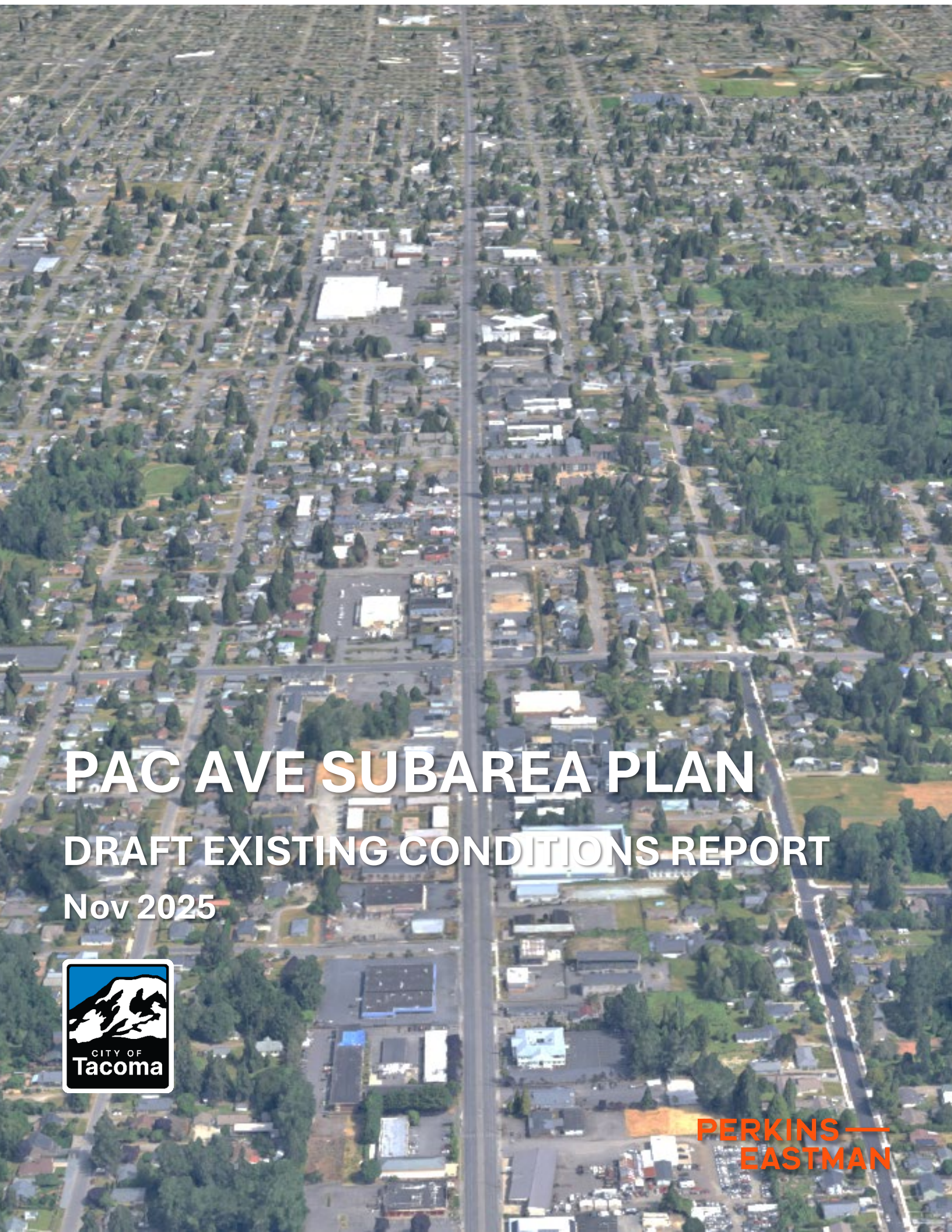

PAC AVE SUBAREA PLAN

DRAFT EXISTING CONDITIONS REPORT

Nov 2025

CITY OF Tacoma

PERKINS EASTMAN

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1 The “Pac Ave” Subarea Overview

In 2019, the Tacoma City Council passed Resolution No. 40287 establishing a Pacific Avenue Subarea Plan and Planned Action Environmental Impact Statement, “Picture Pac Ave,” as the City’s first long-range plan for a Transit-Oriented Corridor (TOC). The plan spans a 4.5-mile Corridor of Pacific Avenue (State Route 7, “SR-7”) and the surrounding walkshed from about Interstate 5 (I-5) in the north, to South 96th street in the south.

