandra Garibaldi, Spanish Language Community Ambassador; Katelyn Huynh, Vietnamese Community Ambassador; Heather Shin, Korean Language Ambassador; Lawan Sareth, Khmer Language Ambassador; Alicia Lawver, Tacoma Public Schools; Alisa O'Hanlon Regala, Metro Parks Tacoma; Claire Keller-Scholz, Metro Parks Tacoma; Delia Flores, Metro Parks Tacoma; Jorge Villamil, Metro Parks Tacoma; Iris Macias, Metro Parks Tacoma; Meagan Kula, Metro Parks Tacoma; Darin Stavish, Pierce Transit; Anna Petersen, Pierce Transit; Marcy Boulet, Tacoma-Pierce County Health Department; Alicia Klein, Tacoma-Pierce County Health Department; Erin Dilworth, Tacoma-Pierce

County Health Department; Angee Moore, Tacoma-Pierce County Health Department and other staff; Martha Mattias, Tacoma Housing Authority; Renee Meschi, Equity Action Collaborative; Joey Hulbert, WSU Extension; Pretty Gritty Tours, and many other South Tacoma partners.

City of Tacoma Departments/Offices

Center for Strategic Priorities, City Manager's Office; Community and Economic Development; Environmental Services; Historic Preservation Office; Media and Communications Office; Neighborhood and Community Services; Office of Arts and Cultural Vitality; Office of Equity and Human Rights; Office of Management and Budget; Planning and Development Services; Public Works; Tacoma Public Utilities.

City of Tacoma

Peter Huffman, Planning and Development Services Director; Brian Boudet, Planning Manager; Steve Atkinson, Principal Planner; Shirley Schultz, Principal Planner; Alyssa Torrez, Senior Planner; Ted Richardson, Strategic Initiatives Program Coordinator; Stephen Antupit, Senior Planner; Carl Metz, Senior Planner; Adam Nolan, Senior Planner; Maryam Moeinian, Senior Planner; Reuben McKnight, Historic Preservation Officer; Susan Johnson, Historic Preservation Coordinator; Jennifer Kammerzell, Assistant Transportation Division Manager; Carrie Wilhelme, Senior Transportation Planner; Liz Kaster, Senior Active Transportation Planner; Cailin Henley, Safe Routes to School Coordinator; Eric Huseby, Public Works Assistant Division Manager; Rachel Barra, Transportation Services Analyst; Kristi Lynett, Sustainability Manager; LaKecia Farmer, Senior Sustainability Analyst; Dana Deleon, Assistant Division Manager, Environmental Programs; Shauna Hansen, Principal Engineer; Michael Carey, Urban Forestry Program Manager; Lisa Kenny, Community Trees Program Coordinator; Ryan Hebert, Urban Forestry Analyst; Desiree Radice, Natural Systems Management; Rebecca Solverson, Arts and Cultural Vitality Division Manager; Naomi Strom-Avila, Arts Program Administrator; Ricky Reyes, Public Art Project Manager; Carol Wolfe, Division Manager; Shari Hart, Economic Development Specialist; Debbie Bingham, Business and Economic Development Program Manager; Jennifer Collins Ramos, Account Relationship Manager; Kenny Coble, Community

Engagement Coordinator; Gabe Moalii, Office of Strategy; Liesl Santkuyl, Office of Management and Budget; Linda Robson, Communication Specialist; Ashley Young, Tacoma Venues and Events; Brian Cox, Multimedia Specialist; Maria Teresa Gamez, Language Access Coordinator; Mary Crabtree, Administrative Assistant.

Neighborhood Planning Program

Lauren Hoogkamer, Principal Planner; Anneka Olson, Senior Planner; Alejandra Villeda, Equity Programs Consultant; Leander Swan, Intern; Madeline Borowski, Intern.

Consultant Team

MAKERS Architecture and Urban Design LLC: Julie Bassuk, Partner; Rachel Miller, Senior Associate (project lead), Markus Johnson, Planner/Urban Designer; Ian Crozier, Associate Planner; Queenie Gipaya, Planner/Urban Designer.

In Memoriam



District 4 Council Member Catherine Ushka (July 12, 1968 – May 16, 2024) was a driving force behind the creation of the Neighborhood Planning Program. Council Member Ushka believed deeply in the power of each person to use their voice to make their community better, and she imbued the Neighborhood Planning Program with this ethos. We are incredibly grateful for her leadership and vision.

Welcome letter from Council Members Bushnell and Scott

Hello!

We are so excited to see the South Tacoma community bring forward the South Tacoma Neighborhood Plan! This neighborhood is a historic and cultural center for Tacoma, and this neighborhood plan celebrates the best parts of it while strategizing enhancements for South Tacoma's future.

This plan is a community-led effort, made possible by the work of outstanding and dedicated volunteers who took the time to lead on outreach, navigate difficult conversations, and collaborate to find actionable solutions for the neighborhood. Thank you to every person who volunteered or contributed their thoughts into setting a vision for our community!

How this plan was created is as important as what actions the plan recommends. As Council Members, we greatly appreciate the time and care that went into including the full South Tacoma community and bringing voices to the table that are often left unheard. It was the neighbors that make South Tacoma what it is that put their values at the center of this planning effort, creating a framework built on environmental justice and trauma-informed engagement. This deliberate, compassionate approach was vital in creating a plan that was truly by and for the South Tacoma neighborhood.

We love the vision community has set for South Tacoma and will work towards the day we can all feel safe walking to local businesses and our bustling transit station on pedestrian-friendly streets, under an established tree canopy, past renowned historic landmarks and public art that highlight all the best parts of South Tacoma.

Together we will use this Neighborhood Plan as a guiding document for Tacoma's future. With your help, we will champion implementing these actions in the years ahead, and together we will keep pushing for the change we would



like to see to create a thriving, beautiful, and safe community.

Sincerely,

A handwritten signature in black ink, appearing to read "Jamika Scott". The signature is fluid and cursive, with the first name being more prominent.

Council Member Jamika Scott – Position 3

A handwritten signature in black ink, appearing to read "Joe Bushnell". The signature is very stylized and cursive, with many overlapping loops and a long horizontal stroke at the end.

Council Member Joe Bushnell – Position 5

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Executive Summary

A 4-page executive summary that summarizes the core Plan actions and can be used as a standalone, public-facing document to distribute to the community.



Introduction

South Tacoma is the third neighborhood to develop a formal neighborhood plan under the City of Tacoma's Neighborhood Planning Program.

To create this Plan, South Tacoma neighbors, businesses, and local organizations worked in partnership with the City of Tacoma's Neighborhood Planning Program to identify assets, address challenges, and enhance the neighborhood, as well as support direct implementation of these changes. The South Tacoma Neighborhood Plan (Plan) documents this grassroots vision for the future of South Tacoma, which draws on this process of co-creation with the neighborhood.

Through this community engagement and co-creation process, we heard a desire for safe and connected transportation options for people walking, rolling, biking, and using transit; a healthy and sustainable environment; an active neighborhood center with amenities and economic opportunity, and preservation of historic buildings and small businesses; an inviting public realm that celebrates history and identity and community gathering; and an affordable community with housing attainable for renters and owners.

Goals

This vision is supported by ten goals that are organized under five priority categories, which are:

- **Transportation, Mobility, and Connectivity**
 - Safe Streets
 - Walkability and Connectivity
- **Health and Environment**
 - Healthy, Sustainable Environment
- **Economic Opportunity and Development**
 - Active Neighborhood Center
 - Socially Responsible Development
 - Green Economic Opportunity
- **Sense of Place and Community**
 - Inviting, Accessible, Beautiful
 - Celebrate History and Identities
 - Sense of Community and Gathering
- **Affordability**
 - Affordable Community

About Neighborhood Planning

The City of Tacoma's Neighborhood Planning Program (NPP) provides enhanced planning and development support to help communities create strong, vibrant, and diverse neighborhoods.

Across departments, the City of Tacoma has recently completed or updated multiple plans that guide neighborhood planning and development. These plans have identified a need for more equitable delivery of services and resources, providing short-term and grassroots response to neighborhoods' concerns, and supporting neighborhood identity, vitality, livability, and diversity. The Neighborhood Planning Program complements citywide policies seeking to create a complete transportation system,

See Policy Framework for more about City of Tacoma and other regional policies and plans connected to the South Tacoma Neighborhood Plan.

housing options, economic development, healthy environment, and access to amenities and services for all Tacoma residents. Neighborhood plans are adopted by City Council resolution as implementation strategies of the Comprehensive Plan.

The Neighborhood Planning process includes learning from prior policies and plans, as well as moving beyond these policies towards implementation. The program relies on a co-creation process between residents, businesses and service providers, City departments, nonprofit and community partners, and elected officials to build community capacity and relationships, and to identify implementable, impactful projects. The extensive engagement and community-City-interdepartmental coordination allows the NPP to identify place-based challenges and move forward concrete, doable, community-backed projects.



Neighborhood Plan Approach

Why South Tacoma?

City Council selected South Tacoma as the third neighborhood for the Neighborhood Planning Program for the following reasons:

- The *One Tacoma Comprehensive Plan* guides Tacoma to support livable neighborhood centers, transit-oriented development, and equitable distribution of resources. South Tacoma is already a designated neighborhood business district and zoned as one of Tacoma's Neighborhood Mixed-Use Centers.

- South Tacoma is a low-opportunity area as compared to the rest of the City. According to [Tacoma's Equity Index](#), it ranges from “very low” to “moderate,” indicating that it can benefit from more targeted attention and investment.
- While parts of the neighborhood have received attention through recent planning efforts (such as the Tacoma Mall Subarea Plan, completed in 2018), the Mixed-Use Center and business district had not been the focus of planning.
- An analysis of community engagement conducted as part of the *One Tacoma: Comprehensive Plan* update indicated that South Tacoma was one of the neighborhoods that had been less engaged in past City planning efforts. In addition, community groups have requested that Council provide more focused planning in the neighborhood, for example, the South Tacoma Neighborhood Council's application to Planning Commission for an Economic Green Zone.
- In 2024, multiple planning and implementation efforts led by several City departments and agencies were actively working in South Tacoma (see Policy Summary for more details). The Neighborhood Plan supported coordination between multiple citywide and neighborhood-focused planning efforts being conducted internally and by different agencies to assure alignment.
- South Tacoma has a regional rail station (Sound Transit South Tacoma Sounder Station) and is anticipated to have additional high-capacity transit investments in the coming decade. South Tacoma has seen recent community attention and investment, with new businesses and entertainment venues opening that are attracting a regional audience. However, it has not yet seen much new residential or commercial development in the neighborhood center.
- The neighborhood has significant historic resources within and around the Mixed-Use Center (see Historic Resources). In addition, parts of the neighborhood are “highest precarity” for the housing precarity risk score, according to the Urban Displacement Project.

Proactive planning can help to support equitable planning and development.

Methodology

The Neighborhood Planning Program uses three core methods to research and compile our neighborhood plans, including the South Tacoma Neighborhood Plan: community engagement; resource identification and matchmaking; and technical analysis.

Community engagement. Throughout our planning process, we conduct a robust community engagement process that is both deep and broad to ensure a wide range of voices are heard. With a commitment to equitable engagement, we use a variety of methods to hear from those who are most “hard-to-reach” in our communities. We create tools for people to engage with us, regardless of whether they have 5 minutes or 5 months to spend contributing to the process. We also use a trauma-informed approach to working with communities to recognize past harms and support trust, accountability, and healing.

The feedback that we hear from community members helps to identify community issues, collect community-generated project ideas, and refine our approach to solutions. This process is iterative and relies on ongoing co-creation with interested community members as we map community assets and needs, develop a list of actions, finalize the Plan, and begin implementation.

Resource identification and matchmaking. We work internally with subject-matter experts in other City of Tacoma departments, and with other government agency and organizational and community partners, to understand existing City policies and identify resources for analysis and implementation. Working with this internal steering group, we assess feasibility, refine actions, identify opportunities for “quick wins,” and look for policy and funding alignment for longer-term action steps. Additionally, we invite our subject-matter experts to topic-based meetings with the Steering Group to help community members understand the decision-making process and the opportunities and constraints that need to be balanced.

See Community Engagement Summary to learn more about our engagement approach and what we heard from the South Tacoma community.

Technical analysis. Once we have identified community needs through community engagement and worked with subject-matter experts to assess feasibility, we pull in technical experts to address questions related to transportation planning, urban design, engineering, and other policy issues. We also work extensively with subject-matter experts through implementation. This stage of the work is based on data and ensures that the plan and its recommendations are aligned with City policies and best practices.

Timeline

As the third neighborhood for the new Neighborhood Planning Program, South Tacoma began the planning process in the end of 2023, launched to the public in January 2024, and concluded the planning phase of the project in early 2025. The core methodology of this Plan was an ongoing and iterative process of co-creation with community members, with the following milestones:

Internal and external partner coordination. Neighborhood Planning staff connected and coordinated with external partners (organizations and agencies) and internal Tacoma staff to identify existing programs and available resources to implement projects (summer/fall 2023 and ongoing).

Engagement launch. As part of the Spotlight on South Tacoma event series, Tacoma Neighborhood Planning staff kicked off the project with a virtual Plan-A-Thon and community resource fair, conducted community interviews with key collaborators, did door-to-door to businesses, and completed initial outreach to collect input on key neighborhood issues. The team formed the Steering Group and identified interested residents, business and property owners, and other neighborhood partners (winter 2024). Language and cultural ambassadors conducted in-language outreach in Spanish, Vietnamese, Russian, Ukrainian, and Khmer.

Community values and goals. Staff worked with the Steering Group to review community input and identify Neighborhood Plan values and priorities and organize them into Plan goals. Both of these helped to frame the next phase of the plan, project idea generation (spring 2024).

Project idea generation. The Steering Group and staff conducted another phase of outreach to collect project ideas that would support specific community-identified goals, including an interactive online map, online survey, interactive display boards, focus groups, and "South Tacoma mad libs" at pop-up events at multiple community locations, including youth engagement. Language and cultural ambassadors conducted in-language outreach in Spanish, Vietnamese, Russian, Ukrainian, and Korean (summer-fall 2024).

Draft Plan actions and booster voting. Staff asked internal subject-matter experts to review the draft Plan actions for feasibility. Staff brought the draft Plan actions back to the Steering Group, who identified the projects for community



booster voting. Community members also cast votes on their top community booster projects, with in-person and online voting (fall 2024).

Final Plan and implementation. Staff finalized the draft Plan and actions and took it through public review at Planning Commission and City Council for adoption (spring 2025). Staff identified funding and strategies for priority projects to begin implementation.

See the Implementation Strategy for expected timelines for longer term and multi-phase projects (2025 and beyond).

How to Use this Plan

Who Should Use this Plan: This Plan documents community desires for the future of the South Tacoma neighborhood, as well as alignment with existing resources and City of Tacoma policies. The community can use this Plan both to advocate for these goals and as a roadmap for community-led actions. For the City, community partners, and developers, this Plan should be referenced and incorporated into future work plans, planning processes, policies, and development.

Introductory Chapters. These sections cover the background, purpose, and vision for the South Tacoma Neighborhood Plan, including existing neighborhood conditions, the broader policy context informing the plan, and how we connected with community during the process.

Major Ideas Summary and Recommendations. These sections describe community-identified projects and ideas to strengthen South Tacoma, as well as steps to achieve them. These actions are organized by the Plan's major themes.

Implementation. This section provides a quick reference summary table of all the Plan's actions. It identifies commitment and planning-level cost estimates, intended timeline, and the responsible parties overseeing the action.

Appendices. This section has supporting graphics, documents, and resources that provide more information around policy background, community engagement, findings, and recommendations found in the Plan.

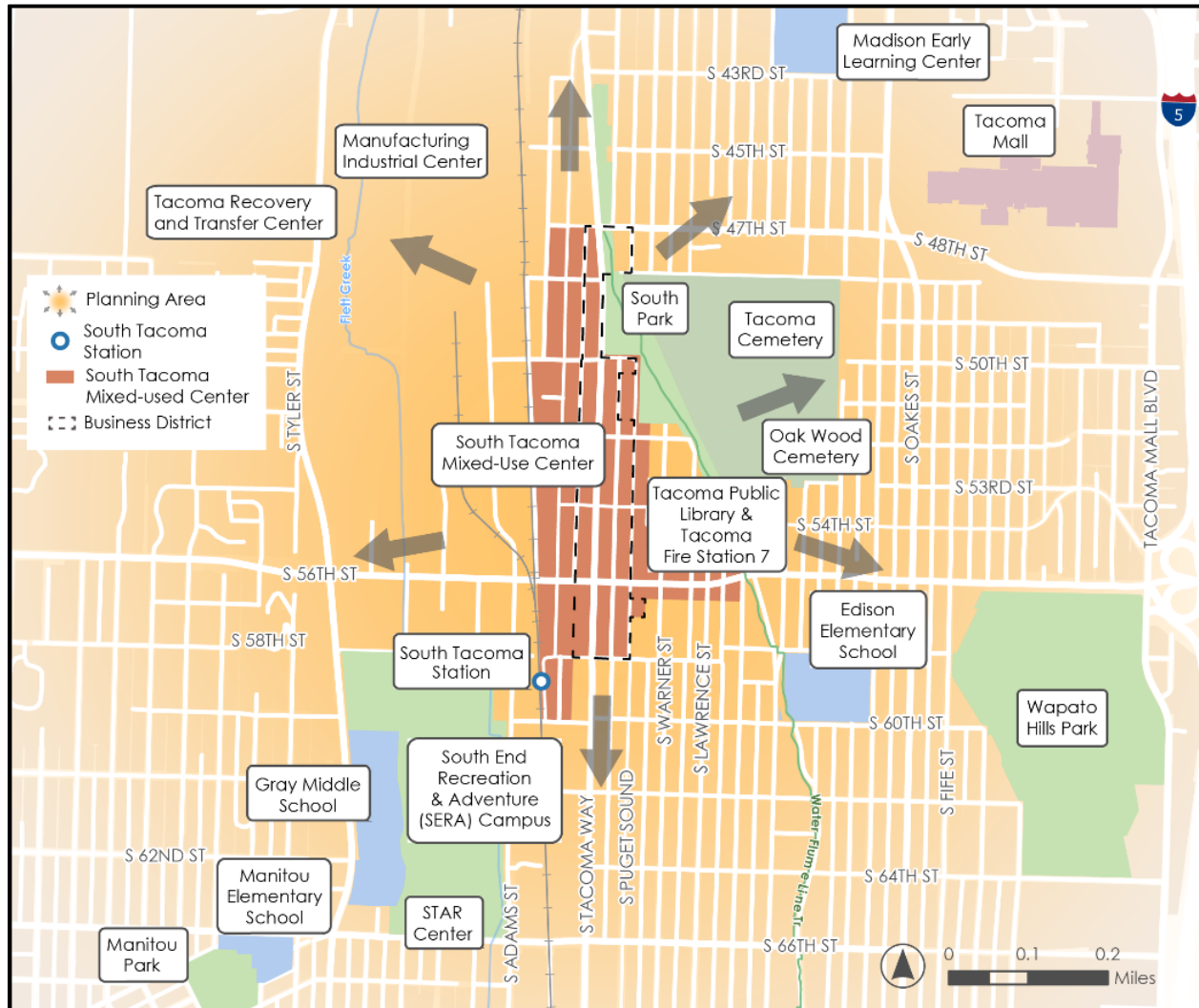


South Tacoma Major Characteristics

Study Area

The South Tacoma neighborhood planning area is located southwest of the [Tacoma Mall Subarea](#) and west of I-5. Tacoma Cemetery is the northernmost significant feature of the neighborhood; Manitou Park is the southernmost; and the city limit on the west and I-5 on the east bounds the neighborhood. The City-defined Neighborhood Mixed-Use Center (MUC) is approximately one-and-a-half blocks on either side of S Tacoma Way between S 47th St and S 60th St and includes the South Tacoma Sounder Station and important institutions such as the Tacoma Public Library South Tacoma Branch and Tacoma Fire Station 7.

Exhibit XX South Tacoma Neighborhood Planning Area



Source: MAKERS (2024)

Major Findings

The following key findings were identified through the Neighborhood Planning process and based on community engagement as well as coordination with subject-matter experts, review of planning documents, and other policy analysis (see Methodology section for more detail).

Regional Assets and City Designations

South Tacoma has several major regional assets and city designations in and around the neighborhood study area that provide both challenges and opportunities for planning in South Tacoma. These designations include:

- Transportation hub: South Tacoma Way corridor and South Tacoma Sounder Station
- Tacoma Mall Subarea
- South Tacoma Way Mixed-Use Center
- South Tacoma Manufacturing Industrial Center (MIC)
- South Tacoma Groundwater Protection District (STGPD)

Transportation Hub: South Tacoma Way Corridor and South Tacoma Sounder Station

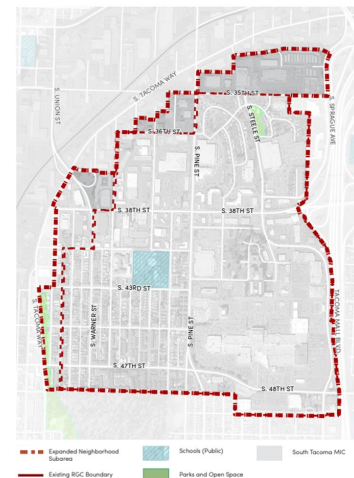
South Tacoma Way is a regional transportation corridor that includes South Tacoma Way and the South Tacoma Sounder Station. South Tacoma Way is a major north-south road that allows travel between downtown Tacoma and the Lakewood, and the South Tacoma Sounder Station allows for commute and special event travel between Pierce, King, and Snohomish County cities.