1.1 Corridor History and Context

Established in the early 1900s, SR-7 connects Tacoma (and Commencement Bay) with Mount Rainier and is known in rural areas as simply, the Mountain Highway. From Spanaway north into Downtown Tacoma, SR-7 is known as Pacific Avenue South, and is often referred to locally, within Tacoma, as simply, “Pac Ave.”

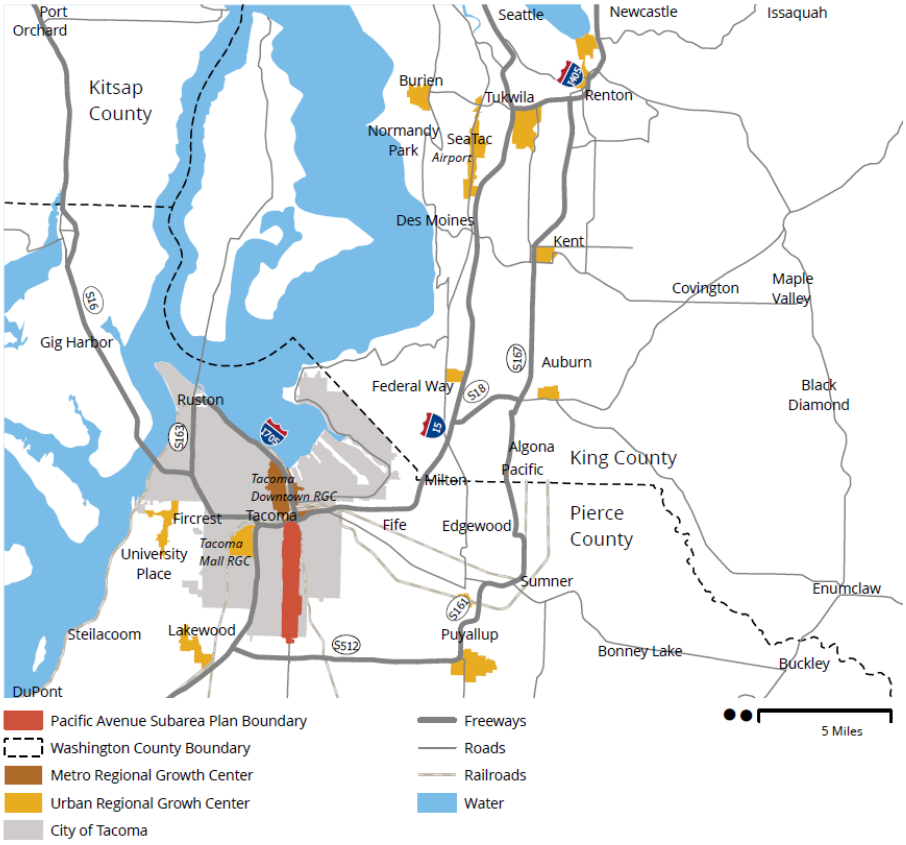


Figure 1 Pac Ave Subarea Plan in Regional Context

It has served as a major thoroughfare for commerce and transportation, emerging in the late 19th century as a major route to the waterfront and the growing port. It quickly became a vibrant commercial district, lined with businesses, theaters, and shops. In the early 20th century, Pacific Avenue continued to flourish, particularly during the post-World War I economic boom. However, with the rise of automobiles and suburbanization in the mid-20th century, the urban landscape shifted. Some businesses relocated, and parts of the area saw decline.

While the Corridor has served a vital role for those seeking access to Mount Rainier National Park as well as commuters into and out of Tacoma, it is also the most dangerous, with more deadly and serious injury crashes than any other corridor in the City. Additionally, the highway serves as a barrier, bisecting Tacoma neighborhoods and discouraging the safe use and enjoyment of daily essentials located on the opposite side of the highway.

1.2 Role in Regional Connectivity and Economic Growth

As one of the city's major hubs for commerce, the corridor supports a variety of businesses, from small, locally owned shops to larger commercial enterprises, with the potential to significantly foster further economic growth and community vibrancy. Strategic growth and thoughtful development along the corridor are essential to maintaining its role as a driver of regional connectivity, linking residents, workers, and visitors to Downtown Tacoma and beyond.

1.3 Vision and Purpose of the Subarea Plan

As such, it is necessary to conduct a subarea plan that can map out a course over the next 25 years to create a community-shaped vision for the Pacific Avenue Corridor, within the City of Tacoma limits, to transform this vehicular highway into a transit-oriented corridor with multi-modal functionality. Such a vision can enhance and improve the area's environment, economy, public realm, public health, and the enjoyment and quality of life of those living near or visiting the corridor. By continuing to enhance transit infrastructure, attract mixed-use development, and create welcoming public spaces, the Pacific Avenue Corridor will strengthen its position as a thriving, inclusive destination that serves both local neighborhood needs and larger regional connections.

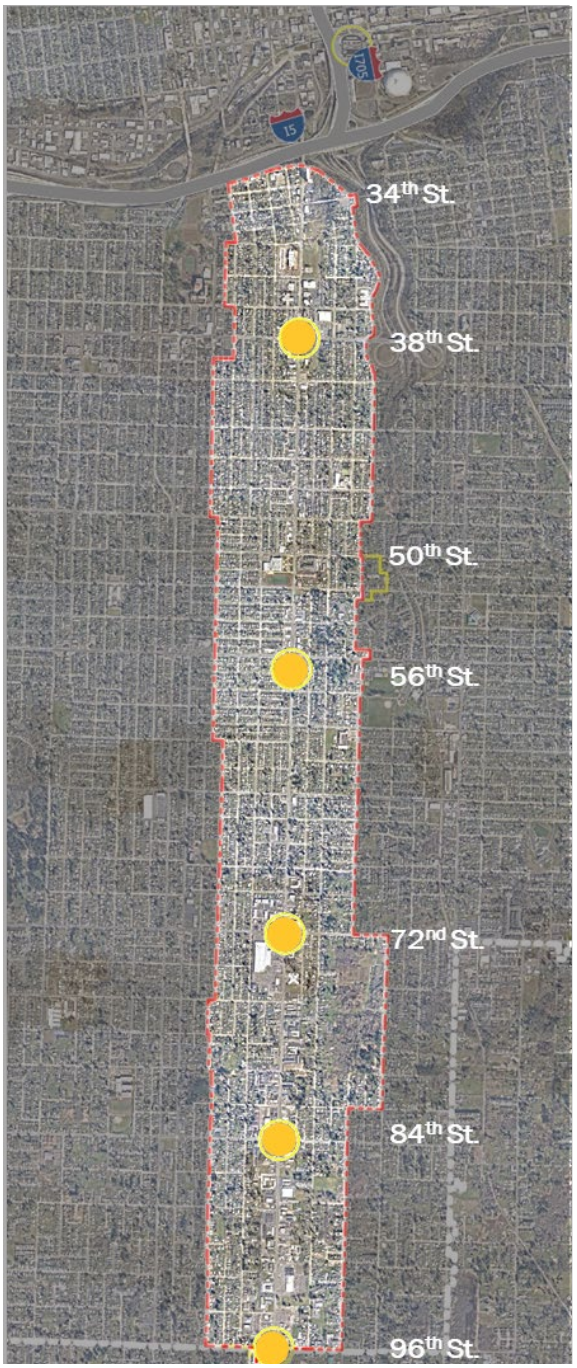


Figure 2 Pac Ave Subarea Extents with key cross streets and bus stops

2 Subarea Today

The Pacific Avenue Subarea is anchored by two existing Mixed-Use Centers, the Upper and Lower Pacific Crossroads MUCs. The corridor is served by key east-west transit routes and direct connections to major transportation facilities, including I-5 to the north and State Route 512 to the south. It is also home to community assets such as Charlotte's Blueberry Park, schools, local businesses, and civic facilities.

2.1 Mixed Use Centers

The subarea encompasses two of Tacoma's existing Crossroads Mixed-Use Centers (MUCs)- Lower Pacific (34th and Pacific) and Upper Pacific (72nd and Pacific). These mixed-use center districts are core to the City of Tacoma's plans for growth and development. They are zoned to accommodate a significant portion of Tacoma's future population and employment growth by enabling a diverse range of housing options and employment opportunities. These areas are also envisioned to support pedestrian and bicycle infrastructure, along with a mix of shops, services, and public spaces, fostering vibrant, connected communities.

Figure 3 Location of existing MUCs and Neighborhood Business District within Subarea

2.2 Pacific Avenue Neighborhood Business District

The Pacific Avenue Business District contains a mix of residential and neighborhood-scale commercial buildings and amenities including grocery stores, restaurants, healthcare services, libraries, and community gathering spaces. Neighborhood commercial buildings are distributed throughout the district, most notably at intersections. The district also hosts community events such as the annual Festival, held on the second Saturday in June, which highlights local artists, craftspeople, international cuisine, and a classic car show.