South of South 56th Street along South Tacoma Way is a stretch of auto-repair shops and car dealerships that serve local and regional needs. However, South Tacoma Way's high traffic volumes and speeds can also create safety issues for all roadway users, and many people reported feeling unsafe when trying to walk, bike, and roll along and across the corridor.

Additionally, in recognition of the fact that it can be challenging for people in the nearby residential areas to reach the South Tacoma Sounder Station safely and comfortably walking or biking, the City and Sound Transit have been working on planned station access mobility improvements, which are anticipated to be constructed by 2030.

Tacoma Mall Subarea

Northeast of the South Tacoma Neighborhood planning area is the Tacoma Mall and the Tacoma Mall Regional Growth Center/Subarea. Already an important regional employment center, in 2018, the City adopted the [Tacoma Mall subarea plan](#) to support future housing and employment growth. The vision for the Tacoma Mall Subarea is a compact, pedestrian-friendly, urban mixed-use neighborhood with a high quality of life, which includes



*Tacoma Mall Subarea Plan
Neighborhood Boundary.*

access to healthy lifestyle choices, services and efficient multimodal transportation options.

Although the Tacoma Mall Subarea has its own specific planning area, the proximity of the two neighborhoods provides an opportunity for the Plan to find ways to make it easier for people living, working, and visiting the area to move comfortably and seamlessly between the two neighborhoods.

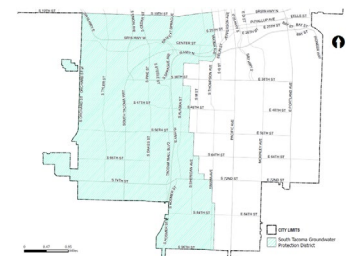
Neighborhood Mixed-Use Center

Tacoma has designated 18 Mixed-use Centers (MUCs) throughout the city. The South Tacoma Way MUC is a Neighborhood Center at the center of the South Tacoma neighborhood planning area. Like other Neighborhood Centers, South Tacoma follows historic city development patterns where commercial districts were built around streetcar lines, buildings were designed for walking and window shopping, and more walkable grid block patterns and buildings are built up to the sidewalk. Immediately outside of the district are many auto-oriented uses and larger lots.

The South Tacoma Way MUC has opportunities to continue being an active commercial district that supports small, local retail. Larger surface parking lots surrounding the business district also offer opportunities for new residential development. However, the presence of two major arterials through the district, as well as auto-oriented land uses, pose ongoing challenges to a pedestrian-friendly environment throughout the area.

Manufacturing Industrial Center

The South Tacoma planning area also includes one of Tacoma's two designated Manufacturing Industrial Centers (MICs). MICs are locations for manufacturing and industrial activity, and are focal points for the City's planned employment, economic development, and facility investments. The South Tacoma MIC is designated as a countywide MIC. The presence of manufacturing and industrial uses in South Tacoma presents opportunities for the expansion of "green" jobs or manufacturing and industrial jobs centered on products or processes that help the world become more sustainable and less carbon intensive.



South Tacoma Ground Water Protection District area map (STPGD).

South Tacoma Groundwater Protection District

The presence of manufacturing and industrial uses in South Tacoma can also present challenges related to the environmental health of the neighborhood. In 1988, Tacoma established the South Tacoma Groundwater Protection District (STGPD) to regulate and protect the South Tacoma groundwater aquifer system from accidental and improper release of hazardous substances from local industrial uses. The STGPD is going through a [code update process](#) that is expected to be finalized in 2025.

Neighborhood Business District

The City-defined Neighborhood Business District runs along South Tacoma Way, between South 47th Street and South 58th Street. Businesses such as restaurants/bars, cafes, barber shops, tattoo parlors, gyms, retail, professional service offices, and a grocery store reside within the business district, and an increasing number of new destination businesses have opened in the district in the past few years, including small and mid-sized entertainment venues that cater to a regional audience.

Community Assets

Community Organizations and Services

South Tacoma is well-served by a variety of public and nonprofit entities, including:

- The South Tacoma Business District Association (STBDA) supports and promotes local businesses in the Neighborhood Business District and the surrounding area. The nonprofit, volunteer-based, South Tacoma Neighborhood Council (STNC) is part of the City's [Neighborhood Council Program](#). The STNC has regular standing meetings, events, and community stewardship activities.
- Service providers such as the Family Housing Network, which provides homeless services, and the Asia Pacific Cultural Center, which provides programs and services that promote greater awareness, understanding, equity, and inclusion of the Asian and Pacific Islander people.



Small businesses along South Tacoma Way in the business district (top) and Tacoma Fire Station #7 (bottom).

- The South End Recreation Area (SERA) campus, which includes a Boys & Girls Club and the Parks Tacoma STAR Center community center.
- Public entities—the South Tacoma Library and Tacoma Fire Station #7—also serve the neighborhood.

Schools, Parks, and Recreation

Edison Elementary, Manitou Park Elementary, and Gray Middle School are the three public schools within the South Tacoma neighborhood planning area.

South Tacoma includes several parks and open spaces. South Park is a tree-lined open space that includes the Water Flume Trail, and Wapato Hills and Manitou parks have playgrounds and large open fields for active play and picnicking. Next to South Park are the Tacoma and Oak Wood Cemeteries, which have large mature trees. Additionally, the SERA campus includes multiple sport fields and a playground.

Several community members noted the lack of formal and informal outdoor public spaces to gather within the business district, as well as a desire for activation of existing green spaces around the larger neighborhood.

People also noted an appreciation for the existing tree canopy in the neighborhood, as well as a desire for enhancing the tree canopy, especially in the parts of the neighborhood with more industrial and commercial uses.

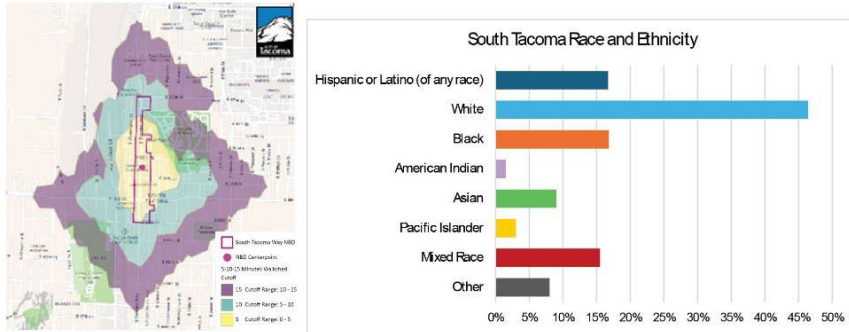
Historic Resources

South Tacoma has a number of historic resources, including several historic buildings that have been determined to be eligible for nomination to local or national historic registers. These historic properties offer opportunities for rehabilitation as well as placemaking and neighborhood storytelling. See *the Neighborhood History section or Appendix A for more detail about South Tacoma's historic resources.*

Demographics and Equity

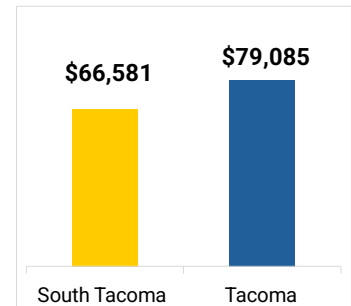
**Note – Race, age, and population Census data comes from a 15-minute walkshed around the center of the neighborhood. Income and housing Census data comes from larger Census Tract data.*

Race and Ethnicity. In 2023, the neighborhood's population was approximately 8,342 people. 24% of the population is under 18 years old and the median age is about 31 years old. South Tacoma is more racially diverse than the city of Tacoma, with South Tacoma being 46% White, 17% Black, and 17% Hispanic or Latino versus the city being 61% White, 10.6% Black, and 12% Hispanic or Latino (ESRI Community Profile Report, 2023; Census Redistricting Data, 2020; P.L. 94-171).



Left: 15-minute walkshed from a central point along South Tacoma Way. Purple is 10-15 minutes, teal is 5-10 minutes, and yellow is 0-5 minutes. Right: The current racial makeup of South Tacoma is 46% White, 17% Black, 1.5% Indigenous, 9% Asian, 3% Pacific Islander, and 15.5% mixed race. Additionally, regardless of race, 16% of the population identifies as Hispanic or Latino.

Income and Housing. South Tacoma has faced historic disinvestment and under resourcing, which is reflected in economic and housing indicators. The neighborhood's median income is approximately \$66,581, which is \$12,504 less than the city's (\$79,085). 51% of households rent their home and 49% of households own their home in South Tacoma. For comparison, the city of Tacoma is 43% renter households and 57% owner households. The [Urban Displacement Project](#) has identified South Tacoma as an area with high housing precarity risk and high residential displacement risk. Lastly, a unique housing characteristic for the neighborhood is about 35% of the housing stock is 80+ years old.



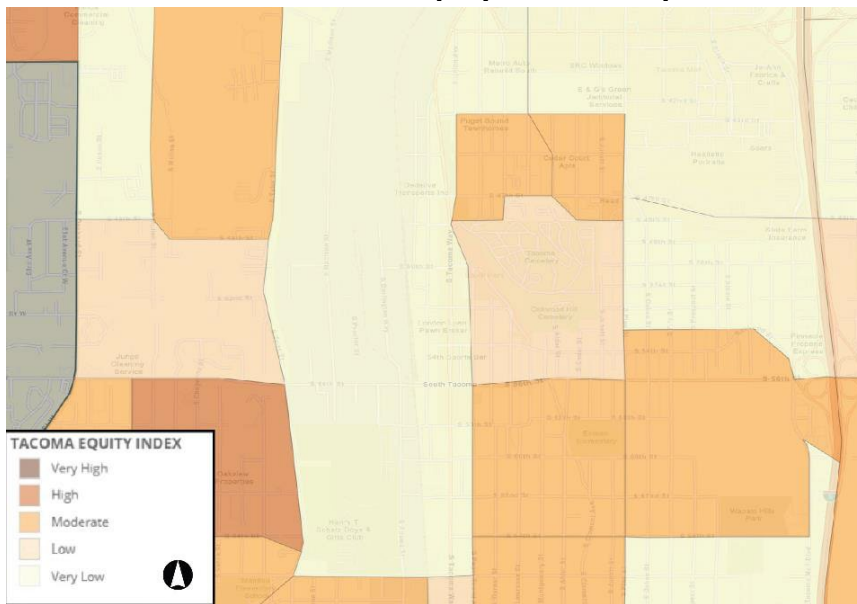
Neighborhood median income for South Tacoma, as compared to the entire city of Tacoma.

Languages. The South Tacoma neighborhood's population proportion that speaks another language other than English (18%) is similar to the rest of the city (ACS 5-Year Estimate, 2022; Table S1601). However, South Tacoma Way's Spanish-speaking proportion (11.5%) is nearly double the City's (6.6%).

Employment. The work force in South Tacoma Way is comprised of 20% service workers, 29% blue collar workers, and 51% white collar workers (Census Redistricting Data, 2020; P.L. 94-171).

Equity Index. South Tacoma rates as a mixture of “moderate,” “low” and “very low” in Tacoma’s Equity Index. Low-opportunity areas may have lower chances at wellbeing, reaching full potential, and sharing in community progress due to limited institutional and societal investments. High-opportunity areas generally have higher quality-of-life indicators due to systems, policies, and practices that resulted in greater investment in those areas. Moderate-opportunity areas have a mix of high and low quality-of-life indicators. The City of Tacoma currently prioritizes investments in low/very low equity index areas.

Exhibit XX. South Tacoma Equity Index Snapshot



Source: Tacoma Equity Index Map (Tacoma, 2024)

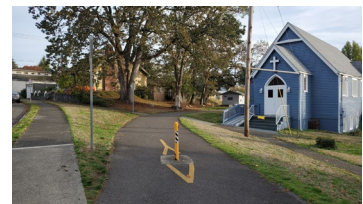
South Tacoma residents have lower incomes, are more likely to rent, and have a higher risk for displacement than the city as a whole. As the equity index shows, the past policies and practices that have prioritized other parts of the city have often left South Tacoma residents with fewer resources and opportunities, underscoring the importance of investing in this community to address historic neglect and to ensure a more equitable future for all residents.

Transportation

Major transportation existing conditions include:

- Commuter rail (Sounder Train, operated by Sound Transit) and multiple bus lines (namely Route 3, a “frequent” bus line, and Route 53, operated by Pierce Transit) serve the neighborhood.
- South Tacoma Way and South 56th Street are major arterials and carry large traffic volumes. This is both a benefit to businesses and residents and a concern for people who are walking, rolling, and bicycling in the neighborhood’s center.
- The Water Flume Line Trail runs generally north-south on the east side of the neighborhood. This shared-use path passes through South Park and connects residents to two elementary schools and a playground.
- Planned Sound Transit Station Area Improvements and Transportation and Mobility Plan (TMP) projects would complete bicycle network gaps and better connect amenities to the neighborhood center.
- Pierce Transit has studied upgrading bus Route 3 into bus rapid transit (BRT) route Stream 2 or 3, connecting downtown Tacoma to Lakewood. An upgrade to BRT would only happen with significant increases in Pierce Transit’s budget and service hours.

Read more about South Tacoma’s existing and planned transportation services in the Transportation, Mobility, and Connectivity Recommendations existing conditions section.



Two sections of South Tacoma Way in the business district (top) and the Water Flume Trail (bottom).

Land Use

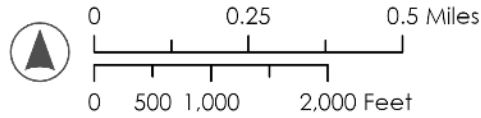
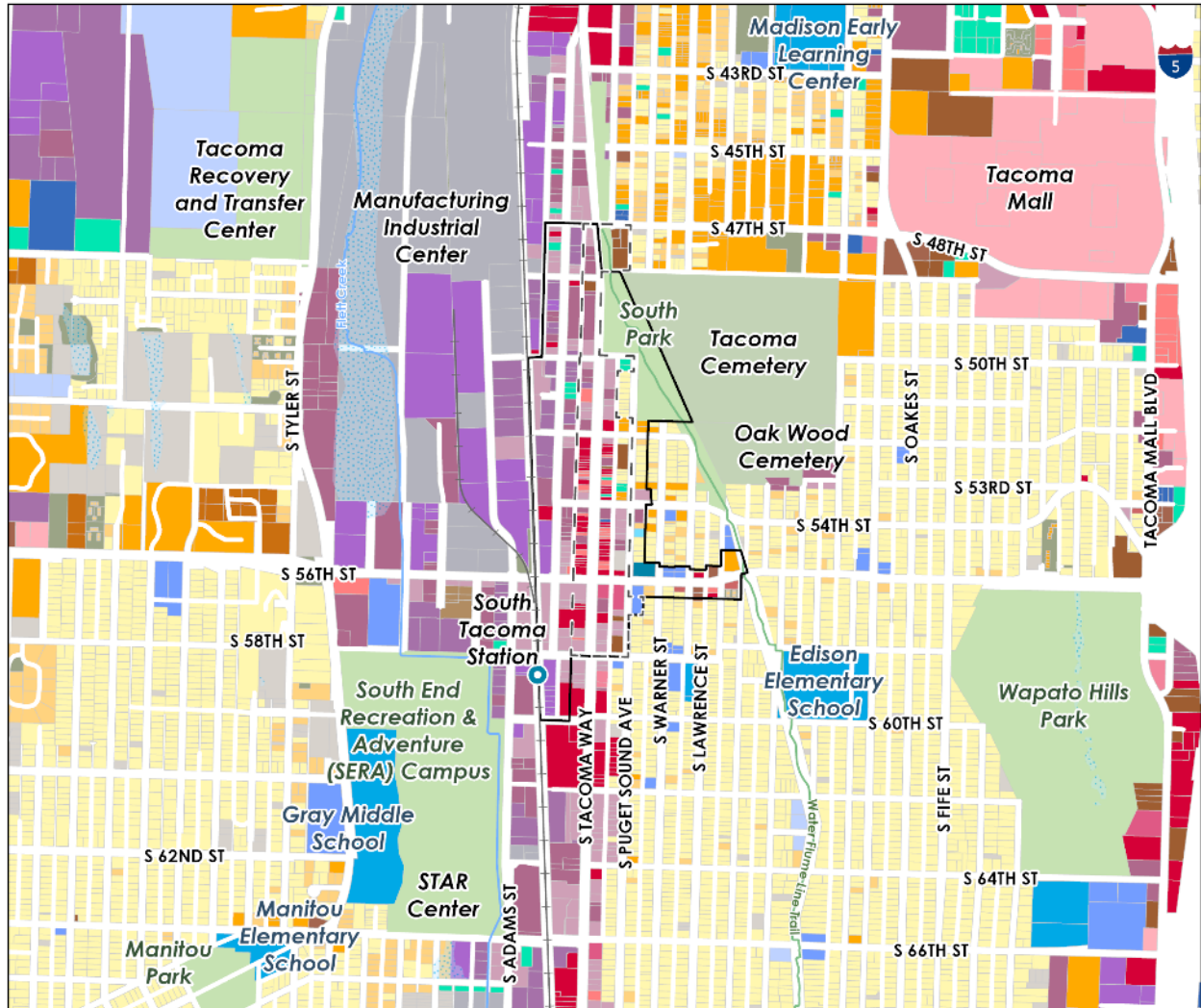
South Tacoma has a significant mix of commercial, industrial, and residential use. Much of the locally owned commercial, retail, and entertainment uses are concentrated along a multiple-block stretch of South Tacoma Way, within the business district. Additional major retail (including many big-box and chain retailers) are located in the Tacoma Mall, northeast of the South Tacoma MUC.

Manufacturing and industrial uses tend to be concentrated in the Manufacturing Industrial Center, while auto-oriented commercial uses extend along South Tacoma Way to the north and south. Residential uses in the neighborhood range from some low-rise apartments and middle housing types within the South Tacoma Way MUC boundary, to primarily single-dwelling structures everywhere else. Several large open spaces exist in the neighborhood, but not all are open to public access.



Commercial, industrial, and residential uses in South Tacoma (top to bottom).

Exhibit XX. Current Land Use Map



- | | | |
|-----------------------------------|------------------------------------|-------------------------------|
| South Tacoma Station | Salons/Barber Shops | Utilities |
| Railroad | General Businesses | Single Family Housing |
| Business District | Auto Retail/Services/Parking | Duplex, Triplex, Quadplex |
| South Tacoma Mixed-Use Center | Convenience Store/Fueling Stations | Multifamily Housing (5+units) |
| Streams | Veterinarian Services | Subsidized Housing |
| Wetlands | Office | Community Land |
| Trails | Manufacturing | Parks |
| Parks | Warehouses | Cemeteries |
| Shopping Center | Medical | Unbuildable Land |
| Retail | Schools (K-12) | Vacant Industrial Land |
| Restaurant/Eateries/Entertainment | Nursery/Daycare | Vacant Undeveloped Land |
| Grocery/Food Market | Libraries | |
| Banks | Religious Services | |

Source: MAKERS, City of Tacoma, 2024

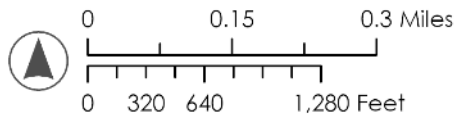
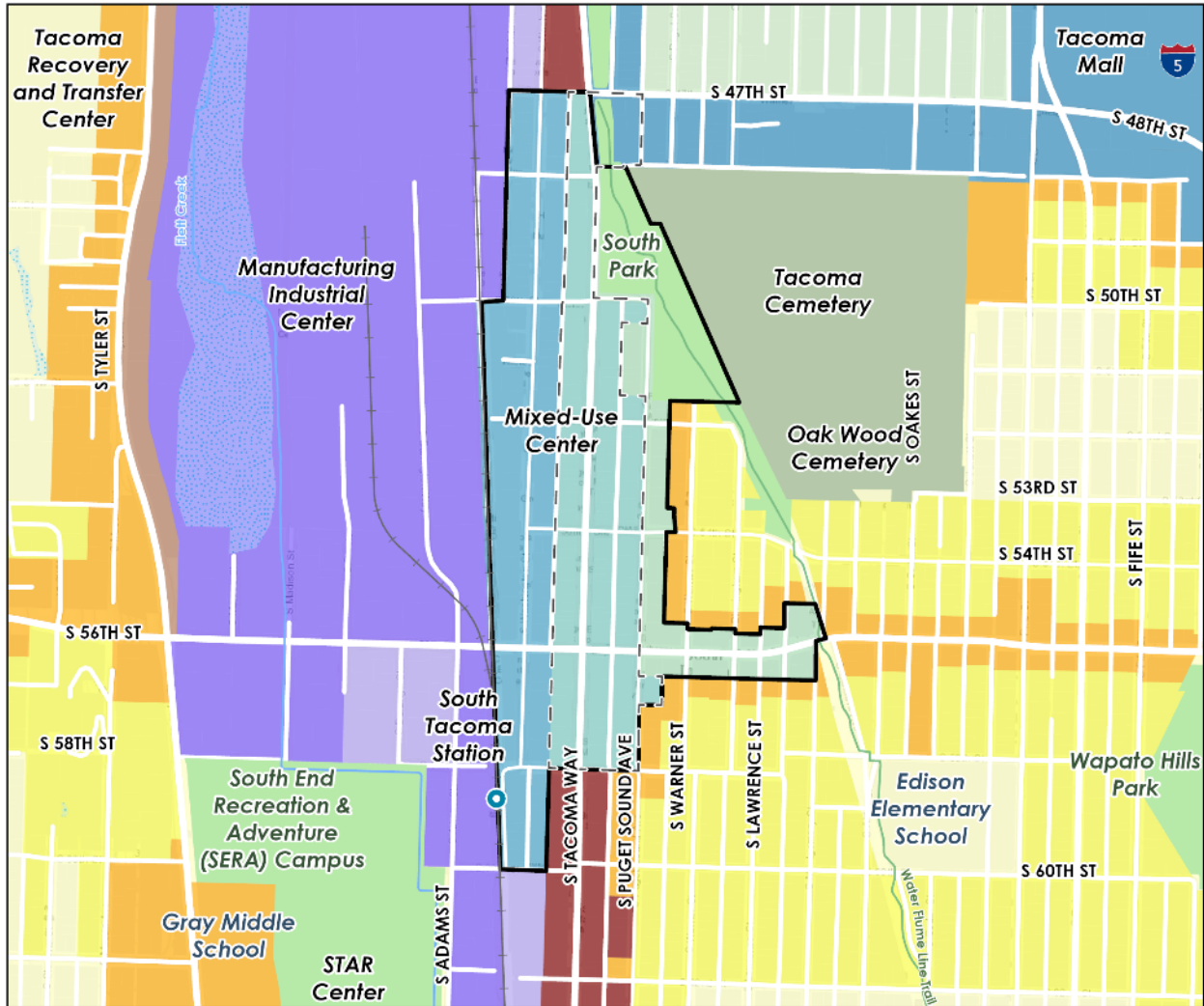
Zoning

Current zoning within the South Tacoma Way MUC includes Commercial Industrial, Neighborhood Commercial, and Residential Commercial Mixed-Use zones. The maximum heights in these zones range from 45 to 75 feet. Around the MUC, the neighborhood is primarily industrial zones to the northwest and commercial zones to the south along South Tacoma Way. Recent zoning changes through Home in Tacoma have the surrounding residential neighborhood zoned to allow middle housing and other low-rise housing types. Tacoma Mall is a Regional Growth Center, allowing more intensive residential and commercial development.