2.3 Key Connections

The Pacific Avenue corridor serves as a vital north–south spine within Tacoma's broader transportation network, offering strong regional and local connectivity. It is supported by several key east–west routes that link adjacent neighborhoods, employment areas, and community destinations across the city. Streets such as 34th, 56th, 72nd, 84th, and 96th provide important cross-corridor access, ensuring convenient movement between residential areas, commercial districts, and major institutions.

At the regional scale, the corridor connects directly to Interstate 5 at its northern end—providing access to Downtown Tacoma, Seattle, and other Puget Sound destinations—and to State Route 512 at its southern end, offering connections eastward to Puyallup and south to Joint Base Lewis-McChord. These interchanges position Pacific Avenue as a key mobility and goods-movement route, serving both local businesses and commuters.

In addition, key east–west transit routes intersect with the corridor, reinforcing its role as a multimodal hub. Together, these roadway and transit connections support a highly accessible corridor that is well-positioned to accommodate future growth, redevelopment, and improved multimodal mobility.

2.4 Enhanced Bus Service

In August 2023, Pierce Transit confirmed plans for the STREAM Community Line, an Enhanced Bus Service designed to better serve transit riders along the Pacific Avenue corridor. The line operates as an express overlay to the existing Route 1, with five key station areas within the Picture Pac Ave Subarea—at 34th, 56th, 72nd, 84th, and 96th Streets.

The new service features upgraded stations with benches, wind screens, and real-time bus arrival information. STREAM buses are specially branded and equipped with Transit Signal Priority (TSP) technology, which helps shorten red lights and extend green lights to improve travel times. This results in faster and more reliable service for both the Community Line and local Route 1.

The STREAM line also strengthens regional connections—linking directly to the Dome District, with timed transfers to Sounder

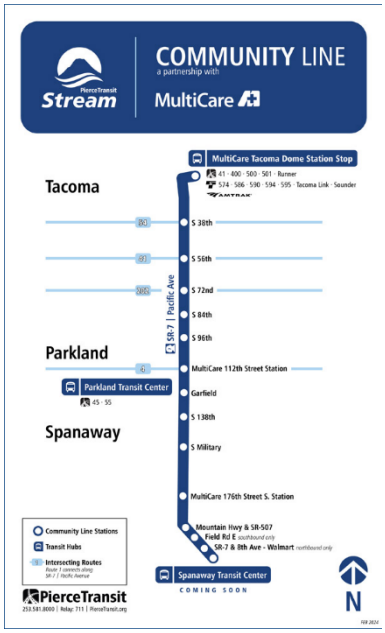


Figure 4 Community Line Route Map

commuter rail and the T-Link light rail at Tacoma Dome Station. In the future, it will integrate with the Tacoma Dome Link Extension, expected by 2035, providing a one-seat light rail ride from Tacoma to Seattle and beyond.

2.5 Emerging Strengths and Community Assets

Along the Pacific Avenue corridor, several existing assets and recent initiatives provide strong foundations for positive change and help anchor a more cohesive vision for this subarea.

Strategic Adaptive Use & Housing Innovation: A recently converted historic commercial building into micro-units illustrates opportunity for infill, reuse, and more diverse housing typologies along the corridor.

Workforce & Equity-Focused Developments: A new project oriented toward equity and workforce development is poised to contribute to the corridor's inclusive economic role. (Details to be confirmed.)

Public Land as Transitional Use: The city-sanctioned temporary housing / "tent city" initiative on vacant land demonstrates a pragmatic public sector response to needs and offers a bridge toward longer-term affordable housing outcomes.

Community Anchors & Green Space:

- Charlotte's Blueberry Park on the east side offers 23 acres of open space, wetland recharge, and community-garden amenity—an "urban oasis" and local identity marker.
- Tacoma Public Library (South 56th Street Branch) supports literacy, lifelong learning, and functions as a community hub.
- Stewart Height Middle School and other elementary schools, religious institutions along the corridor act as anchors of neighborhood stability and civic life.

Figure 5 View of Blueberry Park

Opportunity for Placemaking & Identity Formation: The presence of these anchors and initiatives sets the stage for creating a stronger sense of place, coherent streetscape improvements, and corridor identity that currently is fragmented but ready to be shaped.

3 Pac Ave: Socio-economic Profile

3.1 Demographics

The Pacific Avenue Corridor is distinguished by its racial and ethnic diversity, with distinct demographic patterns found along its length. South of 72nd Street, the area is predominantly Black/African American, while a notable Asian community is concentrated west of 38th Street, between 56th and 64th Streets. The Hispanic population is more evenly distributed throughout the corridor, accounting for 12% to 17% of residents. Overall, the population consists of 86% non-Hispanic and 14% Hispanic residents, with 83% of households speaking English and 17% speaking other languages.