Existing middle and low-rise housing in South Tacoma.

Exhibit XX Zoning Map



- South Tacoma Station
- Railroad
- Business District
- South Tacoma Mixed-Use Center
- Streams
- Trails
- Wetlands
- Parks
- Cemeteries

Zoning

- UR1-Urban Residential 1 (35')
- UR2-Urban Residential 2 (35')
- UR3-Urban Residential 3 (45')
- T-Transitional (35')
- C2-Commercial (45')
- URX-Urban Residential Mixed Use (45')
- RCX-Residential Commercial Mixed Use (60')
- NCX-Neighborhood Commercial Mixed Use (45')
- CIX-Commercial Industrial Mixed Use (75')
- UCX-Urban Center Mixed Use (75')
- M1-Light Industrial (75')
- M2-Heavy Industrial (100')

Source: MAKERS, City of Tacoma, 2024

Historic Resources

Neighborhood History

Development Periods

The development periods for the South Tacoma neighborhood are intended as a general organizational structure to contextualize events relevant to the commercial district's development up through the present.

- Pre-contact
- Contact and Early Settlement (1792-1872)
- Railroad Growth, Naming, and Annexation (1873-1903)
- Neighborhood Establishment and Early Growth (1904-1922)
- Automobile Development, Depression, and World War II (1923-1945)
- Post-War Development (1946-1974)
- Recent Years (1975-present)

Information about the history of the area taken from the *South Tacoma Mixed Use Center: Reconnaissance and Intensive Level Survey* (Northwest Vernacular and SJ Martin Cultural Resource Services, 2024).

Pre-contact

South Tacoma is located within the ancestral homeland of the Puyallup people, who have called the region home for thousands of years. The rivers and sea were critical to their lifeways, for both travel and the abundant natural resources. They hunted wild game, fished the rivers, collected shellfish, and harvested berries. They carved canoes from cedar trees and used the bark for basket weaving. The Puyallup Tribe of Indians continue to make their home in and around Tacoma.

Contact and Early Settlement (1792-1872)

White Euro-Americans first had contact with the Puyallup and other Coast Salish people in the late 18th and early 19th centuries. Captain George Vancouver of Great Britain and his crew were the first Europeans to sail into Puget Sound in June of 1792. Nearly thirty years later in 1824, members of the Hudson's Bay Company (HBC) launching from their post at Astoria, Oregon, traveled north to the Puget Sound. Over the next several years, the HBC moved steadily north of the Columbia and nine years later, in spring 1833, established Fort Nisqually alongside Seguallitchew Creek, 12 miles east

of present-day Olympia. Lieutenant Charles Wilkes and his crew charted the waters of Puget Sound, including Commencement Bay in 1841. The conversion of the area's land to ranch land began the process of altering the landscape in the area that is now known as South Tacoma.

In 1846, Britain and the United States signed the Oregon Treaty establishing the international border at the 49th parallel, with the U.S. now the sole occupying power in the Puget Sound area. Congress passed the Donation Land Claim Act of 1850, which incentivized American settlement in the Oregon Territory. Washington became its own territory in 1853 out of the northern half of the Oregon Territory. After the Oregon Treaty, Americans began moving onto the PSAC ranchland, which according to an 1855 survey extended up to the present-day South Tacoma area. The Medicine Creek Treaty (1855) then formally transferred ownership of tribal land to the U.S. government, which then opened that land up for settlement by White Americans. By 1869, there were a number of American land claims in the area—including ones by John Neisson, John Rygney, W. P. Dougherty, and John Bradley—and the PSAC closed its farms in 1870. The area then came to be called Hunt's Prairie. The shift to homesteading from ranching in the area further altered the landscape and prepared it for the arrival of more White Americans and supporting infrastructure (e.g., roads, railroads, and towns).

[Railroad Growth, Naming, and Annexation \(1873-1903\)](#)

In July 1873, the Northern Pacific Railroad announced the selection of Tacoma on Commencement Bay as the western terminus for the railroad's transcontinental line. Soon after the announcement, the railroad began building north towards the Puget Sound from Kalama on the Columbia River. On December 16, 1873, the railroad arrived in Tacoma and the first train traveled between Tenino and Tacoma later that afternoon. The rail line between Kalama and Tacoma was called the "Prairie Line" and connected in with the Northern Pacific's main branch through other railroads.

In 1890, the Northern Pacific Railroad relocated its railway shops from downtown Tacoma to an area along the Prairie Line branch, south of the burgeoning city. At the time the area was called Edison, part of present-day South Tacoma. Carloads of machinery arrived at the new railway car shops throughout the first few months of 1891 and a crew of 10,



Ca. 1908 photograph of railroad tracks and buildings in South Tacoma including some of the Northern Pacific Shop buildings. Amzie D. Browning Collection BROWNING-079. Courtesy Tacoma Public Library.

under the supervision of Engineer Biehler, worked to set up the shops. As work was underway to get the shops up and running, the city of Tacoma annexed Edison (or South Tacoma) on April 17, 1891. When the new shops opened in late December 1891, they featured machine shops, a cooling plant, power plant, water well and tank, welding plant, kilns, and new and old rail car sheds. The new railroad buildings ran along the railroad tracks and extended from 56th Street to South Tacoma Way. At their heyday, the shops employed about 1,000 Tacomans.

As the Northern Pacific shops were under construction, the city planned for growth in Edison, extending the Wapato Park Belt Line railway (also known as the Oakes Addition motor line) to the new shops to provide easy commuting for workers. When completed, the streetcar line connected Edison with the intersection of 9th and Railroad streets in a 9-minute ride.

A boon to the new neighborhood was the establishment of a post office in 1891 at the intersection of Orchard and South 58th Street; however, the post office was named Excelsior not Edison. Many residents refused the new name and instead pushed for "South Tacoma" to be the moniker for the neighborhood. Eventually with plans underway for the Northern Pacific car shops, developers began to promote Edison and the surrounding area, platting the land for sale to encourage new construction near the Northern Pacific shops. The first plats filed in South Tacoma, establishing the street grid and lot and block patterns, included Cascade Park, Excelsior Park, Lookout Park, Monticello Park, and the Elmwood addition in 1889. Hunt's Prairie followed in 1890. Excelsior Park Land Company purchased large tracts of land in 1890, divided them up into lots to sell for a profit in anticipation of the opening of the Northern Pacific Railway shops.

Amidst this development in South Tacoma, the city of Tacoma annexed South Tacoma (to South 64th Street) into the city limits in 1891. With this annexation ultimately came additional services from the city, like fire, water, and electricity. In July 1893, the city of Tacoma purchased a water system from Charles B. Wright and the beginnings of an electric utility. South Tacoma played a key part in

expansion of water service in Tacoma as the city leased an industrial well for fire protection.

By 1896, according to the Sanborn Fire Insurance maps covering South Tacoma, the neighborhood's business district was concentrated along Union Avenue (now South Tacoma Way) around its intersections at S 52nd and 54th streets, just a few blocks east of the Northern Pacific car shops. Buildings were largely wood-frame and one to two stories in height. Boardinghouses, small stores, saloons, and hotels dotted the landscape. Key developments included a fire station at the northwest corner of South Puget Sound Avenue and South 52nd Street along with a few churches like the Asbury United Methodist Church. Businesses in the neighborhood included the Edison Livery & Feed Stable and the Union Mill Company lumber yard.

[Neighborhood Establishment and Early Growth \(1904-1922\)](#)

Significant development occurred during this period within South Tacoma. Much of the infrastructure to support the emerging working-class community was constructed in the early years of the 1900s. Projects included expanded water and electricity service, paved roads and sidewalks, a fire station and public library. A 1907 article in *The Tacoma Daily Ledger* indicated that construction was booming in South Tacoma, stating "From present indications there will be no dull season in real estate in this section of the city."

This period begins with the establishment of a new South Tacoma post office building in 1904, with the post office relocating to a newly constructed building at 5020 Union Avenue S. Originally intended as a two-story building, only the first floor was completed for the post office.

Another important 1904 development for South Tacoma was the re-grading and re-graveling of the "Edison Road" between S Wilkeson Street and South Tacoma and mostly aligns with the current South Tacoma Way corridor. The road had originally been constructed in the 1870s with minimal improvements in the 1890s. Prior to the road work, Street Foreman Snyder stated the previous condition of the road "made driving more of a torture than a pleasure. This development significantly added business deliveries to and



1924 view of South Union Ave. (later to be known as South Tacoma Way), part of South Tacoma's business district. Marvin D. Boland Collection BOLAND-B10178. Courtesy Tacoma Public Library.

from downtown and made the road suitable for automobiles.

The road was considered the gateway between downtown Tacoma and the prairie to the south beyond South Tacoma. The prairie area was considered picturesque with several “driveways” for natural scenery that drew driving tourists. But despite the 1904 improvements, South Tacoma residents continued to request road improvements. In 1909, the city acquired the Union Pacific right-of-way down Center Street, which would provide an easier route to downtown with the construction of a connector road. Both the city and the South Tacoma business owners lacked the funds necessary to make the improvements and it took until 1912 for the final paving to occur. There were continued efforts to improve the road over the next decade, but lack of funding limited a more full-scale development of the motorway through South Tacoma until the 1920s.

The first auto-related development in South Tacoma occurred during this time, with establishment of an auto sales and repair shop near South 54th Street and South Union Avenue. Others followed, including Tacoma Knight Motor Co. (5032 South Tacoma Way) in 1917 and South Tacoma Garage and Machine Shop (5629-31 South Tacoma Way) in 1919.

During this period, new and expanded industries added to the neighborhood's economy and led to increased construction. Savage Fuel Company (1907), National Foundry (1907), Northwestern Improvement Company's briquetting plant (1906), and W. H. Kenworthy & Son (1907, 1912) all developed or expanded their facilities adjacent the railroad tracks in the first decade of the 20th century.

A flurry of commercial construction also occurred during this building, many of them masonry. These included a drug store for Frank Tilotson & Co., a store building for Peter Leonard, and building for William Jensen. The nearby industrial buildings, like the South Tacoma Mill operated by Addison & Hill, furnished many of the materials needed for these new buildings. Key businesses established in South Tacoma during this time included the North Pacific Bank (1906, at South 56th Street and Union Avenue/ South Tacoma Way), Piper Funeral Home (1910, later moved to 5436 South Puget Sound Avenue in 1914), and the Realart

Theater (1920, 5414 South Tacoma Way). The Odd Fellows Hall opened on Union Avenue in 1920.

By 1912, according to the Sanborn Fire Insurance maps covering South Tacoma, the neighborhood's business district remained concentrated along Union Avenue (now South Tacoma Way). Buildings were largely wood-frame and one to two stories in height, but there were several brick commercial buildings within the commercial core. A notable difference between the 1912 and 1896 Sanborn maps was the increase in density along Union Avenue, with fewer undeveloped blocks, and multiple blocks of residential development to the south and east.

Automobile Development, Depression, and World War II (1923-1945)

The automobile-oriented character of South Tacoma developed during this period, with significant improvements made to Pacific Highway and auto-related buildings and businesses established in the neighborhood. The last portion of Pacific Highway was completed in 1923, marking the beginning of this development period and a new era of growth for South Tacoma.

With completion of a Pacific Highway, which ran through South Tacoma along Union Avenue (now South Tacoma Way), South Tacoma's automobile character was cemented. Union Avenue was renamed as South Tacoma Way in 1926. The Dodge Brothers Motor Cars opened in a concrete building in 1924. Hansen Motor Co. moved into the South Tacoma Garage & Machine Shop in 1927, operating as a Chrysler dealer. The shift to automobiles in the neighborhood was further emphasized when buses replaced streetcars on South Tacoma Way in 1938.

Construction during this period shifted away from the wood-frame buildings of previous decades and consisted primarily of masonry (brick or concrete) buildings. New businesses and development in South Tacoma during the 1920s included the Piggly Wiggly and Stop'n Shop Variety stores and the Highway Drug Co. building, all on South Tacoma Way.

Another key business during this time was the founding of Pacific Match Company in 1924 by O. V. Snyder and F. J. Cronkie, which produced wooden matchsticks until closing



This view of the South Tacoma Business District was taken from just north of South 54th Street looking south on South Tacoma Way. September 28, 1942. Richards Studio D13481-30 Courtesy Tacoma Public Library.

in 1964. Kenworthy Grain & Milling Company added a new feed mill to their property in 1922.

After the Great Depression swept the nation during the 1930s, construction slowed in South Tacoma. Then in 1934, Norton Clapp loaned the Herbert Brown family, through Herbert's son Bill, \$4,000 to purchase a former grocery store at 4734 South Tacoma Way, which the Brown family converted to a floral business, Brown's Flowers. The Opal Tavern at 5226 South Tacoma Way opened in 1935, run by owners Hugh C. McGavick, Arthur E. McGinley, and Elias P. Rowe. Arthur K. Jordan launched his baker business, Jordan Baking Company, in 1937 in Old Town before moving to a new location at 5233 South Washington Street in South Tacoma in 1939.

During World War II, a USO center was opened to provide recreation opportunities to soldiers. The USO center was given to the city Parks Department in 1944 (it has since closed and been demolished).

Limited construction that remains occurred in the survey area between 1938 and 1942, with no construction occurring between 1943 and 1945. However, South Tacoma experienced significant business growth during the war years with not only increasing population in the lakes district further south, but the growth of the nearby military installations. An August 27, 1941, article in *The Tacoma Times* stated that South Tacoma's "ship has come in" with the success of its business district.

Post-war Development (1946-1974)

After World War II ended, the automobile continued to dominate in South Tacoma. In 1956, the *Tacoma Star* called South Tacoma Way the "Automotive Main Street of the Pacific Northwest" with an automotive directory for the 57 auto-related businesses on the street.

Early post-war construction in the South Tacoma business district occurred on South Washington Street, in the more industrial area rather than the prime commercial corridor along South Tacoma Way. This reflects that South Tacoma Way had largely been built out at this point in time.

Brown's Flowers expanded in the years immediately after the war, when Bill Brown returned from military service. Bill and



A marked and lighted crosswalk on South Tacoma Way as photographed at night on May 29, 1949. Richards Studio D42516. Courtesy Tacoma Public Library.

his wife expanded and remodeled their building on South Tacoma Way and added a large greenhouse, two-story conservatory, and a corsage room. Steve's Café, later known as Steve's Gay Nineties, opened on South Tacoma Way in 1951. It was one of the first businesses in Tacoma to obtain a cocktail license and it was a popular spot in the neighborhood for 27 years.

A Franklin Food Store opened in South Tacoma in 1946 relocating from 5408 South Tacoma Way to a new, larger building at 5250 South Washington Street. In addition to being much larger, this store also featured an adjacent, lit parking lot, reflecting the emphasis on personal driving for errands. In 1955, the store building was remodeled and reopened as a Piggly Wiggly supermarket under new ownership and management.

The South Tacoma Post Office relocated in the 1950s, moving into a new one-story concrete building at 3503 South 56th Street in 1951. According to statistics presented by acting Postmaster John P. McMonagle at the dedication ceremony, the post office's annual receipts had grown to \$85,000 annually, up from only \$15,000 in 1928. These figures demonstrated the sheer growth of South Tacoma and that previous rural character of the neighborhood was no more; in fact, all remaining rural routes run by the post office were eliminated in October 1951.

Social and religious organizations expanded during this period, with several constructing new buildings or additions to existing buildings during this time. Asbury United Methodist Church, a longtime congregation in South Tacoma, built an education building (Hope Hall) in 1953, followed by a new sanctuary in 1954, and an addition to the new sanctuary in 1965. These new buildings replaced the former 1892 church building that had been moved to the site ca. 1901. Other new additions to the neighborhood included the South Tacoma Masonic Center (1953) and the Tacoma Eagles Aerie No. 3 (1955).

Other 1950s and 60s developments that occurred in South Tacoma, reflecting a more mid-20th design aesthetic, included a few professional buildings, stores, and buildings with "drive-thru" access. The South Tacoma Branch of the American Savings & Loan Association opened in 1956 at 3501 South 58th Street and a Farmers Insurance Company

building opened in 1960 at 5025 S Tacoma Way. The Northern Pacific Bank added a drive-thru to its existing building in 1971. Another large-scale grocery store in Tacoma, Food King, announced plans for a new store in South Tacoma in November 1962.

Modernization efforts of existing buildings also marked this period. The Piggly Wiggly expanded its supermarket at 54th and Washington and the Kelly Furniture Company and J.C. Penny Store modernized their storefronts. Then in 1968, the Jensen Building was remodeled in a completely modern design, designed by architects Harris, Reed and Litzenberger.

In October 1965, the Tacoma Mall opened just east of South Tacoma. Land that had previously been homes and farmland became an enclosed shopping center. It opened with 55 stores and added an additional 17 stores within its first year. The Mall, which had an impact on downtown shopping as department stores relocated to the new destination, did serve as a nearby employer for South Tacoma residents. However, completion of construction on the north-south Interstate 5, immediately east of the new Tacoma Mall, routed the auto traffic off of South Tacoma Way (Highway 99) and away from South Tacoma.

A new South Tacoma branch of the Tacoma Public Library opened in 1968 at 3411 South 56th Street.

Despite the mid-20th century improvements to the neighborhood, a significant impact to the district's economy occurred in 1974. The Northern Pacific Railroad merged with Burlington Northern Railroad, resulting in closure of the Northern Pacific shops, the initial economic driver for development in South Tacoma.

[Recent Years \(1975-present\)](#)

South Tacoma remains an interesting mix of commercial, residential, and light industrial uses even today. After the opening of the Tacoma Mall and the closure of the Northern Pacific shops, the South Tacoma business district declined for a period as businesses closed. In recent years, rail traffic has re-emerged as an important element in South Tacoma, when Sound Transit opened the South Tacoma commuter rail station in 2009. Many new businesses, from restaurants to retail, have opened in the last decade.

See Appendix A for all potentially eligible buildings in South Tacoma identified in the 2024 *South Tacoma Mixed Use Center: Reconnaissance and Intensive Level Survey*.

Historic Resources. According to the City of Tacoma's *South Tacoma Mixed Use Center: Reconnaissance and Intensive Level Survey* (Northwest Vernacular and SJ Martin Cultural Resource Services, 2024), there are no National Register of Historic Places (NRHP)-, Washington Historic Register (WHR)-, or Tacoma Register of Historic Places (TRHP)-listed properties or historic districts within the study area. The survey did not include properties outside of the Mixed-Use Center, so does not include properties that may be eligible outside of that boundary.

There is one NRHP-, WHR-, and TRHP-listed property east of the study area (within a half mile):

CA. Built Date	LISTED DATE	ADDRESS	REGISTER NAME	REGISTER STATUS
1910	2000-04-21	5302 South Junett Street	Tacoma Mausoleum	National Register; Washington Heritage Register, Tacoma Register

Potentially Eligible Properties. The report found that there are 30 individual resources potentially eligible, including NRHP eligible resources, for the City of Tacoma Register of Historic Places (TRHP) and 17 individual resources potentially eligible for the National Register of Historic Places and Washington Heritage Register.

Potential Historic Districts. The report also found that there are two areas recommended eligible as historic districts:

- The area generally along either side of South Tacoma Way between South 52nd Street and South 56th Street and west along South 54th Street to South Washington Street. This area contains approximately 64 percent contributing historic resources and is recommended eligible as a historic district—the South Tacoma Historic District.
- The area generally on either side of South 56th Street between South Washington Street and South Hood Street and the Sound Transit railway right-of-way. This area contains 100 percent contributing historic resources and is recommended eligible as a historic district—the Kenworthy Grain and Milling Company Historic District.

See **Economic Opportunity and Development and Sense of Place and Community** for recommended actions related to the preservation and interpretation of historic resources and themes.



Community Engagement Summary

Community engagement was the driving force behind the creation of the South Tacoma Neighborhood Plan, and staff worked closely with community members every step of the way to co-create the community engagement process and Neighborhood Plan recommendations. The engagement process prioritized an equitable, trauma-informed approach to ensure that interactions were sensitive to the diverse experiences of community members. In total, the Plan included more than **1,300 “engagements”** (as noted in the table below)—ways that community members interacted with the planning process, including surveys, event attendance, surveys, participation in the steering group, booster voting, and more.

The South Tacoma Steering Group requested that we apply a trauma-informed framework to recognize the impacts of harms the community has faced and support accountability, transparency, healing, and reconciliation. To that end, the Office of Equity and Human Rights was brought in to consult and Neighborhood Planning staff are in the process of attaining certification in Trauma Informed Engagement and Healing. Additionally, multilingual resources and outreach efforts were integral to making engagement accessible to South Tacoma's diverse population, ensuring that language barriers did not hinder participation.

Event summaries for each of the major events listed below can be found in Appendix B and summaries of surveys and maps can be found in Appendix C.

Community engagement for the South Tacoma Neighborhood Plan began with the **Engagement Launch**, which mapped out neighborhood assets and opportunities with interviews, Plan-A-Thon kickoff event, and the formation of the South Tacoma Steering Group before moving into **Community Priorities and Goals**: a community priorities survey in multiple languages and coordination with the Steering Group to identify core values to guide the Plan. This informed **Project Idea Generation**: pop-up events, online engagement tools (surveys and interactive map), and Steering Group meetings that solidified key priority areas and crowd-sourced projects and actions for the Neighborhood Plan. Next, **Draft Plan Actions and Booster Voting** (helped reach as many community members as possible and confirm that the Plan captured the neighborhood's vision. Implementation is ongoing, led by South Tacoma Steering Group members.

Exhibit XX Community Engagement Timeline

	Date	Engage-ment type	Audience	# of people	Event/meeting goal
Ongoing: Internal and External Partner Coordination					
South Tacoma Neighborhood Planning Steering Group	March 2024 - Ongoing	Monthly meetings	Application process and recruitment for representative group to reflect different community interests and needs	30	Co-create ongoing Neighborhood Planning efforts, give feedback, and guide priorities and implementation
Internal Partners Steering Group	Fall 2023 - Ongoing	Meetings	City of Tacoma internal partners	~25	Internal coordination on Plan feasibility and implementation
Key Stakeholder Engagement	January 2024 – Ongoing	Briefings	Key stakeholders, e.g. business owners, South Tacoma Neighborhood Council, South Tacoma Business District Association, Asia Pacific Cultural Center, etc.	20+	Ongoing coordination with identified stakeholders and possible implementation partners
PHASE 1: Engagement Launch					
Targeted Community Interviews	January – March 2024	Interviews	Key stakeholders and organizations who live, work, or visit South Tacoma	~13	Understand community context; identify challenges and opportunities; listen to voices less heard in planning.
Spotlight on South Tacoma: Community Conversation	January 25, 2024	In-person event and roundtable	Anyone who lives, works, or visits in South Tacoma	~70	Hear the community's questions about upcoming City of Tacoma initiatives and other projects; identify future collaboration
Plan-a-Thon Kickoff event	February 29, 2024	Virtual event	Anyone who lives, works, or visits in South Tacoma	35	Brainstorm ideas to improve or enhance the neighborhood and

					engage attendees in the Plan
Spotlight on South Tacoma: Open House	March 21, 2024	Event	Anyone who lives, works, or visits in South Tacoma	~70	Provide opportunities for the community to speak with subject matter experts working in South Tacoma; opportunities to learn about ongoing City and community collaboration
Phase 2: Community Priorities and Goals					
Neighborhood Planning Community Priorities Survey	January – May 2024	Survey	Anyone who lives, works, or visits in South Tacoma	114	Assess initial goals and thoughts on challenges and opportunities
Multi-lingual Community Priorities Survey	April – May, 2024	Survey	Anyone who lives, works, or visits in South Tacoma	92	Assess initial goals and thoughts on challenges and opportunities from the perspective of multi-lingual people—reaching people who speak Spanish and Vietnamese. Supported by Language Ambassadors.
South Tacoma Walking Tour	April 13, 2024	Event	Anyone who lives, works, or visits in South Tacoma	~40	Exploring the neighborhood's history and identity and engaging people in the Plan.
Mt. Tahoma High School Youth Focus Group	June 10, 2024	In-person activity	Students of Mt. Tahoma High School	~15	Interactive activities providing opportunities for youth to share their vision for their community.
Walk and Roll to School Day	June 17, 2024	Event	Children and families who live, work, or play in South Tacoma	~30	Connect with neighbors and other school families.

Phase 3: Project Idea Generation					
South Tacoma Mixed-Use Center Historic Walking Tour	July 18, 2024	Event	Anyone who lives, works, or visits in South Tacoma	~15	Share results of the Historic Survey and point out buildings that are eligible for historic recognition.
Virtual Project Ideas Interactive Map	July – October, 2024	Virtual Activity	Anyone who lives, works, or visits in South Tacoma	70	Identify location-specific challenges, project ideas, and assets
Project Ideas Survey	July – October, 2024	Survey	Anyone who lives, works, or visits in South Tacoma	24	Collect feedback on priority areas and collect ideas for additional Plan actions
STAR Center Summer Bash	August 23, 2024	Event	Anyone who lives, works, or visits in South Tacoma and/or anyone who visits STAR Center events	40	Collect feedback on more specific project ideas and plan actions to support Plan goals
The Fernseed Pop-Up	August 30, 2024	Event	Anyone who lives, works, or visits in the Haunted Farmers' Market and The Fernseed	80	Collect feedback on more specific project ideas and plan actions to support Plan goals
Outreach to Spanish, Vietnamese, and Korean-Speaking Communities	September, 2024 – Ongoing	Events, in-person activities, surveys, and more	Anyone who speaks Spanish, Vietnamese, and/or Korean and who lives, works, or visits South Tacoma	100+	Collect feedback on more specific project ideas and plan actions from multi-lingual communities. Supported by Language Ambassadors.
Outreach to Spanish-Speaking Businesses	September 10, 2024	In-person outreach	Spanish-speaking business staff in South Tacoma	2	Collect feedback on more specific neighborhood needs and issues from Spanish-speaking business owners and staff.
Slavic Focus Group	September 19, 2024	Focus group (in person)	Russian and Ukrainian speakers who live, work, and	14	Collect feedback on more specific project ideas and plan actions from

			visit South Tacoma		the perspective of Russian and Ukrainian speakers
Edison School Pop-Up	September 25, 2024	Event	Kids and families attending the back-to-school open house	40	Collect feedback on more specific project ideas and plan actions from youth and their families
Ludwig Senior Focus Group	September 25, 2024	Focus group (in person)	People who live in the Ludwig Apartments in South Tacoma	10	Collect feedback on more specific project ideas and plan actions from low-income senior and disabled residents
The Hive Co. Pop-Up	September 28, 2024	Event	Anyone who lives, works, or visits South Tacoma	30	Collect feedback on more specific project ideas and plan actions
Phase 4: Draft Plan Actions and Booster Voting					
Destiny Festival	October 27, 2024	Event	Anyone who lives, works, or visits South Tacoma	35	Tabling outreach to vote on how to spend \$50,000 on for Plan implementation projects
Under the Big Top Community Resource Fair	December 7, 2024	Event	Anyone who lives, works, or visits South Tacoma	21	Tabling outreach to vote on how to spend \$50,000 on for Plan implementation projects
Santa Parade	December 14, 2024	Event	Anyone who lives, works, or visits South Tacoma	87	Tabling outreach to vote on how to spend \$50,000 on for Plan implementation projects
Voting tables at STAR Center and Library	January 2025	Display board	Anyone who lives, works, or visits South Tacoma	68	Booster voting tables set up in community locations for 1-2 weeks
Online Community Booster Voting	October 2024 – January 2025	Online budget	Anyone who lives, works, or visits South Tacoma	152	Online voting on how to spend \$50,000 on for Plan implementation projects

Summary of Community Engagement

Ongoing Engagement

South Tacoma Steering Group (March 2024 – Ongoing)

In monthly Steering Group meetings, almost 30 volunteers—representing neighborhood residents, businesses, and nonprofit organizations—reviewed ongoing Neighborhood Planning efforts, gave feedback, and guided priorities and next steps.

To recruit the Steering Group, staff were guided by an effort to ensure that we were elevating the voices of at-risk communities (those who have historically been marginalized in government decision-making) as well as engaging key parties who are already active in creating the future of South Tacoma (see Exhibit XX below). Then, staff created a list of key neighborhood institutions and a matrix of different entity types to ensure a broad range of perspectives were included. Staff conducted outreach directly to key neighborhood parties to invite them to participate in the steering group and opened an application process to ensure inclusion of voices from neighborhood organizations, local institutions, and various expertise and lived experiences (e.g., transportation, environment, arts, as parents of students in neighborhood schools, property owners, students, tenants, etc.)

The Steering Group began their work by agreeing on community values, and then used those values to guide the identification of community priorities and Plan goals (see Major Ideas Summary for more information).

In fall 2024, Steering Group members participated in a prioritization activity for draft Plan actions and reviewed all the draft actions as a large group, walking through specific changes and additions to draft actions. They also identified and selected the five Community Booster Projects (see below) that would be shared with the community.

In winter 2025, Steering Group members reviewed the final actions and winning booster projects, as well as supporting strategy for implementing the Plan.



Steering Group members draft goals (top) and meet to refine the draft Plan actions (bottom).

Exhibit XX South Tacoma Steering Group Recruitment Matrix

Impacted ↑ High ↓ Low	PRIORITIZE At-risk communities Requires significant collaboration or planning may not meet community needs. Focus on empowering these voices.	COLLABORATE Influencers Requires significant collaboration or adoption and implementation could stall.
	INVOLVE Concerned residents or bystanders Inform and consult to confirm baseline conditions and community interests and values.	LEVERAGE Potential advocates Inform and consult as needed to build and maintain advocates.
	Low Influence High →	

Internal Partners Steering Group (Ongoing)

Internal City of Tacoma staff in a variety of City departments (Community and Economic Development, Public Works, Environmental Services, etc.) and agency partners (Tacoma Public Utilities, Parks Tacoma, Pierce Conservation District, etc.) met monthly to hear about community priorities and project ideas and lend their expertise and resources. These internal partners shared feedback on project feasibility and identified opportunities for funding and alignment with other ongoing efforts. Subject-matter experts attended relevant Steering Group meetings to guide the decision-making process through Phase 2 and reviewed final recommendations for feasibility in Phase 3.

Key Partner Engagement (January 2024 – Ongoing)

Coordination and regular presentations to identified neighborhood parties, such as the South Tacoma Neighborhood Council and the South Tacoma Businesses District, kept these partners informed during the process and involved for future collaboration on implementation tasks. Additionally, door-to-door outreach was conducted with local businesses to collect contact information, and members of the South Tacoma Business District collaborated with the team to engage additional business owners effectively.

Phase 1: Engagement Launch Winter/ Spring 2024

Targeted Community Interviews (13 people/organizations)

Engagements were conducted through in-person, phone, or virtual interviews, based on participants' preferences. These interviews lasted about 45 minutes and gathered insights about assets, challenges, and opportunities in South Tacoma. The focus of these interviews was to connect with key neighborhood stakeholders, as well as hard-to-reach communities, who also shared ideas about successful ways to reach the South Tacoma community throughout the planning process.

For more about what we heard in a variety of community surveys, focus groups, and interviews, see Appendix C.

Participants included business owners; people who live in South Tacoma (renters and owners); social service providers, including people connected to immigrant or refugee providers; and people who are associated with business/manufacturing efforts in the neighborhood.

What we heard:

- Assets include: relatively affordable housing and commercial spaces for small businesses; gathering spaces and places that build community, such as STAR Center and Asia Pacific Cultural Center (APCC); historic buildings; community events; diverse and multicultural community; and regional connectivity due to Sounder Station and proximity to I-5
- Challenges include: concerns around traffic and mobility safety; crime and personal safety; mitigating impacts from industrial development; and a lack of

community resources (ex: lack of pharmacies) and community capacity to advocate for the neighborhood

- Opportunities include: Activating outdoor gathering spaces in the business district and expansion of existing community spaces (Ex: APCC); beautifying the business district, including murals; connecting community members to industrial/green jobs
- Ideas for engaging the community: take a trauma-informed approach, including a focus on youth engagement and environmental justice communities; provide compensation where possible; align with existing organizations and spaces to conduct outreach

Spotlight on South Tacoma: Community Conversation (52 attendees)

The first of three events of the Spotlight on South Tacoma event series, Spotlight on South Tacoma was an opportunity for community members to voice questions and concerns about upcoming City of Tacoma initiatives and other projects. A Q&A panel with City staff aimed to answer key questions, and participants were invited to submit questions via a virtual platform.

The event was promoted via a mailed postcard to the broader neighborhood, as part of an event series including the Virtual Plan-A-Thon Kickoff Event and the Spotlight Open House.

What we heard:

- Key themes: Environment and Sustainability, Transportation Impacts, Public Health and Safety, and Community Amenities
- Desire for an increase in tree canopy, access to park and greenspace, public seating and access to education
- Concerns about industrial development on air, water and soil; bridge industrial warehouse, South Tacoma aquifer. Traffic, pedestrian safety and homelessness



Community members gathered at Star Center for the Spotlight on South Tacoma

Virtual Plan-A-Thon Kick-Off Event (35 attendees)

Attendees learned about the Neighborhood Planning Program before breaking into small groups to identify neighborhood assets, challenges, and opportunities in the South Tacoma Neighborhood. The event was also an opportunity to learn about participating in the Neighborhood Plan steering group.

What we heard:

- Desire for better pedestrian infrastructure and traffic calming; space for gathering in the business district
- Concern about local air and water quality, and environmental impacts of new industrial development; crime and impacts on local businesses; and transportation safety
- Neighbors want easier access to essential businesses, such as grocery stores



Attendees gathered on zoom at the Virtual Plan-A-Thon kickoff event

Spotlight on South Tacoma: Open House (70 attendees)

The third and final event of the Spotlight on South Tacoma event series, the Open House was an opportunity for community members to come and talk with City of Tacoma and partner organizations about upcoming initiatives and programs the City is working on to address community concerns, and how to get involved. Community members were able to speak with subject matter experts working in South Tacoma, including Parks Tacoma, Tacoma Tree Foundation, and Sound Transit, as well as City of Tacoma departments including the Public Works Department, Neighborhood Planning, and Environmental Services.

A handout detailing summaries of key projects was available at the event and online in Russian, Ukrainian, Spanish, Vietnamese, Korean, and Khmer. Language ambassadors were present as well for in-person interpretation in Spanish, Russian, Ukrainian, and Vietnamese.



A participant at the Open House speaks with Council Member Joe Bushnell

Phase 2: Community Priorities and Goals, Summer/ Fall 2024

Neighborhood Planning Community Priorities Survey (114 responses)

Respondents shared initial thoughts on issues and assets in the neighborhood, suggested improvement ideas, and told us how the Neighborhood Planning process should keep them informed in the future via an online survey.

What we heard:

- Appreciation for the neighborhood's diversity, business district, historic building and architecture, local businesses, community events and neighborhood safety
- Support for street lighting, more green spaces and preserving tree canopy, improvement to parks and recreational areas, local businesses, and community events
- Concerns about development, crime and homelessness, environmental concerns (protection for the South Tacoma aquifer), and car speeding and congestion

Multi-lingual Community Priorities Survey in Spanish and Vietnamese (92 responses)

The Neighborhood Planning team worked with language ambassadors to adapt the online survey in English into a paper survey that could be filled out in-person with language ambassadors.

What we heard:

- Community concerns include homelessness, housing affordability, social and health services, access to transportation/ transit, and preservation of neighborhood character
- Community assets include library, Asia Pacific Cultural Center, Latine restaurants, community gathering spaces
- Community opportunities include improvements to more crosswalks, bike lanes, more trash cans, access to parks, and an emergency care clinic

South Tacoma Walking Tour (40 attendees)

In collaboration with Pretty Gritty Tours, this walking tour explored the neighborhood's vibrant history and unique identity. The tour started at 5050 South Tacoma Way and ended in front of the historic Odd Fellows Hall. The tour highlighted historic landmarks and gathering spaces, the role of the Northern Pacific Railway in shaping the South Tacoma Business District, and the history of faith communities in the neighborhood.



People attend a South Tacoma historic walking tour, led by Pretty Gritty Tours

Mt. Tahoma High School Youth Focus Group (20 attendees)

Engaged high school students in the early planning process and allowed for students to speak to their vision for their community. Students provided comments by using post-it notes on display boards or through the online Community Priorities Survey.

What we heard:

- Students appreciate good bus routes, wide range of food options, murals, and cultural diversity
- Students identified challenges such as homelessness, poor road conditions and traffic signals poorly timed for people walking
- Strong desire for more streetlights, parks and recreation activities, grocery stores, public art, bike lanes, and more greenery, including flowers and plants



Mt. Tahoma High School outreach event

Walk and Roll to School Day (30 attendees)

Held at Manitou elementary to support students biking and walking to school, this pop-up event was an opportunity to hear from parents about transportation safety and to celebrate recently installed bike infrastructure around the school.



Students and families gather for Walk and Roll to School at Manitou Elementary

What we heard:

- A desire for traffic calming on South Tacoma Way, angled back-in parking on South Tacoma Way and South Washington Street, speed camera enforcement, speed bumps, improving bus stop amenities, tree maintenance, and neighborhood welcome signage
- Concerns about new industrial development and possible traffic impacts on the environment and public safety and health due to homelessness
- Preserving/reusing historic buildings, using underutilized parking lots to redevelop with housing and businesses, and supporting small legacy businesses

Project Ideas Survey (24 responses)

The survey was open from July 10 to October 1, 2024, to gather community input on actionable steps and long-term goals for the neighborhood. The 10-question survey, based on feedback from earlier engagement activities, focused on collecting ideas for actions that could support the 10 Plan goals.

What we heard:

- Respondents prioritized three of the ten goals as top priorities: safe streets; healthy and sustainable environment; and walkability and connectivity
- Actions included goals to enhance the Water Flume Trail, reduce traffic, plant trees, improve traffic calming and pedestrian safety (including roundabouts), and increase transit access
- Concerns about warehouses being built and air quality

Summer and Fall Pop-Up Events (200+ comments)

Staff held 'pop-up events' at a number of existing community events to gather input and ideas for specific project actions for the Plan. These events provided opportunities for residents to share their perspectives and connect with the planning team using "South Tacoma Mad Libs," cards that had key goal areas listed and invited



Community members sharing ideas for project actions at the Fernseed pop-up at the Haunted Farmers Market

participants to add specific actions that would support those goals. Events included:

- **Star Center Summer Bash (August 23)**
- **The Fernseed Pop-Up during the Haunted Farmers' Market (August 30)**
- **Edison Elementary School Pop-Up during back-to-school open house (September 25)**
- **The Hive. & Co Pop-Up during the Haunted Farmers' Market (September 28)**

What we heard:

- Community wants more street fair events, benches on South Tacoma Way, trash cans, more parking, traffic calming (ex: speed bumps), ADA sidewalks, bike lanes, more trees, grocery stores, community gardens, food bank, and a health clinic
- Concerns about gang activity, safety, homelessness, affordable housing, and groceries
- Preserve historic buildings; enhance public gathering spaces



Family sharing ideas for project actions at Edison Elementary (top) and at STAR Center Summer Bash (below)

In-Language Engagement and Focus Groups

We made it a priority to hear from community members who are often left out of traditional planning conversations. Staff organized two focus groups, one with Russian and Ukrainian-speaking residents and another with low-income seniors and individuals with disabilities. We also conducted direct outreach to Spanish-speaking businesses to understand their specific concerns as employers in the district.

To ensure meaningful engagement, we collaborated with individuals fluent in Russian, Ukrainian, Spanish, Vietnamese, and Korean, who have deep cultural connections to the communities they represent. These conversations provided participants with a space to share their values, concerns, and visions, helping to shape a neighborhood plan that reflects the diverse experiences and needs of all residents.

Outreach to Spanish-Speaking Businesses (2 businesses)

What we heard:

- Improve bus routes, address homelessness, and more trees
- Challenges specific to businesses include lack of parking and low customer turnout during weekdays
- Would like to see more community engagement and financial resources/support to all businesses, including BIPOC and immigrant/refugee businesses

Slavic Language Focus Group (14 participants)

The focus group was facilitated with the support of Slavic language ambassadors. Participants shared their experiences and provided suggestions on how to improve public spaces, transportation, and community services to better meet the needs of immigrant families and long-term residents.

What we heard:

- Improve sidewalks, bike lanes, and ADA ramps; expand bus routes; add speed cameras; plant more trees/flowers, and maintain/or upgrade playgrounds
- Desire for sense of community and welcoming spaces for immigrant communities, such as adding Slavic books in libraries and more cultural festivals
- Concern over public safety and affordability of housing

Focus Group at Ludwig Apartments (10 participants)

Residents participated in a discussion about the resources, services and improvements needed to make South Tacoma more accessible and safer for seniors and individuals with disabilities. Their input focused on transportation safety and access to essential services.