In terms of age demographics, the corridor has a higher proportion of both younger and older residents compared to the county average, and the number of senior living developments is on the rise. Population growth trends in the corridor are closely aligned with those of Tacoma as a whole, reflecting a dynamic and evolving community.

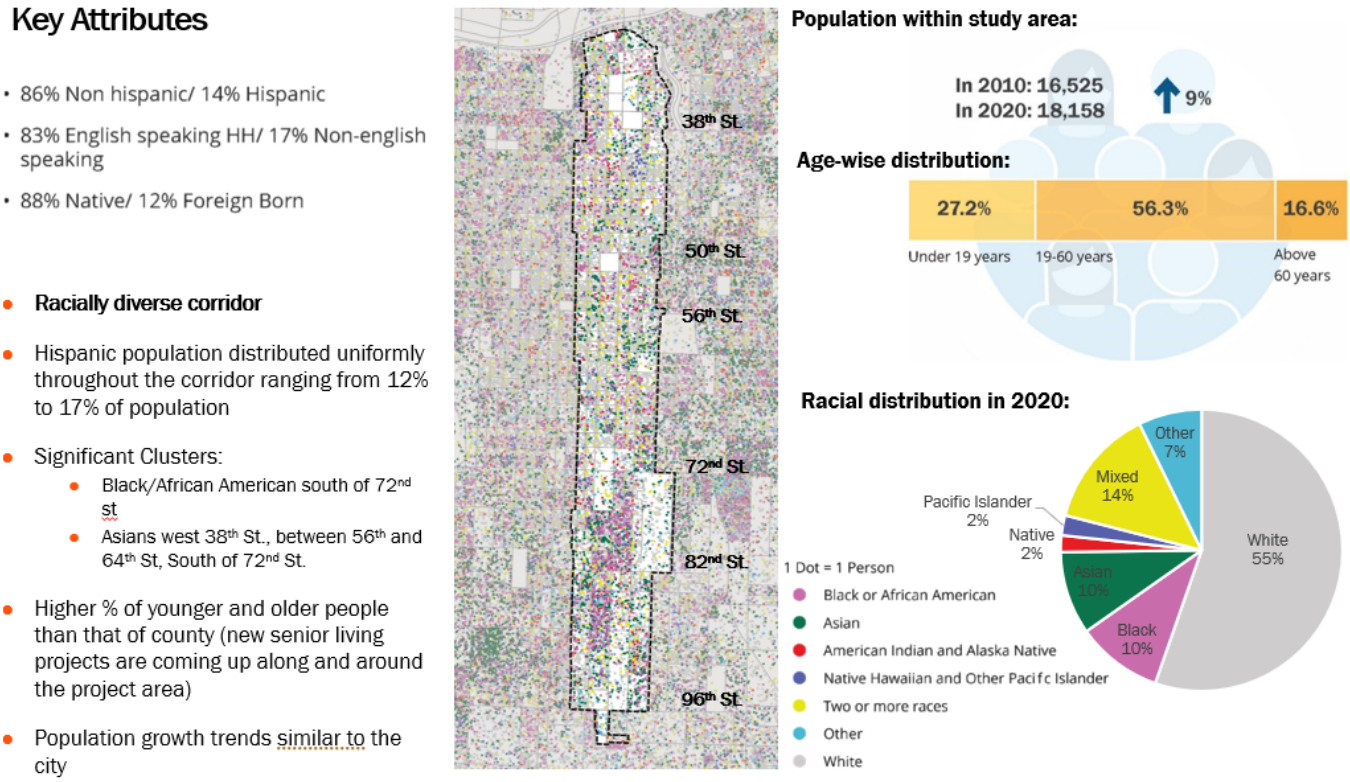


Figure 6 Demographic Profile of the Subarea

3.2 Economy

The Pacific Ave. study area features a mix of commercial, retail, and institutional businesses. It includes retail shops, restaurants, service-oriented establishments, and more, contributing significantly to Tacoma's local economy.

The unemployment rate along Pacific Avenue stands at 4.5%, with a higher proportion of residents employed in the service sector compared to the city average. The median household income in the area is about 30% lower than Tacoma's overall median, reflecting income disparities. Economic challenges are evident, as approximately 20% of the study area is classified as low-income. Poverty rates vary significantly along the corridor, ranging from 10% in the northern end to 29% in the southern end. However, there has been some positive economic growth, with the median income in the corridor increasing by 6% between 2010 and 2020.