What we heard:

- Improve lighting (around Water Flume Trail) and improve sidewalk condition, especially for those with disabilities; improve accessibility around community garden

- Speeding on South 56th Street makes it challenging to cross and access the business district (especially for those with mobility challenges and using wheelchairs)
- Add food lockers, permanent food bank services, and a local clinic/urgent care/pharmacy; concern about lack of support for people experiencing homelessness
- Improve bus route frequency; concerns about bus drivers not waiting for elderly to board on bus

Language Access Outreach: Spanish, Vietnamese, and Korean- Speaking Communities (100+ residents)

Language ambassadors fluent in Spanish, Vietnamese and Korean helped reach 100+ multi-lingual community members, who filled out a paper survey with different community priorities identified in the Plan.

What we heard:

- Improve crosswalks and sidewalks, fix potholes, and increase bus stops; add street cameras, streetlights, and speedbumps
- Add amenities like benches, trees/flowers, plants, community garden, trash cans
- Desire for a local clinic, food bank, and grocery store,
- Support equitable hiring, support for small businesses, and funding and resources for emergency housing
- Concerned about street racing, gun violence, affordable housing, rental assistance
- Support migrants and cultural acceptance and recognition, including through cultural events and community mural project

Phase 3: Draft Plan Actions and Booster Voting, Winter 2024

Community Booster Voting (363 participants)

To support implementation of the Plan, the program set aside \$50,000 to implement community-identified priorities. The South Tacoma Steering Group selected five projects that were put to the community for a vote, with the goal of funding the top two winning projects. The following projects were considered:

1. Business District Amenities
2. Support Signature Community Events
3. Programs and Spaces for Youth and Seniors
4. Interpretive Signage
5. Tree Planting

Community members were able to vote online via the Social Pinpoint page, and staff attended three in-person community events to collect votes. Additionally, voting stations were set up at STAR Center and the South Tacoma Library. Events included City of Destiny Festival, the Tacoma Santa Parade, and Under the Big Top Community Resource Fair.

Each community member received a total of two votes to distribute between the five projects. A total of 363 community members cast 687 votes to select the following top two projects:

- Tree Planting
- Programs and Spaces for Youth and Seniors and Signature Community Events (tied)



Community booster voting online and at community events



Recommendations

The following recommendations are organized under the five major focus areas—Transportation, Mobility, and Connectivity; Health and Environment; Economic Opportunity and Development; Sense of Place and Community; and Affordability.

For definitions of technical terms included in the Recommendations section, see the Glossary.

Each section includes:

- **Background information** about the topic area, existing conditions, policies, and community concerns/interests
- **Major objectives** identified through the community engagement process
- **Feasible actions** to implement the objectives
 - **Key Implementation Opportunity.** Indicates key partnership opportunity for implementation
 - **Booster Project Idea.** Opportunities for the community booster project, to be funded through the Neighborhood Planning Program funding
- **Timing.** Short-term projects begin implementation within 1-2 years, medium-term projects within 3-5 years, and long-term projects 5+ years

- **Responsible City department** or external partner (if known) follows the action in parentheses
- **Budget estimate**, if known
- **Alignment with other plans or policies**

Responsible Parties

Arts	Office of Arts and Cultural Vitality
AHAS	Affordable Housing Action Strategy
BD	Business District
CED	Community and Economic Development
Comm	Community organizations and/or residents
Ecology	Washington State Department of Ecology
ES	Environmental Services
HP	Historic Preservation Office
LIB	Tacoma Public Library
NCS	Neighborhood and Community Services
P	Parks Tacoma (formerly Metro Parks)
PDS	Planning and Development Services
PT	Pierce Transit
PTOI	Puyallup Tribe
PW	Public Works
STBDA	South Tacoma Business District Association
STNC	South Tacoma Neighborhood Council
TPCHD	Tacoma-Pierce County Health Department
TPS	Tacoma Public Schools
TPU	Tacoma Public Utilities
TVE	Tacoma Venue & Events
UD	Urban Design Studio
UF	Urban Forestry (Environmental Services)

Budget Estimate

Low	Less than \$50,000
Medium	\$50,001 – \$150,000
High	\$150,001 – \$500,000
Major Project	Greater than \$500,000
NE	Not yet estimated
NA	No cost associated with action
Funded	Funding already identified

Policy Alignment

AHAS	Affordable Housing Action Strategy
CP	Comprehensive Plan
EGZ	Economic Green Zone
PTLRP	Pierce Transit Long Range Plan
PTSSP	Parks Tacoma System and Strategic Plan
SRTS	Safe Routes to School Action Plan
STGPD	South Tacoma Groundwater Protection
STHS	South Tacoma Historic Survey
TMAP	Tacoma Mall Art Plan
TMP	Transportation and Mobility Plan
VZAP	Vision Zero Action Plan

Action Reference

TMC	Transportation, Mobility, and Connectivity
HE	Health and Environment
EOD	Economic Opportunity and Development
SPC	Sense of Place and Community
A	Affordability



Transportation, Mobility, and Connectivity

Community members expressed strong interest in slowing car speeds; increasing walkability, bikeability, and accessibility; and improving active transportation connections to the business district and other parts of the city, especially along South Tacoma Way.

Existing Conditions

Major Roads and Human Environment.

South Tacoma's transportation is oriented around the major arterials of South Tacoma Way (traveling north-south) and South 56th Street (traveling east-west), which both carry large traffic volumes. South Tacoma Way is a 4- to 5-lane arterial with street parking on both sides. Street racing, speeding, other unsafe driving practices, and large traffic volumes have led to people feeling unsafe and uncomfortable while moving around the neighborhood, whether they drive or use active

Goals

- 1. Safe Streets** – Increase safety on South Tacoma streets by reducing dangerous vehicle activity impacting drivers, pedestrians, people riding bikes, and property.
- 2. Walkability & Connectivity** – Safely and comfortably connect South Tacoma residents to amenities and the rest of the city by improving infrastructure for people walking, biking, and rolling (i.e., wheelchair, stroller), and transit network and service.

transportation—walking, rolling, and biking

Tacoma's **Vision Zero Action Plan** (VZAP) identifies a high-risk network (i.e., safety challenges for people traveling by any mode) citywide, including along the following streets in South Tacoma (see Exhibit XX):

- South Tacoma Way
- South 56th Street
- South Tyler Street
- South 47th Street
- South 66th Street
- South Warner Street
- South Oakes Street

In the business district core (between South 52nd Street and South 56th Street), a planted median, wide sidewalks, human-scale storefronts, and a mix of retail and entertainment make this an area with potential to be a great pedestrian environment. However, South Tacoma Way's large traffic volumes and high speeding make many feel unsafe. Additionally, outside of the core, some stretches are especially auto-oriented, especially where street parking is not utilized, which makes the road feel very wide and allows for fast traffic. In these locations, adjacent land uses (including auto-oriented commercial) cater to a vehicular rather than a human scale.

Tacoma conducted a Vision Zero Road Safety Audit on South Tacoma Way in 2024. Major recommendations include pedestrian-scale lighting, replacing left turn lane with median in northern segment, studying a 4 to 2 lane reconfiguration and back-in angled

parking in the business district core, installing traffic calming elements (e.g., speed cushions, median, parallel parking, narrowing lanes), and ADA accessibility and crossing improvements throughout (see Action TMC-1 below).

Bicycle and pedestrian Infrastructure.

Existing infrastructure includes:

- The Water Flume Line Trail – a shared-use path running north-south on the east side of the neighborhood connecting South Park, a playground, residences, and two elementary schools.
- Protected bike lanes on two blocks of South Washington Street between South 56th Street and South 58th Street that connect the MUC to South Tacoma Station.
- A sharrow on South Puget Sound Ave connects to a bike lane on the same street further south and to the Water Flume Line Trail to the north.
- South 54th Street bike lanes that turn to sharrows at South Clement Ave, connecting the MUC to Tacoma Mall Blvd.
- A sharrow along most of South 58th Street connecting the South Tacoma Station to the Water Flume Line Trail.
- South 66th Street bike lanes that connect bike lanes on South Tyler Street and the STAR Center east-west, across the train tracks to bike lanes along South Puget Sound Ave. This is the only bike facility that crosses the railroad.

- Sharrows on South Fife Street between South 48th Street and South 54th Street connecting the neighborhood to the Tacoma Mall.

The **Transportation and Mobility Plan** (TMP) calls for improved bikeways and neighborhood greenways (pending adoption in Spring/Summer 2025) as mapped on Exhibit XX.

Sound Transit and the City of Tacoma have committed to **station access improvements** around South Tacoma Sounder Station, with improvements planned to be finished by 2030. Locations for these projects are likely to include:

- South 56th Street walking and bicycle connection to station
- South 58th Street walking and bicycle connection to station
- South 60th Street walking and bicycle connection to South Puget Sound Ave
- South Pine Street protected bike lanes connecting South Fife Street and Tacoma Mall near a Scott Pierson Trail trailhead

Transit. Existing transit service includes:

- **Commuter rail.** The South Tacoma Station is served by the S line of the Sounder rail network, connecting Lakewood, Tacoma, and Seattle with seven round trips that run every weekday. See information above

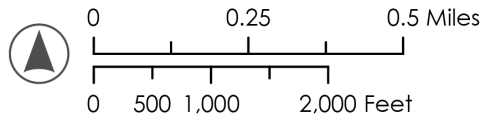
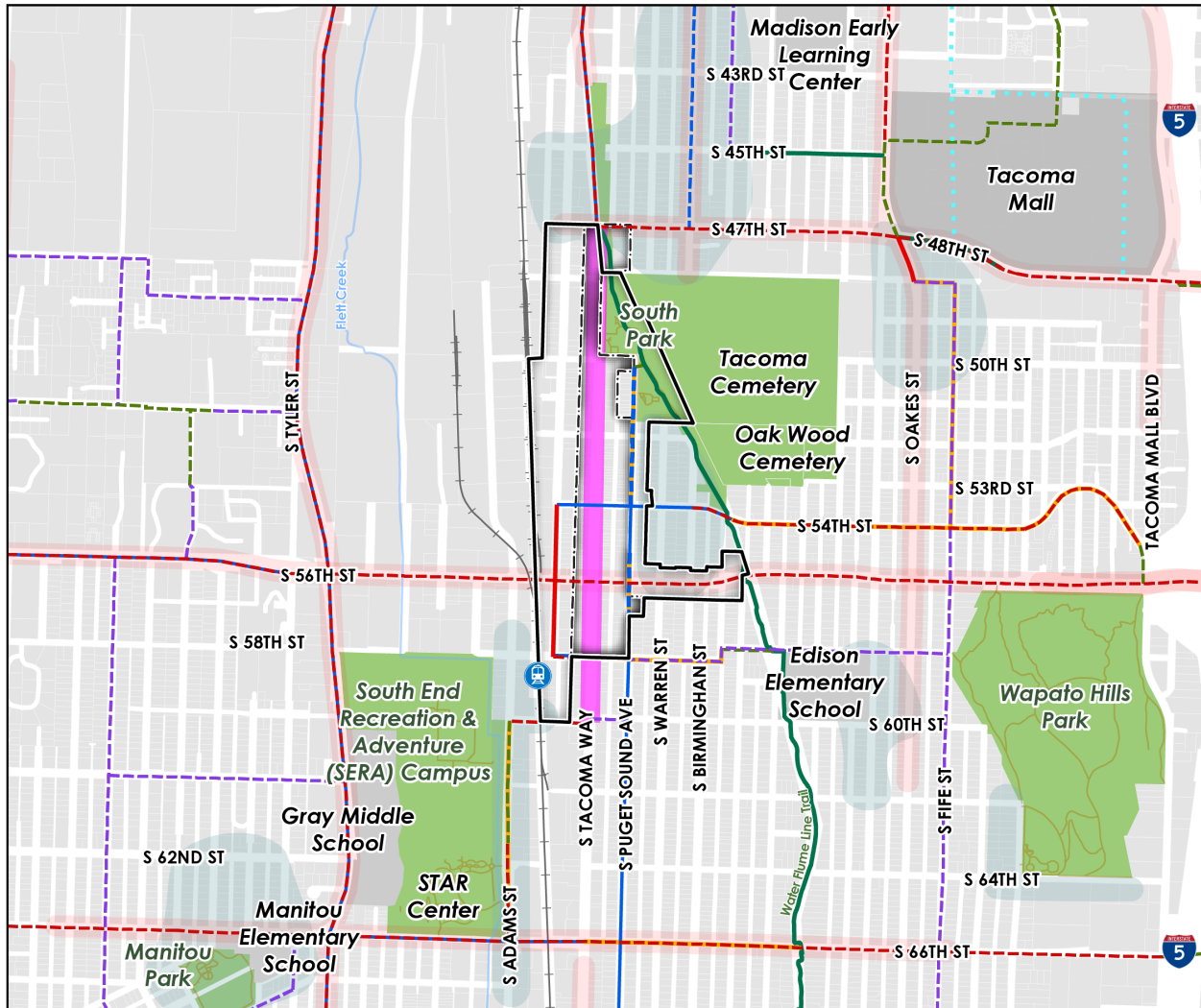
about planned station access improvements.

- **Pierce Transit Route 3, Lakewood – Tacoma.** Route 3 runs north-south along South Tacoma Way, connecting Lakewood to downtown Tacoma.
- **Pierce Transit Route 53, University Place.** Route 53 runs east-west along South 66th St, connecting the Tacoma Mall with Tacoma Community College.
- **Pierce Transit Route 41, South 56th Street – Salishan.** Route 41 runs in the eastern part of the neighborhood along South Oakes St, connecting the Tacoma Mall with downtown Tacoma.

Pierce Transit has studied upgrading Route 3 into a bus rapid transit (BRT) route. Pierce Transit also has scenarios where Route 41 could become a “fast, frequent, and reliable network” (FFRN) route that has buses every 15 to 20 minutes. Final analysis is being determined as part of the Pierce Transit 2045 Long Range Plan.

Recommended Transportation Project Locations. Specific locations for recommended improvements in the Actions tables below are prioritized based on their alignment with the community's goals, a review of crash data, the TMP, and the VZAP.

Exhibit XX Transportation, Mobility, and Connectivity Map



NOTE: This map is a draft per the draft Transportation Master Plan.

NOTE: Several of the bikeway projects connecting to the Sounder Station are currently in design as part of the Sound Transit Station Access projects and expected to be built by 2030.

- South Tacoma Station
- South Tacoma Mixed-Use Center
- Business District
- Vision Zero High-Risk Corridors
- Parks
- Railroads
- Streams
- Park Trails
- Other plans/ recommendations**
 - Neighborhood Traffic Calming Priority Areas
 - South Tacoma Road Safety Audit recommendations
- Bikeways**
 - Existing Sharrows
 - Existing Bike Lane
 - Planned Bike Lane
 - Existing Separated Bike Lane
 - Planned Separated Bike Lane
 - Existing Shared Use Path
 - Planned Shared Use Path
 - Planned Neighborhood Greenway
 - Envisioned Future Bike Connection (Not Public ROW)

Note: TMP adoption is expected Spring/Summer 2025. This map illustrates draft concepts prior to adoption. Source: MAKERS, 2025.

Transportation, Mobility, and Connectivity Actions (TMC)

	ACTION	TIMING	RESPO NSIBLE	BUDGET ESTIMATE	PHASING/ ALIGNMENT
Safe Streets Recommendations					
1	<p>Implement Road Safety Audit recommendations along South Tacoma Way between South 47th Street and South 60th Street, including conducting a corridor study to reduce to one through-lane each direction and allocate the remaining space to other safe/active transportation or public realm improvements:</p> <ul style="list-style-type: none"> • Improve the pedestrian environment: Make ADA and sidewalk improvements at intersections, add RRFB at high pedestrian traffic area, add curb bulbouts, refresh crosswalks, updating to continental-style where possible, and refresh thermoplastic pavement marking. • Look at opportunities created by rechannelization: Install median in place of two-way left turn lane. Look for opportunities to reimagine on-street parking (e.g. angled parking) as a way to achieve other goals related to safety and public realm activation. • Improve the public realm: Create space for amenity zones, parklets, streateries and sidewalk cafes, and public seating/benches. Identify opportunities for physical improvements to make it easier to close non-arterial streets to car traffic for pop-up open street events and festivals. • Make safety updates to infrastructure to benefit all roadway users: Update Signal Head with reflective backplate, update street lighting, and add Leading Pedestrian Interval, where accessible pedestrian signals (APS) and ADA compliant ramps are installed. • Make other policy changes to reduce conflicts: no-right-turn-on-red; update permissive left to protected left. 	Medium	PW	Major Project	TMP VZAP Key opportunity

	ACTION	TIMING	RESPO NSIBLE	BUDGET ESTIMATE	PHASING/ ALIGNMENT
2	<p>Prioritize safety improvements along Vision Zero high-risk network and based on the South Tacoma Way Road Safety Audit, including segments along:</p> <ul style="list-style-type: none"> • South Tacoma Way • South 56th Street • South Tyler Street • South 47th Street • South 66th Street • South Warner Street • South Oakes Street 	Long	PW	Major Project	TMP VZAP
3	<p>Implement traffic calming on neighborhood streets, based on Neighborhood Traffic Calming Program prioritization, neighborhood greenways, and key community destinations like parks and schools, business district, and Sounder Station. Priority locations include:</p> <ul style="list-style-type: none"> • Southeast corner of Edison Elementary, South Pine Street at South 60th Street • Residential streets near Manitou Elementary, including South Mason Avenue, South Reade Street, South Verde Street, and South Stevens Street • Southwest corner of Wapato Hills Park, South Wapato Street and South 64th Street • Northeast corner of South Park, including South Pine Street, South Fife Street, between 48th Street and South 50th Street • South Adams Street, along east edge of SERA Park (improvements planned for Sound Transit Access Improvements) • Residential streets north of Mixed-Use Center and South Park (South Puget Sound, South Lawrence Street, South Union Avenue, South Adams Street) • Residential streets to the east of Mixed-Use Center (South Birmingham Street, South Warner Street) 	Medium	PW	Medium / High	TMP

	ACTION	TIMING	RESPO NSIBLE	BUDGET ESTIMATE	PHASING/ ALIGNMENT
4	<p>Upgrade signalized intersections to improve ADA access, pedestrian and bicycle mobility, and safety for all road users.</p> <ul style="list-style-type: none"> • Add accessible pedestrian signals (APS), bicycle detection, and high visibility crosswalks. Enhance intersection layout to improve safety (i.e., shorter crossing distances, tighter turn radii, daylighting treatments to enhance parking prohibitions near intersections, etc.). • Prioritize people walking and rolling through signal timing and operations, assess strategies such as all pedestrian phase, leading pedestrian interval, and/or no right turn on red. Where applicable, close and consolidate driveways. 	Long	PW	Major Project	TMP
5	<p>Improve pedestrian-scale lighting, prioritizing areas serving higher density and transit frequented by people who walk, bike, and roll such as:</p> <ul style="list-style-type: none"> • The east side of South Tacoma Way • Along the Water Flume Trail (outside of South Park) • Bus and school bus stops • Sounder Station access 	Long	PW	Major Project	
Walkability & Connectivity Recommendations					
6	<p>Support Safe Routes to School at South Tacoma schools:</p> <ul style="list-style-type: none"> • Implement safety improvements around schools, per the Safe Routes to School Action Plan • Support programs at local schools to encourage walking and rolling to school • Provide support for tree-planting efforts around schools and routes to school • <u>Related Action(s)</u>: HE-1 and HE-2 Tree canopy. 	Medium	PW UF	High / Major Project	SRTS

	ACTION	TIMING	RESPO NSIBLE	BUDGET ESTIMATE	PHASING/ ALIGNMENT
7	<p>Complete missing link and accessible sidewalks and curb ramps:</p> <ul style="list-style-type: none"> • Address accessibility barriers along sidewalks • Upgrade curb ramps to ADA-accessible ramps • Fill in missing link sidewalks in key locations, in alignment with the Transportation and Mobility Plan 	Medium / Long	PW	High / Major Project	TMP
8	<p>Improve bus transit access and frequency by advocating for:</p> <ul style="list-style-type: none"> • Increasing bus service frequency, especially early morning, late night, and weekend service • High-capacity transit (such as bus rapid transit) to South Tacoma business district (long-term) • Adding connecting bus routes to the rest of the city and region (long-term planning) • Improving bus stop signage, ADA compliance, and overall bus stop services (including shelters, benches, and trash receptacles) • Prioritizing transit reliability through improvements like bus priority lanes and transit signal priority. 	Medium / Long	PT ST PW	Major Project	PTLRP TMP
9	<p>Advocate for improved Sounder Train service to:</p> <ul style="list-style-type: none"> • Expand train frequency and service days, including weekends and service times that support access for employees for local economic development • Serve additional regional locations (potentially through partnerships with Amtrak), especially Olympia • Support Sounder Station access by implementing planned Sound Transit station area access improvements and plan for ongoing multimodal access to the Sounder Station • <i>Related Action(s): EOD-8 MUC expansion</i> 	Long	ST PW	Major Project	TMP Key opportunity (Station access improvements)

	ACTION	TIMING	RESPONSIBLE	BUDGET ESTIMATE	PHASING/ ALIGNMENT
10	<p>Improve facilities, furnishings, and ecosystem services along the Water Flume Trail:</p> <ul style="list-style-type: none"> • Study upgrading the existing painted bike lanes on South Tacoma Way from South Pine Street to South 47th Street to a separated facility to fill the missing link on the Water Flume Line Trail • New signage and wayfinding • Interactive activities and/or signage to support placemaking/placekeeping • Trash and pet waste receptacles • Connections to other bicycle facilities and networks • Provide pedestrian connection between South Tacoma Way and South 45th Street with artist intervention and seating • <i>Related Action(s): HE-1 Tree canopy.</i> 	Medium	PW TPU UF	High	
11	<p>Implement bicycle facilities as recommended in other policy documents, including the Transportation and Mobility Plan, Vision Zero, and Safe Routes to School Plan:</p> <ul style="list-style-type: none"> • Improve connectivity of bike/ micromobility networks in and around the neighborhood, including on arterials and neighborhood greenways • Increase frequency of all ages and abilities bicycle facilities (e.g. protected bike lanes and trails) • Implement the planned South Tacoma Sounder Station Access Improvements – including the following Priority 1 corridors: <ul style="list-style-type: none"> ○ South 58th Street ○ South 60th Street ○ South Adams Street ○ South Pine Street ○ South 56th Street • Add safe routes across major barriers – including I-5 and SR16 – that currently limit connectivity between South Tacoma and the rest of Tacoma 	Medium / Long	PW	High / Major Project	TMP, VZAP, SRTS



Health and Environment

South Tacoma is unique from other Tacoma neighborhood centers because of its proximity to a MIC, high-volume arterials, and a freight rail line. Community members are concerned about environmental burdens and racially, ethnically, and socio-economically disparate health impacts. They envision a neighborhood with clean air, water, soils, and a built environment that supports mental and physical wellbeing.