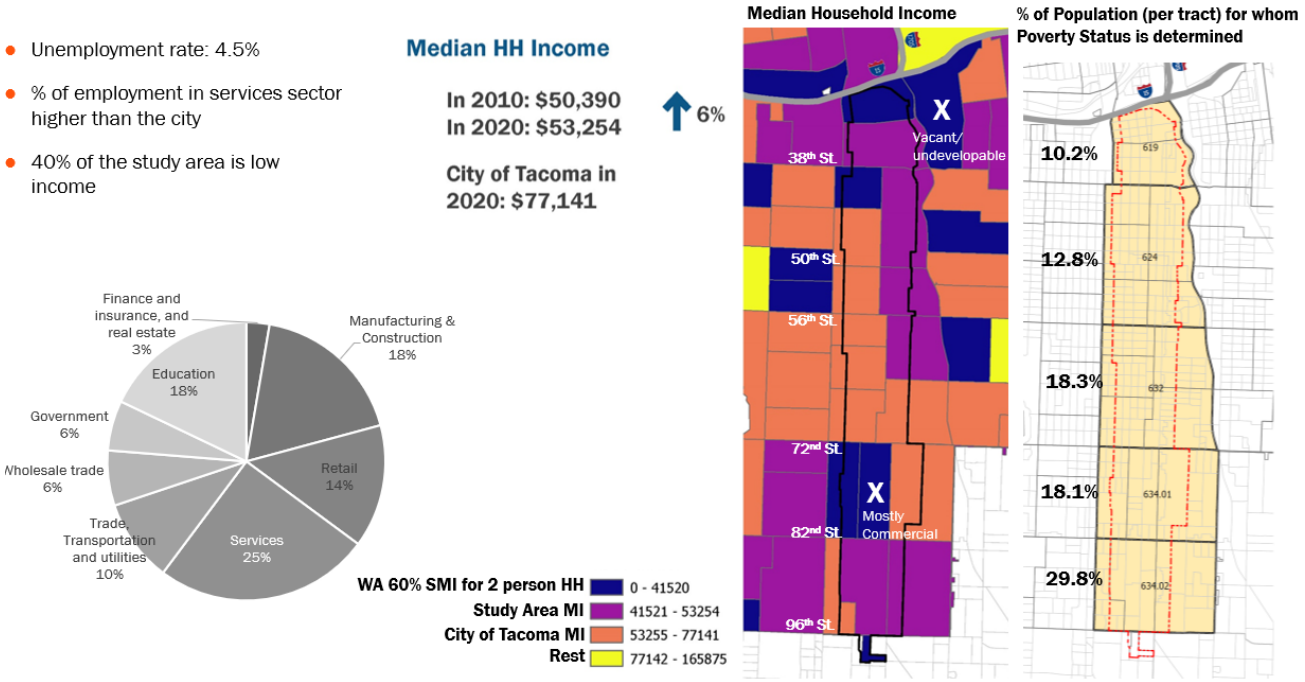


Figure 7 Economic Profile of the Subarea

3.3 Housing

Within the subarea, approximately 60% of housing units are single-family residential, reflecting the area's traditional housing patterns. However, recent trends show a growing presence of new multi-family developments, including middle housing options such as townhomes and walk-up apartments. The subarea also features a relatively low owner vacancy rate of 1.4% and the ownership rate within the subarea is higher compared to the citywide average, reflecting a invested residential community. This combination of single-family homes and emerging multi-family developments positions the subarea as an evolving and increasingly diverse housing market, with opportunities for both ownership and rental options.

The average household size in the subarea is 2.8, which is higher than the city average. Larger household sizes can affect income thresholds for poverty levels because government and social

service programs often adjust poverty thresholds based on the number of individuals in a household. For example, a household with more members may require a higher total income to be considered above the poverty line compared to smaller households.

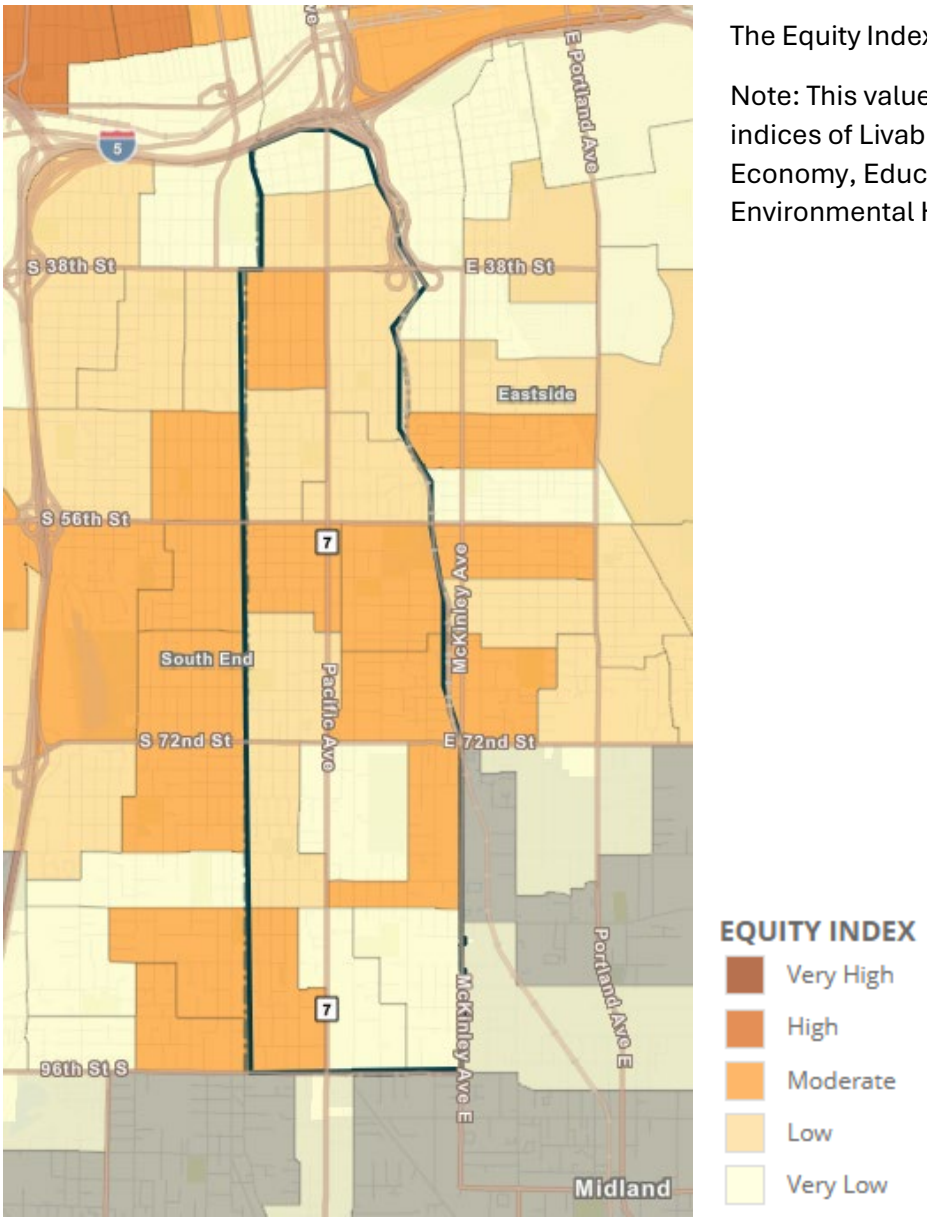
Figure 8 Housing Profile of the Subarea

3.4 Equity Analysis

The City of Tacoma uses the Equity Index to identify, track, and close disparities, and prioritize investments based on where and who has access to opportunity, for example opportunity to safely walk to school, opportunity to earn a living wage job, opportunity to access healthy food and opportunity to have safe and health environmental interactions.

There are 34 indicators, which are used to assess community strengths and disparities and help identify how we can make investments to increase resources and interrupt inequity. Various indicators and demographic information help to create a displacement risk profile for the corridor. These indicators are used to evaluate livability, accessibility, economy, and environmental health.

The subarea has an overall low equity index value based on multiple factors such as racial diversity, poverty rates, proximity to heavy traffic roadways increasing toxic risks, lower urban tree canopy etc.



The Equity Index is **Low**

Note: This value combines the indices of Livability, Accessibility, Economy, Education and Environmental Health.

Figure 9 Equity Index Map for Subarea at Census Block level

Source: Tacoma's Equity Index Map

The data for these indicators around equity were collected at or aggregated to the Census Block Group level and roll up to the overall Equity Index into a single measure based on several factors that can be compared across the city.

4 Existing Land Use

Residential uses comprise approximately 73 percent of the total land area within the study area, with single-family residential accounting for the largest share. Commercial and mixed-use designations together represent about 15 percent, primarily located along key nodes such as 38th Street, 72nd Street, and 96th Street. The remaining 12 percent of land consists of schools, services, parks, open space, institutional, and utility uses that support the surrounding neighborhoods and corridor functions.