Local pollution sources include roadway (especially I-5), freight, and airway traffic and industrial uses. Community members expressed concern about the health impacts of industrial uses and associated traffic on nearby residents. At the same time, many community members also recognize the value of the MIC and the opportunity for green

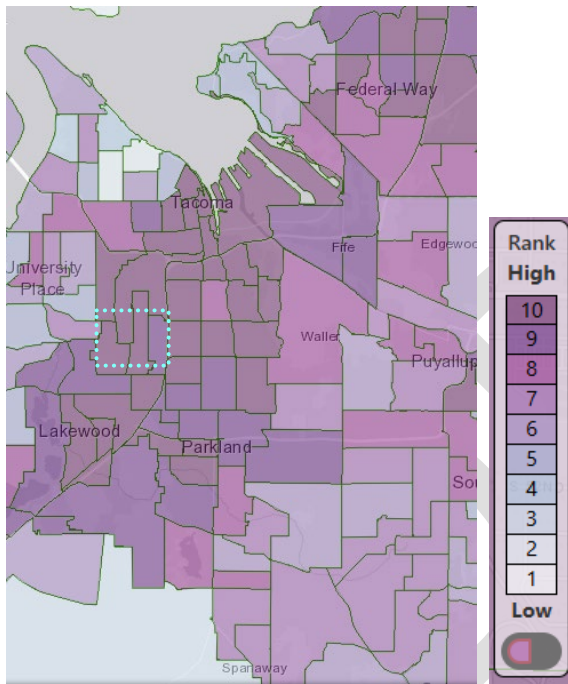
Goals

1. **Healthy, Sustainable Environment** – Create a sustainable, healthy, resilient, thriving community with clean air and water, a healthy tree canopy, and access to health and wellness facilities.

jobs as new manufacturing and industrial businesses move into the area and existing businesses improve their processes. Community members also expressed strong interest in expanding tree coverage in the neighborhood and increasing access to health and wellness facilities.

Existing Conditions

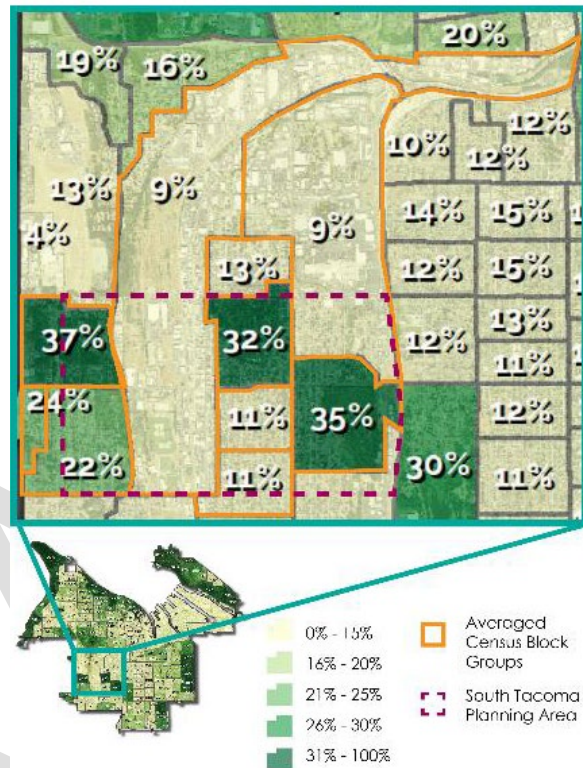
Health disparities. Like much of Tacoma, the [Washington Environmental Health Disparities Map](#) ranks South Tacoma as high (nine or ten on a scale of one to ten) for environmental health disparities. Environmental health burdens are greater in South Tacoma than in some Tacoma neighborhoods while generally comparable to most South King County and Pierce County urban areas. In comparison to other parts of the state, South Tacoma experiences higher levels of diesel exhaust, proximity to heavy traffic, toxic releases from facilities (in industrial zones), death from cardiovascular disease, low birth weights of children, and concentrations of PM2.5 air pollution.



South Tacoma Health Disparities ranking. Source: Washington State Department of Health, 2022.

South Tacoma Groundwater Protection District. In 1988, Tacoma established the South Tacoma Groundwater Protection

District (STGPD) to regulate and protect the South Tacoma groundwater aquifer system from accidental and improper release of hazardous substances from local industrial uses. In 2023, the City of Tacoma began to review and update the STGPD codes to ensure that the aquifer remains protected from potential pollutants.



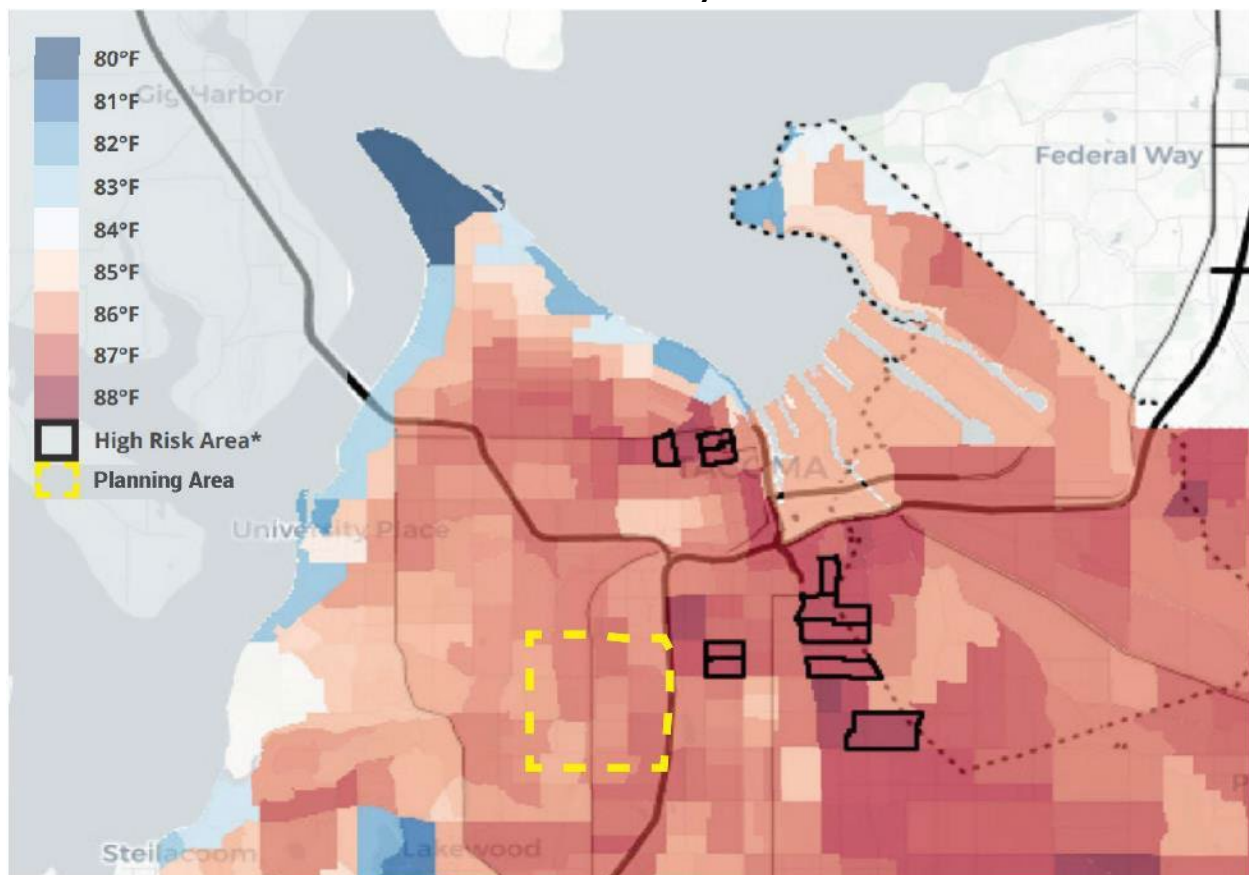
South Tacoma Tree Canopy Coverage. Source: City of Tacoma, 2018; MAKERS, 2022.

Tree canopy. As of 2018, Tacoma had a citywide tree canopy coverage of 20% and a goal of 30%. The areas outside of South Park, Tacoma Cemetery, Wapato Hills Park, and residential areas west of the SERA Center are far below Tacoma's tree canopy goal with just 9-11% coverage.

Lack of nearby healthcare facilities. The South Tacoma neighborhood planning area has limited healthcare facilities, pharmacies, or urgent care clinics. The closest facilities are located south of South 84th Street and north in the Tacoma Mall. However, both are more conveniently accessed by driving a car than using transit or walking.

Urban heat. A 2020 analysis by Earth Economics, found that urban heat islands in Tacoma can increase maximum temperatures by as much as 6.2 degrees Fahrenheit above the baseline. During the hottest days, South Tacoma experiences temperatures similar to other hot areas of the city (see Exhibit XX).

Exhibit XX Tacoma Urban Heat Island Analysis



Tacoma Urban Heat Island Analysis. Source: Earth Economics and City of Tacoma, 2020; MAKERS, 2025.

Health and Environment Actions (HE)

	ACTION	TIMING	RESPONSIBLE	BUDGET ESTIMATE	PHASING/ ALIGNMENT
Healthy, Sustainable Environment Recommendations					
1	<p>Increase tree canopy to reach citywide 30% coverage goal, with a focus on the lowest-canopy areas:</p> <ul style="list-style-type: none"> • Create a South Tacoma Urban Forestry Implementation Plan to identify funding opportunities, partnerships, and plantable spaces in the right-of-way and on large sites, such as: <ul style="list-style-type: none"> ○ Parks ○ Along the Water Flume Trail ○ Major corridors/Pathways (in alignment with Parks Tacoma System and Strategic Plan) ○ Other publicly owned parcels ○ Consider land acquisition to create new “micro-forests” or small pocket parks as tree canopy banks. • Support capacity-building for local organizations and residents to plant, water, and maintain trees • Update city codes to require all future development to contribute towards 30% citywide canopy coverage: <ul style="list-style-type: none"> ○ Address gaps in existing landscape and tree canopy codes and requirements through South Tacoma Groundwater Protection District Code Updates and other upcoming landscaping code updates. ○ Update tree preservation standards to support 30% citywide canopy coverage for all zoning districts. • Encourage and provide incentives for private owners to 	Short / Medium	UF P NPP	Low – High	CP, EGZ Booster Grant idea Key opportunity

	ACTION	TIMING	RESPON SIBLE	BUDGET ESTIMATE	PHASING/ ALIGNMENT
	plant and maintain trees, including: <ul style="list-style-type: none"> o Local residents o Business and property owners (including along South Tacoma Way) o Along key corridors to support traffic calming (such as South Tacoma Way, South 66th Street, South Washington Street, South Puget Sound Ave, etc.) 				
2	Identify sites to depave to add green space and plant trees: <ul style="list-style-type: none"> • Along South Tacoma Way • Additional sites as identified by community and Pierce Conservation District 	Short / Medium	ES PCD	Low	EGZ Booster Grant Idea
3	Support the ongoing South Tacoma Groundwater Protection District code update and related efforts, using the best available science to help to protect long-term water quality, including: <ul style="list-style-type: none"> • Consider impervious surface standards • Prohibit “High Impact Uses” • Prioritize stormwater infiltration BMPs to support aquifer recharge • Identify and protect remaining open spaces that provide ecosystem services and aquifer recharge • Improve integration of STGPD overlay zone with Critical Areas Ordinance • Coordinate with recommendations of Health Impact Assessment • Seek EPA Brownfields Grants and/or similar funding for site clean-up and re-use • <i>Related Action(s): HE-4 Passive/active open space.</i> 	Short	PDS Tacoma Water TPCHD ES	Medium	STGPD, EGZ

	ACTION	TIMING	RESPON SIBLE	BUDGET ESTIMATE	PHASING/ ALIGNMENT
4	<p>Advocate for the preservation of passive and active publicly held open space to preserve tree canopy and provide air quality and stormwater benefits:</p> <ul style="list-style-type: none"> • Support Comprehensive Plan and Climate-Ready Urban Landscape Plan efforts to identify large opportunity sites for passive open space acquisition and preservation • Develop prioritization criteria for site acquisition for public land holders • Identify funding for acquisition for opportunity sites for open space preservation and activation, once identified • Encourage local holders of public land to align surplus policies • <i>Related Action(s): HE-1 Tree canopy.</i> 	Long	PDS PW ES P	N/A	EGZ PTSSP
5	<p>Improve air quality in South Tacoma</p> <ul style="list-style-type: none"> • Incentivize the installation of air quality monitors/support existing efforts to monitor air quality • Support air cleaning tools, such as box fan filter distribution to support indoor air quality and distribution to local childcare facilities and other vulnerable sites • Collaborate with Department of Ecology, TPCHD, and other agencies for policy and regulatory changes to address facility and mobile emissions, as well as requirements for indoor air quality filtration • <i>Related Action(s): HE-1, HE-4, SPC-10, and SPC-11 Tree canopy and public open space; TMC-1, TMC-3, TMC-6 Connectivity and safe streets.</i> 	Short – Long	TPCHD TPU PDS Ecolog y	N/A	EGZ Key opportunity

	ACTION	TIMING	RESPON SIBLE	BUDGET ESTIMATE	PHASING/ ALIGNMENT
6	<p>Support healthcare and public health facilities and access to care:</p> <ul style="list-style-type: none"> • Work with partners to request/incentivize location of a pharmacy and urgent care clinic • Increase access to mental health services and addiction treatment • Support advocacy and coordinate with existing programs to reduce community violence (i.e. youth education) 	Long	TPCHD STBDA	Low	

DRAFT



Economic Opportunity and Development

South Tacoma's Neighborhood Mixed-use Center includes an active business district with wide sidewalks and buildings designed for walking and window shopping. The business district runs along South Tacoma Way between South 47th

Street and South 58th Street, and has a mix of restaurants/bars, offices, cafes, florists, gyms, music/event venues, and more. The area also hosts community events like the Haunted Market and the Santa Parade. With an active business

Goals

1. **Active Neighborhood Center** – Further activate the neighborhood center, reduce barriers for small and diverse businesses and strengthen community capacity to support daily needs, new amenities, and community events for all ages.
2. **Socially Responsible Development** – Increase density while preserving historic buildings and expanding open space; increase equitable investment and opportunity; and add new infrastructure to support new growth.
3. **Green Economic Opportunity** – Encourage development of green industry and living-wage jobs while limiting community impacts of industrial development.

district and Mixed-Use Center zoning, South Tacoma is already seeing and will likely continue to see redevelopment (see Exhibit XX Economic Opportunity and Development Actions Map). Community members are interested in harnessing that energy into equitable growth and change. They hope that redevelopment directly benefits locals with affordable housing, public spaces, and affordable, lively commercial space.

The City's designation of a Manufacturing Industrial Center (MIC) northwest of South Tacoma Way signifies the City and region's dedication to South Tacoma as a job center and the importance of South Tacoma's industrial businesses in the regional economy. The City and MIC businesses are pursuing opportunities for cleaner, more sustainable manufacturing and industrial uses that benefit the neighborhood, city, and region.

Existing Conditions

Business Improvement Area (BIA). South Tacoma has an active business district association but currently does not have a BIA. BIAs are a collective funding program for business districts. Businesses in an area form an agreement where they jointly pay funds into a shared pot to be used to make public realm improvements like lighting, seating, and landscaping; fund security or add cameras to key locations; and market and promote businesses.

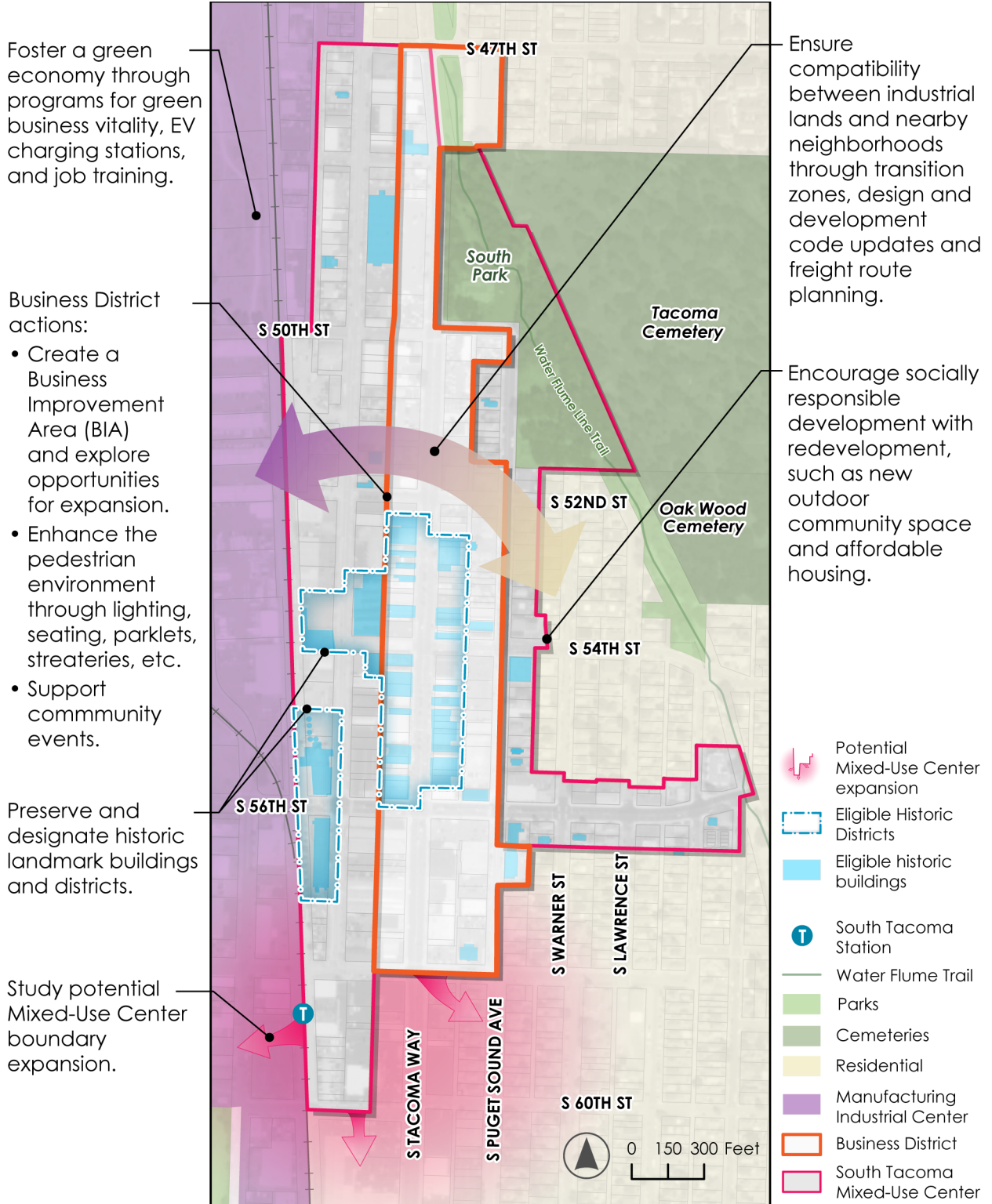
Historic resources. South Tacoma contains many historic resources, according to the *South Tacoma Mixed-Use Center: Reconnaissance and Intensive Level Survey*, including individually eligible structures and possible eligibility for a narrowly focused historic district along South Tacoma Way between South 52nd Street and South 56th Street. *Additional information on historic resources and eligibility for listing can be found in the Historic Resources chapter, as well as Appendix A.*

Food assets. Grocers within the planning area include a Grocery Outlet on the corner of South 56th Street and South Puget Sound Ave. While the Nourish Mobile Food Bank on the SERA Campus is open for two hours per week, the neighborhood largely lacks a food bank.

Economic Green Zone application. In 2022, the South Tacoma Neighborhood Council submitted an application to the Tacoma Planning Commission requesting that the City consider:

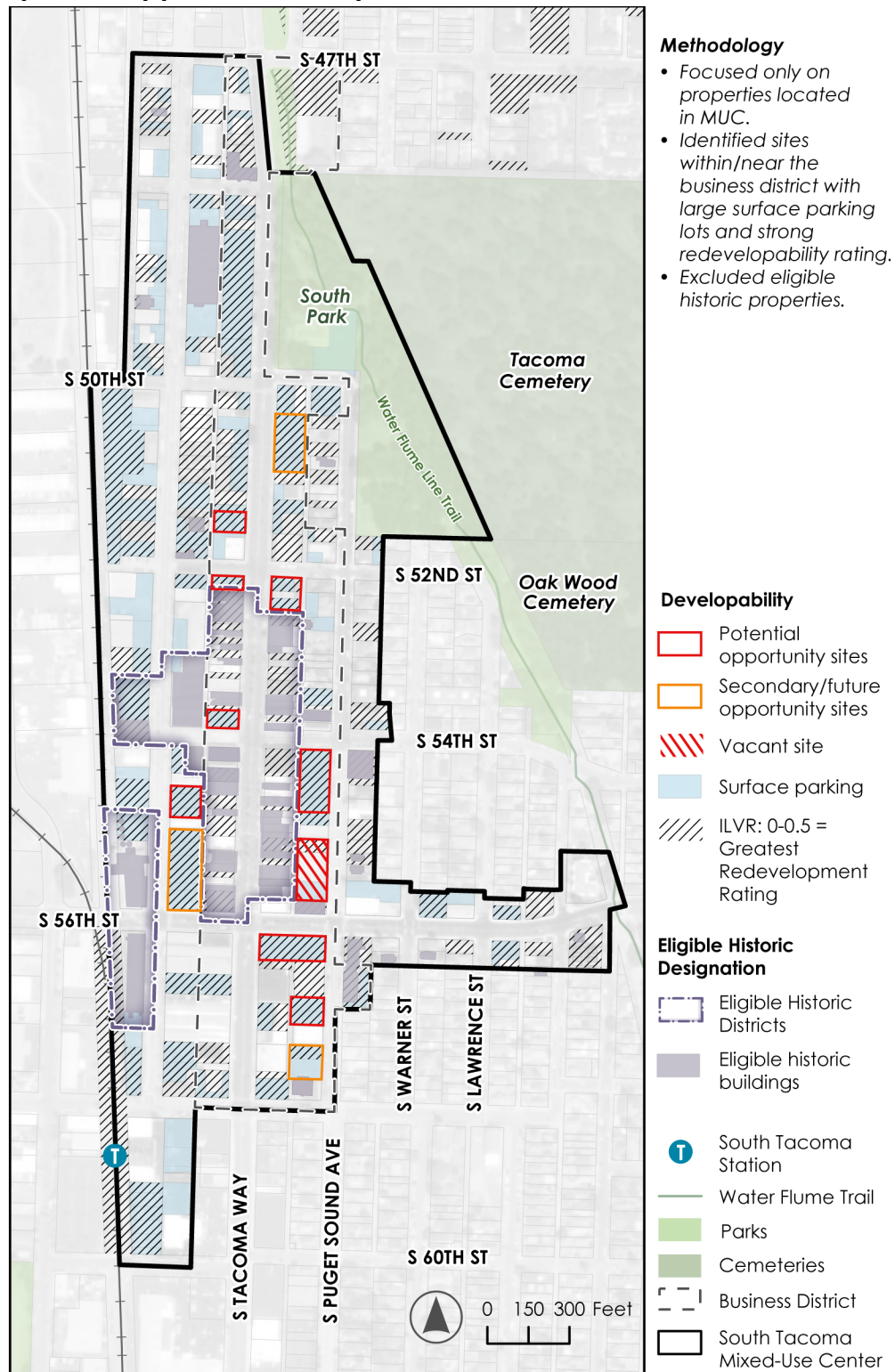
- Improving current regulations and standards applicable to the South Tacoma Groundwater Protection District and the aquifer recharge areas (currently underway as part of the South Tacoma Groundwater Protection District Code Updates)
- Transforming the South Tacoma Manufacturing/Industrial Center into an Economic Green Zone that fosters environmentally sustainable industry specifically within South Tacoma.

Exhibit XX Economic Opportunity and Development Actions Map



Source: MAKERS, 2025.

Exhibit XX Development Opportunities Map



Source: MAKERS, 2025.

Economic Opportunity and Development Actions (EOD)

	ACTION	TIMING	RESPO NSIBLE	BUDGET ESTIMATE	NOTES
Active Neighborhood Center Recommendations					
1	Investigate the creation of a Business Improvement Area (BIA) to support maintenance, security, lighting, trees and landscaping, beautification, community events, and provide funding for business incubators (such as for family-friendly retail and BIPOC and women-owned businesses). Consider expanding boundaries further than the Business District to include more diverse businesses. <i>Related Action(s): EOD-3 Community events.</i>	Short	CED BD	Low	Key opportunity
2	Improve street furnishings and pedestrian environment on South Tacoma Way and in the business district: <ul style="list-style-type: none"> • Increase trash and recycling receptacles and pick-up service • Increase seating options, including benches, parklets, and streateries • <i>Related Action(s): TMC-1 Road Safety Audit recommendations and SPC-8 Gathering space/pocket parks.</i> 	Medium – Long	ES PW	Medium – Major Project	TMP
3	Support signature community events, street festivals/pop-up markets, youth-friendly events, and accessible/sensory-safe programs. <i>Related Action(s): SPC-8 Gathering space/pocket parks.</i>	Short	BD TVE NPP	Low – Medium	Booster Grant Idea
4	Support access to healthy and affordable foods: <ul style="list-style-type: none"> • Incentivize grocery stores to locate within South Tacoma • Partner with food bank and potential host sites (e.g., library) for satellite location, e.g. food lockers or more regular pop-up distribution • Encourage fresh foods to be sold at farmers markets and events • <i>Related Action(s): SPC-9 Expand programs with local partners.</i> 	Short	CED TPCHD Comm	Low – Medium	Key Opportunity

	ACTION	TIMING	RESPONSIBLE	BUDGET ESTIMATE	NOTES
5	<p>Foster small business entrepreneurship and vitality:</p> <ul style="list-style-type: none"> • Support City staff time in connecting existing businesses to Small Business Assistance resources (façade improvements, low-interest loans, small business technical support, etc.) • Provide support for businesses that are youth and family-friendly, have BIPOC entrepreneurs, and/or align with local South Tacoma manufacturing efforts • Remove permitting barriers to small-scale food purveyors such as food trucks • Consider supporting a small business incubator space (e.g., micro-retail, co-op workshop, makerspace, etc.) through partnership facilitation, siting coordination, funding, and/or defining it as a community benefit incentivized through zoning 	Short – Long	CED	Low – High	Booster Grant Idea

Socially Responsible Development Recommendations

6	<p>Update requirements and incentives for community benefits with redevelopment to support equitable, context-sensitive development in the Mixed-Use Center, such as:</p> <ul style="list-style-type: none"> • Affordable housing. <i>Related Action(s):</i> A-1 to A-3. • Public gathering spaces, including outdoor open spaces, indoor play spaces, and/or activated alleys. <i>Related Action(s):</i> SPC-7 to SPC-12. • Affordable commercial space, including space for service providers/non-profit organizations, daycares, afterschool programs, etc. <i>Related Action(s):</i> EOD-5. • Active transportation connections, including sidewalks, ADA improvements and pedestrian crossings. <i>Related Action(s):</i> TMC-1 to TMC-5. • Secure bike parking • EV charging station. <i>Related Action(s):</i> EOD-10. 	Short – Long	PDS PW	Medium	CP
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	ACTION	TIMING	RESPONSIBLE	BUDGET ESTIMATE	NOTES
	<ul style="list-style-type: none"> Affordable food and preventative health infrastructure. <i>Related Action(s): EOD-4 and SPC-9.</i> 				
7	<p>Preserve landmark buildings as identified by the South Tacoma Historic Property Survey:</p> <ul style="list-style-type: none"> Conduct business owner outreach to identify support to establish a commercial historic district of eligible parcels immediately along South Tacoma Way Work with property owners to individually landmark key eligible commercial, industrial, or residential properties and support adaptive reuse of historic resources 	Short – Medium	PDS	Low – Medium	<p>CP STHS</p> <p>Key opportunity</p>
8	<p>Study an expansion of the South Tacoma Mixed-Use Center boundary to include the Sounder Station in order to improve equitable transit-oriented development and transit-oriented manufacturing with affordable access to transportation near residences and jobs. Align with the next commercial zoning update:</p> <ul style="list-style-type: none"> Consider commercial space displacement risks and prioritize job center functionality and access to green jobs Include mixed-use/shared parking, including commercial and/or light manufacturing, and other TOD land use strategies in future development 	Short – Medium	PDS	Low – Medium	CP
9	<p>Update the One Tacoma Comprehensive Plan and Land Use Regulatory Code to address compatibility between industrial lands and surrounding neighborhoods. Integrate the following actions into future work planning:</p> <ul style="list-style-type: none"> Conduct land use compatibility review between industry (Manufacturing Industrial Center) and residential/commercial uses (siting facilities to address nuisances, noise, odor, health risks) Consider specific design and development code updates for industrial 	Short – Medium	PDS	Low – Medium	CP, EGZ

	ACTION	TIMING	RESPONSIBLE	BUDGET ESTIMATE	NOTES
	uses, including warehousing and other new development in the MIC <ul style="list-style-type: none"> • Updating land use compatibility (review current M-2 zoning and establish effective land-use transition areas) • Freight route planning • Consider land use compatibility within the MIC • <i>Related Action(s): HE-1 Tree canopy and HE-4 Open space planning. .</i> 				
Green Economy Recommendations					
10	Incentivize/encourage the placement of EV charging stations in South Tacoma	Short	TPU	Low	
11	Support youth job training and mentorship to find access to living-wage and green jobs. Support project staff time to identify partnership opportunities to develop a program and identify resources.	Medium – Long	CED; Comm	Medium – High	Booster Grant Idea
12	Seek a grant to conduct an economic development study to support green business vitality in the South Tacoma Manufacturing Industrial Center, including topics such as: <ul style="list-style-type: none"> • Incentive program for creative industries and small-scale manufacturing • Local training/hire pilot program • Local shopping incentive program Industrial decarbonization and climate mitigation strategies (e.g. rail activation, circular economy, multimodal access to and through MIC)	Medium – Long	CED Comm	Medium – High	CP, EGZ Key opportunity



Sense of Place and Community

South Tacoma's communities are diverse in terms of race, ethnicity, culture, gender, neurodiversity, language, age, and other

characteristics. The built environment reflects some of this diversity, but the community reported it can feel unwelcoming or harsh to some,

Goals

1. **Inviting, Accessible, Beautiful** – Enhance and showcase South Tacoma to create an inviting, safe, accessible, beautiful neighborhood for all to enjoy.
2. **Celebrating History & Identities** – Celebrate the neighborhood's many histories and community identities; ensure broad, equitable participation in neighborhood decisions.
3. **Sense of Community & Gathering** – Foster a safe public realm by creating a healthy, clean, well-cared for spaces for all ages to gather, reflect, connect, and enjoy.

especially for those who have experienced trauma. Community members would like to see their identities and histories celebrated more to create a welcoming environment that helps all feel comfortable and safe.

Along these lines, community members would like more gathering spaces within the business district. In addition, programs and services can increase opportunities for social connections, creating stronger ties between community members.

Existing Conditions

Community organizations. *South Tacoma is well-served by a variety of public and nonprofit entities that provide opportunities for gathering, such as the South Tacoma Business District Association (STBDA), the South Tacoma Neighborhood Council (STNC), the Asia Pacific Cultural Center, and several religious institutions. Several restaurants, cafes, bars, and event spaces along South Tacoma Way act as informal gathering spaces.*

Parks and open spaces. South Tacoma has several large parks and open spaces (see Exhibit XX), including many managed by Parks Tacoma:

- South Park, a 12.9-acre linear open space adjacent to the cemeteries with the Water Flume Line Trail, playground, sprayground, ball courts,

summer lunch program, and many mature trees

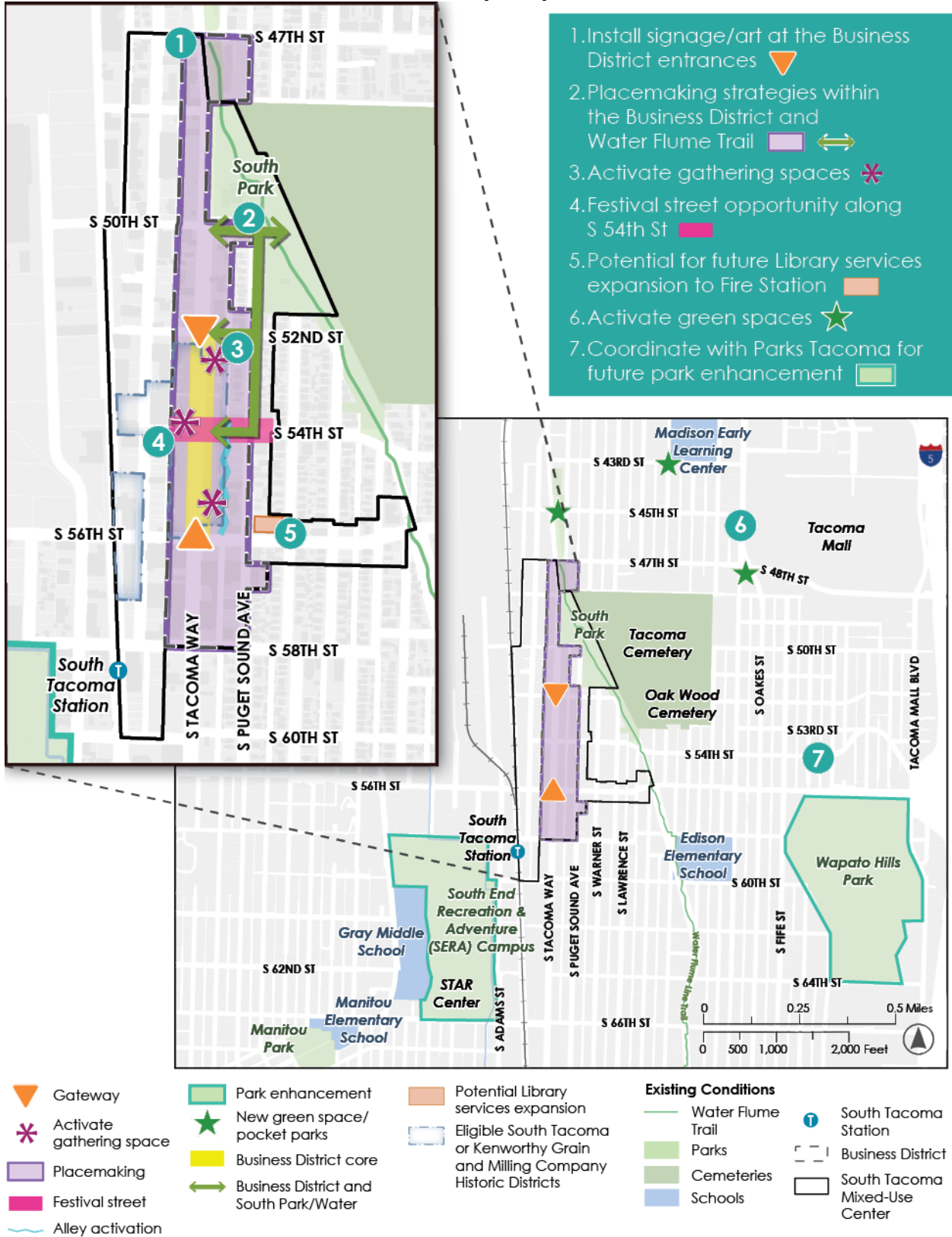
- Oak Wood and Tacoma Cemeteries
- Wapato Hills Park, 80-acre open space with significant natural habitat, playground, sprayground, ballfields, trails, and picnic shelters
- The 75-acre SERA Campus, home to the STAR Center, a Boys & Girls Club, a playground, sports fields, and water sprayground
- Manitou Park, 7.4-acre open space with large firs, grassy areas, playground, trails, and shelters/picnicking

Many of these recreational or gathering areas are destination parks not located in the neighborhood center. The MUC lacks gathering spaces, especially those activated by storefronts.

Asia Pacific Cultural Center (APCC) has partnered with Parks Tacoma to redevelop the former South Park Community Center. APCC is in the process of constructing the new cultural center, which is anticipated to open in 2025.

New Fire Station. Tacoma Fire Station #7 is looking to move to a new building that would be built on the SERA campus.

Exhibit XX Sense of Place and Community Map



Source: MAKERS, 2025.

Sense of Place and Community Actions (SPC)

	ACTION	TIMING	RESPONSIBLE	BUDGET ESTIMATE	NOTES
Inviting, Accessible, Beautiful Recommendations					
1	<p>Install signage at the entrances to the business district, and other neighborhood entrances, that is emblematic of the community and historic place names, act as a gateway welcoming people to the neighborhood, and assist in placemaking and placekeeping. Locations could include:</p> <ul style="list-style-type: none"> • At South 56th Street • At South 52nd Street 	Medium	Arts PW	Medium	Booster Grant Idea
2	<p>Find ways of enhancing South Tacoma's identity and maintenance through public realm enhancements, including new streetscape furnishings, trees, landscaping, etc.</p> <p><i>Related Action(s): EOD-1 Business Improvement Area (BIA).</i></p>	Medium	BD	Medium – Major Project	Booster Grant Idea
Celebrating History & Identities Recommendations					
3	<p>Seek funding for and install interpretive signage and art to tell the stories of South Tacoma</p> <ul style="list-style-type: none"> • Within the business district • Along the Water Flume Trail <p><i>Related Action(s): EOD-1 and EOD-2 Pedestrian environment improvements.</i></p>	Short – Medium	Arts Comm	Medium – High	Booster Grant Idea
4	<p>Support local organizations and gathering spaces that provide community capacity (STAR Center, APCC, faith groups, and the South Tacoma Business District) to work together to enhance community events indicative of the neighborhood's history (such as a car shows and parades), and enable new events that celebrate the community's diversity</p> <p><i>Related Action(s): EOD-1 Business Improvement Area (BIA) and EOD-3 Community events.</i></p>	Short – Medium	TVE	Low – Medium	Booster Grant Idea

	ACTION	TIMING	RESPO NSIBLE	BUDGET ESTIMATE	NOTES
5	Align with the Comprehensive Plan Engagement Chapter to create recommendations for more inclusive engagement by the City, including language access, trauma-informed engagement practices, youth engagement, and access for people with neurodivergence or different levels of abilities	Short	PDS	N/A	CP
6	Build neighborhood organizing and advocacy capacity by creating opportunities for ongoing collaboration, events, advocacy, and community resiliency. <i>Related Action(s): EOD-1 Business Improvement Area (BIA).</i>	Short – Medium	NPP STBDA Comm	Low – Medium	Key opportunity
Sense of Community & Gathering Recommendations					
7	Identify locations for community gardens and provide support for startup efforts: <ul style="list-style-type: none"> • City-owned parcels on South 40th Street 	Short – Medium	PCD TPU	Medium – High	TMAP
8	Work with property owners to identify and turn a vacant lot along South Tacoma Way within the Business District into pocket parks or other small gathering spaces: <ul style="list-style-type: none"> • Look for locations that are unlikely to be developed due to size (e.g. between 5431 and 5433 South Tacoma Way) or small parking lots with activated adjacent uses (e.g. 5244 South Tacoma Way or 5207 South Tacoma Way) • Integrate art and placemaking • Align with Festival Street opportunities, e.g. along South 54th Street. • Explore alley activation opportunities with future development • <i>Related Action(s): TMC-1 to TMC-5 Pedestrian environment improvements.</i> 	Medium – Long	PW ES	Medium – High	Booster Grant Idea
9	Partner with local service providers, for example the Tacoma Library, Parks Tacoma, and Asia Pacific Cultural Center, to offer programs and spaces for youth, seniors, and other vulnerable populations to safely spend time, including: <ul style="list-style-type: none"> • Skate parks and sport facilities for youth 	Short – Medium	LIB P	Low – Major Project	PTSSP Booster Grant Idea

	ACTION	TIMING	RESPO NSIBLE	BUDGET ESTIMATE	NOTES
	<ul style="list-style-type: none"> • After-school programming • Activities and cultural events for seniors • Free indoor and accessible play spaces 				
10	<p>Work with Parks Tacoma to provide future enhancement to existing parks and facilities, such as:</p> <ul style="list-style-type: none"> • Improvements/expansion of the Wapato Hills playground (to expand on the 2013 Wapato Hills Conceptual Master Plan update) • Skate Park at SERA • Wayfinding connections between South Park and the South Tacoma business district • Co-location of community services • Engaging with Parks Tacoma's Urban Forestry for tree canopy support 	Medium – Long	P	Medium – Major Project	PTSSP
11	<p>Add new activated green spaces/parks in parts of the neighborhood that do not have access to parks within a 10-minute walk:</p> <ul style="list-style-type: none"> • Activate publicly held open space and right-of-way to create public access to green spaces. Consider spaces such as: <ul style="list-style-type: none"> ○ Tacoma Landfill – southern uncapped portion of site ○ Tacoma Water Property at 3617 South Lawrence ○ South 47th Street and South Pine Street traffic triangle ○ Locations along the Water Flume Trail. <i>Related Action(s): TMC-10 Water Flume Trail improvements.</i> • Maintain green active space at Madison School site with new development. <i>Related Action(s): SPC-8 Bus transit access and SPC-10 Parks Tacoma improvements</i> 	Medium – Long	P TPU	Medium – Major Project	TMAP PTSSP

	ACTION	TIMING	RESPO NSIBLE	BUDGET ESTIMATE	NOTES
12	<p>Support future expansion of the library's services and facilities to support community resiliency and services, if there is opportunity, at the South Tacoma Fire Station location along South 56th Street</p> <ul style="list-style-type: none"> • Consider community's desires for placekeeping on site/ROW/exterior remodel of South Tacoma Fire Station 7 • If TFD vacates, in the future, consider facility for library expansion or other uses to address community needs and resiliency • Consider partnerships between Library and TFD for future management of the site and/or overlapping services 	Long	LIB TFD Comm	Major Project	CP

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Affordability

Like other neighborhoods in Tacoma and the region, community members are feeling the strain on affordability and seeing people experience homelessness. South Tacoma's mix of commercial spaces, small multifamily residential, and single-dwelling structures have been relatively affordable, and many community members want to prevent displacement and provide pathways to ownership.

The *One Tacoma Comprehensive Plan* designates the neighborhood's center as a Neighborhood Mixed-Use Center—one of the locations in Tacoma that will accommodate greater levels of growth. Some lots appear vacant and/or have large surface parking lots, and South Tacoma is seeing modest rehabilitation/renovations, redevelopment, and housing development.

Goals

- 1. Affordable Community –** Ensure access to affordable and diverse services and housing, including for renters, a mix of incomes, support for people experiencing homelessness, and opportunities to build generational wealth through home ownership.

Community members would like to see that any growth and change keeps housing and commercial spaces accessible.

Existing Conditions

Development opportunities. Within the Mixed-Use Center, a number of parcels have redevelopment potential in the near- and long-term (see Exhibit XX Development Opportunities Map). Harnessing these for community-expressed needs is a focus of the Affordability actions.

Homelessness, housing security, and services. Homelessness is visible in South Tacoma. The Family Housing Network, Nourish Food Bank, and STAR Center provide critical services for people experiencing housing and/or food insecurity in South Tacoma.

Housing affordability. Tacoma's Equity Index generally shows lower than average ownership cost burden (i.e., the proportion of residents' income they pay toward housing) and higher than average rental cost burden, suggesting that residents who own their homes have traditionally been able to buy homes in the area for relatively affordable prices; however, people renting in the area, though, are using large portions of their income on housing costs, suggesting they may be at risk of displacement of rents rise in the area. According to the Puget Sound Regional Council's [Displacement Risk Mapping](#), South Tacoma's risk is moderate.

The MUC is zoned for a mix of residential and commercial uses generally more intense (around 4-6 stories) than what is on the ground today (1-2 stories), meaning that properties could redevelop with more housing units. In addition, recently adopted changes to residential zoning will allow for middle

housing and small apartments to be built throughout the Urban Residential zones (see Exhibit XX). New development in these lower intensity residential zones will increase housing choices in areas outside of the MUC.

Affordable commercial spaces. South Tacoma currently provides affordable commercial space for nonprofits/ services and retail/restaurant businesses in the business district, auto-related businesses to the north and south, and manufacturing and industrial businesses in the MIC. Maintaining commercial space affordability for the small and locally owned businesses that are there today, as well as space for future small businesses is important to community members.

Affordability Actions (A)

	ACTION	TIMING	RESPO NSIBLE	BUDGET ESTIMATE	NOTES
Affordable Community Recommendations					
1	<p>Identify opportunity sites and facilitate affordable housing developer/ property owner matchmaking for housing attainable for diverse incomes and needs, including families, multi-generational, and seniors, such as:</p> <ul style="list-style-type: none"> • Sites with large parking lots or other conditions indicating opportunity for development • Publicly owned parcels that can be shared with affordable developers • Parcels held by religious institutions who wish to redevelop for housing 	Medium / Long	AHAS	Low	AHAS
2	<p>Support affordable ownership opportunities. Seek opportunities to collaborate with a community land trust for long-term affordability, including:</p> <ul style="list-style-type: none"> • Collaborate with community land trust to preserve, acquire, and build housing, especially for affordable ownership • South Tacoma neighborhood capacity-building and fundraising to support preservation and maintenance of affordable housing, community land trusts, etc. • Identify policy barriers to provide public funding for developments focused on affordable ownership • Expand existing City and Statewide policies and incentives to support first-time homeownership and rehabilitation 	Long	AHAS Comm	Medium – Major Project	AHAS
3	<p>Preserve existing attainable housing, especially multifamily, to prevent displacement</p> <ul style="list-style-type: none"> • Identify existing “naturally occurring affordable housing” to implement anti-displacement strategies 	Long	AHAS CED NCS	Low – Major Project	AHAS

	ACTION	TIMING	RESPONSIBLE	BUDGET ESTIMATE	NOTES
	<ul style="list-style-type: none"> Encourage multi-family property owners to enroll in TPCHD Healthy Housing Registry Identify MFTE properties that could convert from 8-year MFTE to 12-20 year MFTE Support statewide efforts to increase incentives and funding for housing rehabilitation 				
4	<p>Identify opportunities to support people who are experiencing homelessness with shelter and food</p> <ul style="list-style-type: none"> Identify locations for temporary micro-shelters (ideally at least a half acre), including lots for safe parking sites; align with opportunity sites for affordable housing. <u>Related Action(s)</u>: A-1 to A-3 Affordable housing. <u>Related Action(s)</u>: EOD-4 Food access. 	Long	NCS Comm	Medium – Major Project	AHAS
5	<p>Support local organizational capacity-building to better serve community members who need assistance and resources for youth and families and to better share existing programs, including:</p> <ul style="list-style-type: none"> Tacoma Public Utilities programs and/or assistance Repair services for low-income homeowners Resources and activities for youth, including affordable/free gym membership/access Connections to other assistance for homeless families and youth <u>Related Action(s)</u>: HE-6 Health facilities. 	Short – Medium	TPU P NCS Comm	Low	



Lessons Learned from Neighborhood Planning Staff

The Neighborhood Planning Program was created by City Council in 2021 as a pilot program and was made permanent in 2022. The South Tacoma Neighborhood Plan is the program's third neighborhood plan, and in the spirit of continuous improvement, staff are documenting lessons learned to help inform future planning efforts.

Due to recent budget reductions, the program will sunset in June 2025; however, program staff are handing off future implementation, where possible, to partners in the City and the community. Staff from the Neighborhood Planning Program will continue to support Planning and Development Services' broader communications and engagement efforts while also sharing lessons learned from the program.



This planning process centered collaboration and prioritized meeting community members where they are at and recognizing and valuing their diverse needs and perspectives. During this planning process, there were an incredible amount of other City and external processes, projects, and engagement opportunities happening concurrently—both focused in South Tacoma and across the city. This work was also against the backdrop of South Tacoma having historically received less attention and resources from City departments than other parts of the City. This Plan couldn't have been completed without the willingness of our internal and external partners to coordinate in order to align goals, transparency, and communication, as well as reduce engagement fatigue.

In the best way, this community also challenged us to improve our equitable engagement practices by being clear about what they expected from us. In order to reduce the burden on community, successful community engagement in this neighborhood required additional language services and in-person outreach and meetings, which required additional resources and capacity. Community members also requested that staff engage more deeply with the concepts of cultural humility and trauma-informed engagement practices in order to acknowledge past and current harms this community has faced and proceed with accountability and reconciliation. Although this work is difficult, we appreciated the opportunity to bring additional sensitivity and awareness to our work and carry this forward.



Neighborhood Planning staff at work in the community

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City of Tacoma
Planning and Development Services

**Agenda Item
F3**

To: Planning Commission
From: Brian Boudet, Planning Services Division
Subject: Planning Commission Work Program – Mid-Cycle Update
Memo Date: February 12, 2025
Meeting Date: February 19, 2025

Action Requested:
Informational Briefing

Discussion:

At the meeting on February 19, 2025, staff will provide an update on the Commission's Work Program for 2024-2026. The current annual Work Program (attached) was approved by the Commission and concurred with by the Council's Infrastructure, Planning, & Sustainability (IPS) Committee in November 2024. Additionally, staff has provided a current schedule for the key projects in 2025 (attached). As the Commission is aware, recent budget decisions have reduced staff resources in PDS. The impact of those reductions on the work program is still being assessed.

Staff Contacts:

- Brian Boudet, bboudet@cityoftacoma.org
- Stephen Atkinson, satkinson@cityoftacoma.org

Attachments:

- Attachment 1: Planning Commission Work Program for 2024-2026
- Attachment 2: Current Schedule of Projects

c: Peter Huffman, Director





Planning Commission Work Program (2024-2026)

(Approved by Planning Commission, October 2024; Concurred by IPS Committee, November 2024)

The Planning Commission Work Program contains projects and planning activities slated for completion or substantial progress during the general timeframe of July 2024 through December 2026. These projects and activities are primarily mandated by legislation or initiated by the City Council and are within the Commission’s review and recommendation authority. The Work Program is subject to ongoing review and adjustment in response to legislative requirements, community requests, Council priorities, budget and staffing constraints, or other emerging situations.

Expected Completion in Remainder of 2024

- **Home in Tacoma Project – Phase 2:** *Council Action November 2024*
 - Zoning, standards, affordability, anti-displacement, infrastructure, and programmatic components (includes zoning-related items from ADU Accelerator discussion, evaluation of shipping containers for housing, etc.)
 - Middle Housing Allowances (House Bill 1110 and House Bill 2321)
 - Home Occupation/Micro-businesses Expansion (Resolution No. 41259)
 - Residential Parking Code Update (Senate Bill 6015)
- **Consolidating Local Permit Review Processes:** *Council Action December 2024*
 - Implementation of State Senate Bill 5290 and House Bill 1105
- **2025-2030 Capital Facilities Program (CFP)** *Council Action December 2024 (with Budget)*

Expected Work Program for 2025 (preliminary)

- **Neighborhood Planning Program – South Tacoma Neighborhood Plan**
- **South Tacoma Groundwater Protection District – Phase 1B (Code Update)**
 - Associated Moratorium (Ordinance 28872)
 - Includes expanded scope (as outlined in the updated Work Plan) to include issues such as impervious surface limitations, trees/landscaping requirements, integration of a Health Impact Assessment, and coordination with other efforts like the Tacoma Water Integrated Resource Plan
- **Tideflats Subarea Plan and EIS**
- **GMA Comprehensive Plan Periodic Update:**
 - Key Focus Areas:
 - New Growth Allocations – including factoring in Home in Tacoma, PSRC’s Vision 2050, and State-mandated affordable housing allocations
 - Transportation Master Plan Update – New Functional Elements, Vision Zero, Multi-modal Level of Service standards, Transit planning and coordination

- 15-Minute Neighborhoods (complete, compact and connected)
- Puyallup Tribal Comprehensive Plan – Recognition and coordination
- Historic Preservation Plan – Integration and policy updates, including local historic districts
- South Tacoma Groundwater Protection District – Policies update
- Public Health, Safety and Equity – Based on Equity Assessment, Community Safety Action Strategy, and Health Impact Assessment pilot program with TPCHD
- Economic Development Element Update – Based on Green Economy Strategy
- Actionable Goals and Performance Measures – To support communications, effectiveness and tracking
- Minor Code Amendments
- **Historic Districts Nomination Process Code Update**
 - Associated Moratorium (Ordinance 28962)
- **Cushman/Adams Substation Reuse Study** (in partnership with TPU)
- **Pacific Avenue Corridor Subarea Plan and EIS (“Picture Pac Ave”)**
- **Neighborhood Planning Program – Program Evaluation**
- **Critical Areas Preservation Ordinance Update**
 - Including biodiversity corridors

Expected Work Program for 2026 *(very preliminary)*

- **Enhanced Services Facilities/Special Needs Housing Code Update**
 - Per Resolution 41311
- **Marijuana Equity Program Code Update**
 - Implementation of State Senate Bill 5080
- **High-Density Residential Zoning Update**
 - To ensure consistency with Home in Tacoma’s new residential zoning structure
- **Parking Update**
 - Including Reduced Parking Area, refinements along expanded light rail, mixed-use centers, and outstanding issues from Home in Tacoma
- **Landscaping/Tree Code Improvements**
 - Including consistency with recent updates, such as Home in Tacoma and STGPD, enhanced flexibility, planting guidelines, tree preservation (in coordination with ES)
- **Mixed-Use Centers Code Updates**
 - Including Core/Pedestrian Street review and height bonus program
- **Commercial Zoning Update – Phase 2**
- **2026 Amendment Package**
 - Including private applications (application deadline 7/31/2025)
- **2027-2032 Capital Facilities Program (CFP)**
- **Neighborhood Planning Program – Additional Planning Efforts** (pending program evaluation and budget consideration)
- **South Tacoma Economic Green Zone – Subarea Plan** *(pending budget consideration)*

Other Notable Upcoming Projects

- **Home in Tacoma 3-Year Review – To be completed in 2027**
- **Shoreline Master Program Update – Required by State to be completed by 2029**
- **New Climate Element for the Comprehensive Plan – Required by State to be completed by 2029**
 - Including updated ADA Transition Plan, Climate Resiliency sub-element, Emergency Response and Management, Greenhouse Gas and Reduction Plan)
- **Mid-Cycle (5-year) Comprehensive Plan Review – Required by State to be completed by 2029**

On-going Planning Issues

- Six-Year Comprehensive Transportation Program
- Joint Planning Commission/Transportation Commission TOD Task Force (per Council Resolution)
- Joint Meetings of the Planning Commission with appropriate groups (e.g., the Landmarks Preservation Commission, Transportation Commission, and Community Council)
- Transportation Master Plan Implementation, in coordination with the Transportation Commission (e.g., impact fees study, transportation network planning, streetscape design guidance, such as Tacoma Ave., signature trails development, etc.)
- Light Rail Expansion projects (including the Hilltop Links to Opportunity Program, ST3 Tacoma Dome Link Extension, Tacoma-TCC Link Extension, Sounder Station Access Improvements, etc.)
- Pierce Transit Long-Range Plan, Stream System Expansion Study (SSES) and Pacific Avenue BRT Project
- Citizen Participation, Notification, Language Access, and Public Outreach Enhancements
- Proactive Equity/Social Justice/Anti-Racism integration in policies and programs
- Schuster Corridor Trail
- Subarea Plan Implementation – North Downtown, South Downtown, Hilltop, and Tacoma Mall Neighborhood
- McKinley Neighborhood Plan implementation and tracking
- Proctor Neighborhood Plan implementation and tracking
- South Tacoma Way Neighborhood Plan implementation and tracking
- Home in Tacoma implementation and tracking
- Urban Design Program implementation and tracking
- Urban Forestry implementation and tracking
- Economic Development implementation and tracking
- Fossil Fuel Tracking and Council Reporting
- Historic Preservation, in coordination with the Landmarks Preservation Commission (e.g., Historic TDR, integration of Historic Preservation Plan with *One Tacoma* Comprehensive Plan, historic districts process and standards, preservation incentive tools, educational programs, etc.)

Regional and Cross-Jurisdictional Issues

- Regional Transportation Issues, in coordination with the Transportation Commission (e.g., Tacoma LINK and Central LINK Light Rail Expansions, Pierce Transit Long-Range Plan and BRT Project)
- PSRC Regional Centers Framework Update, Vision 2050 implementation, GMA review

- PCRC County-Wide Planning Policies, County-level Centers Update, Population Allocations, Buildable Lands, Annexations and Pre-Annexation Planning
- Regional/Countywide Climate planning and coordination (Pierce County Climate Collaborative)
- Tribal Planning Coordination

Emerging Issues

These items are generally not integrated into the current work program and are dependent on future program space, priorities, funding, etc. Additionally, staff and the Commission regularly look for opportunities to integrate these items into other, larger projects when appropriate. These are listed in no particular order.

- Health Impact Assessments *(in partnership with TPCHD, after review of pilot)*
- Corridor Plans, focused on TOD corridor planning, such as Portland Avenue, 6th Avenue, and 19th Street (19th Street is a particular priority to support and ensure coordination with the planned Sound Transit TCC light rail extension)
- Station-Area Planning, such as Portland Avenue/I-5 area and “Four Corners” at James Center/TCC Mixed-Use Center (Portland Avenue/I-5 is a particular priority to support and ensure coordination with the upcoming Sound Transit Tacoma Dome Link Extension project)
- Crime Prevention Through Environmental Design (CPTED) policy and code review *(potentially coming out of Crime Prevention Plan)*
- Potential Local Historic Districts *(coordinated with LPC)*
- Street Typology and Designation System Review
- Wildfire Adaptation and Mitigation *(from Sustainable Tacoma Commission)*
- Urban Heat Island review/considerations *(from Sustainable Tacoma Commission)*
- Parks and Open Space Planning *(in coordination with MetroParks Tacoma and Tacoma School District)*
- Subarea Plan review/updates – North Downtown, South Downtown, Hilltop and Tacoma Mall Neighborhood (including street designation review)
- Sign Code Update
- Pre-Annexation Planning – Browns Point/Dash Point, Parkland/Spanaway *(with Pierce County)*
- Transfer of Development Rights (TDR) program review
- SENCO SNAP review/integration
- Unified Development Code
- Institutional Master Plans
- “Dark Sky” lighting standards (from JBLM AICUZ study)
- Trail-Oriented Design Standards
- Zoning Code conversion to web-based, linked format

Work Program - Tentative Schedule - Planning Commission Items

February 12, 2025

Project	Q1 2025	Q2 2025	Q3 2025	Q4 2025
South Tacoma Neighborhood Plan				
GMA Comprehensive Plan Periodic Update				
Tideflats Subarea Plan & EIS				
STGPD Moratorium				
STGPD Code Update				
Pacific Avenue Corridor Subarea Plan & EIS				
Historic District Moratorium				
Historic District Code Update				
Critical Areas Preservation Code Update				
2026 Private Applications?				

Color Key

- Initiation and Assessment (Scoping, Visioning, Alternatives Analysis, Initial Engagement)
- Review and Analysis (Options Analysis, Outreach, Draft Plan and Code Development, SEPA Review)
- Planning Commission Public Hearing
- Planning Commission Recommendation
- City Council Legislative Process (Committee Review, Study Session, Public Hearing and Decision)
- Implementation (Codification, Publishing, State Notifications, Training, Materials, etc.)

Additional information in response to questions raised during the 1/15 Sound Transit presentation to the Planning and Transportation Commissions on the Tacoma Dome Link Extension (TDLE) project

Via E-Mail From Sound Transit (2/7/2025)

We tracked down information to the questions Commissioners had during the joint meeting. If there's any additional info that would be useful, please let us know:

- What outreach is Sound Transit conducting in Tacoma and the project corridor?
 - The agency has launched an extensive community outreach program during the Draft EIS comment period. Mail notifications, social media posts and ads, an online open house, in-person and virtual briefings to individual residents, businesses and property owners are just some of the tactics used. In addition, there have been virtual and in-person public hearings and open houses, as well as presentations and communications with a number of community organizations, neighborhood councils, Chambers of Commerce, city commissions and city councils.

Sound Transit always strives to better our community engagement efforts and if there are any recommendations for other groups or individuals to engage, that feedback is greatly appreciated.

- What are the exact travel times from Tacoma Dome Station to Westlake Station and do they include the future infill stations at Boeing Access Road and Graham Street?
 - Once TDLE opens, it will be approximately 71 minutes travel time from Tacoma Dome Station to Westlake, including stops at the Boeing Access Road and Graham Street infill stations. After the new downtown tunnel opens to serve the 1 Line from Ballard to Tacoma, that travel time will be approximately 68 minutes.
- When TDLE opens, what will be the future of ST Express service in Tacoma and Pierce County?
 - The Draft EIS and ST Financial Plan assume that ST Express service would be replaced by Link after TDLE opens. In the ST3 plan, ST Express service is funded at approximately $\frac{1}{4}$ of current levels after the completion of all Link Light Rail projects. It will be up to the Sound Transit Board how those service hours are allocated. Ultimately, all ST Express service is considered and approved by the Sound Transit Board.
- Is there potential to start some of the TCC T Line Extension work to double track the T Line segment between Tacoma Dome Station and Union Station earlier as part of TDLE?
 - The TCC T Line Extension's projected opening is 2039-2041 and early planning has not started. Sound Transit is open to evaluating future opportunities that may provide operational benefits.
- How does Sound Transit calculate ridership estimates and specifically, how many people will be coming into Tacoma rather than leaving Tacoma to head north.
 - ST's ridership model takes into account existing transit ridership in the corridor, then estimates how people will use transit in the future based on:
 1. Growth in population and jobs
 2. Changes in the cost of driving and traffic congestion
 3. Changes in the transit system that will come in addition to TDLE

TDLE is projected to have 24,000-36,000 daily riders and this estimate counts any rider who uses the extension, regardless of where they board. For example, someone who boarded the train at the Airport and rode to the South Federal Way Station or even further to Tacoma, would be counted.

Sound Transit has a ridership dashboard on its website that regularly updates ridership data by mode: <https://www.soundtransit.org/ride-with-us/system-performance-tracker/ridership>

As always, if we can help with any other questions or additional information, please let us know.

Sincerely,

Austin

Austin Neilson

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Sound Transit
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