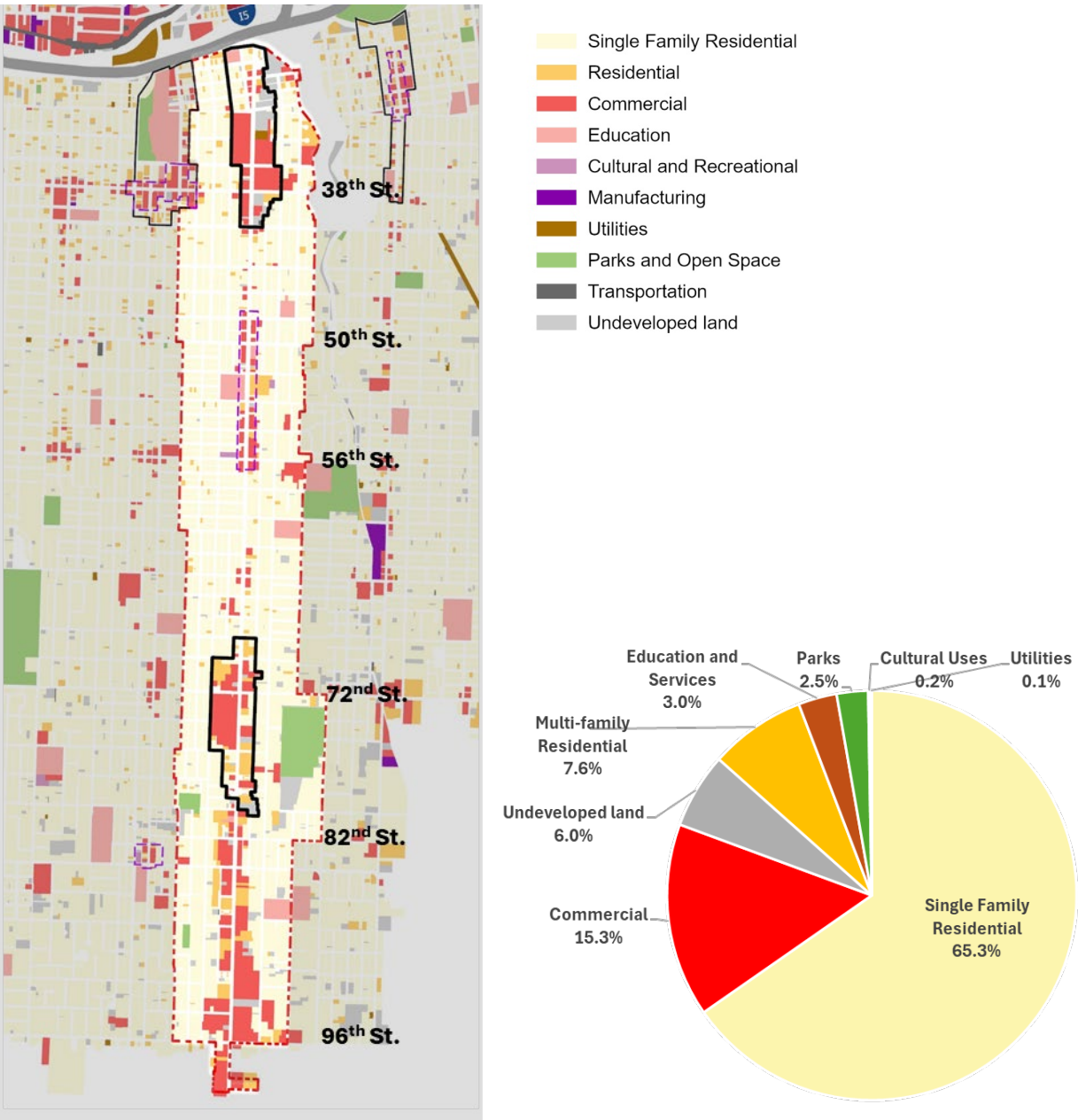


Figure 10 Existing Land Uses within Pac Ave Subarea and percentage distribution in acres

5 Existing Zoning

The study area encompasses a range of existing zoning designations that include residential, commercial, and mixed-use categories. The Mixed-Use Centers (MUCs)—designated as Crossroads MUCs—have their own mixed-use zoning classifications. The Home in Tacoma zoning framework now applies to all residential areas, standardizing residential designations citywide. The southern segment of the corridor shows a pattern of inconsistent and fragmented zoning, with several instances of spot zoning that reflect incremental changes over time.

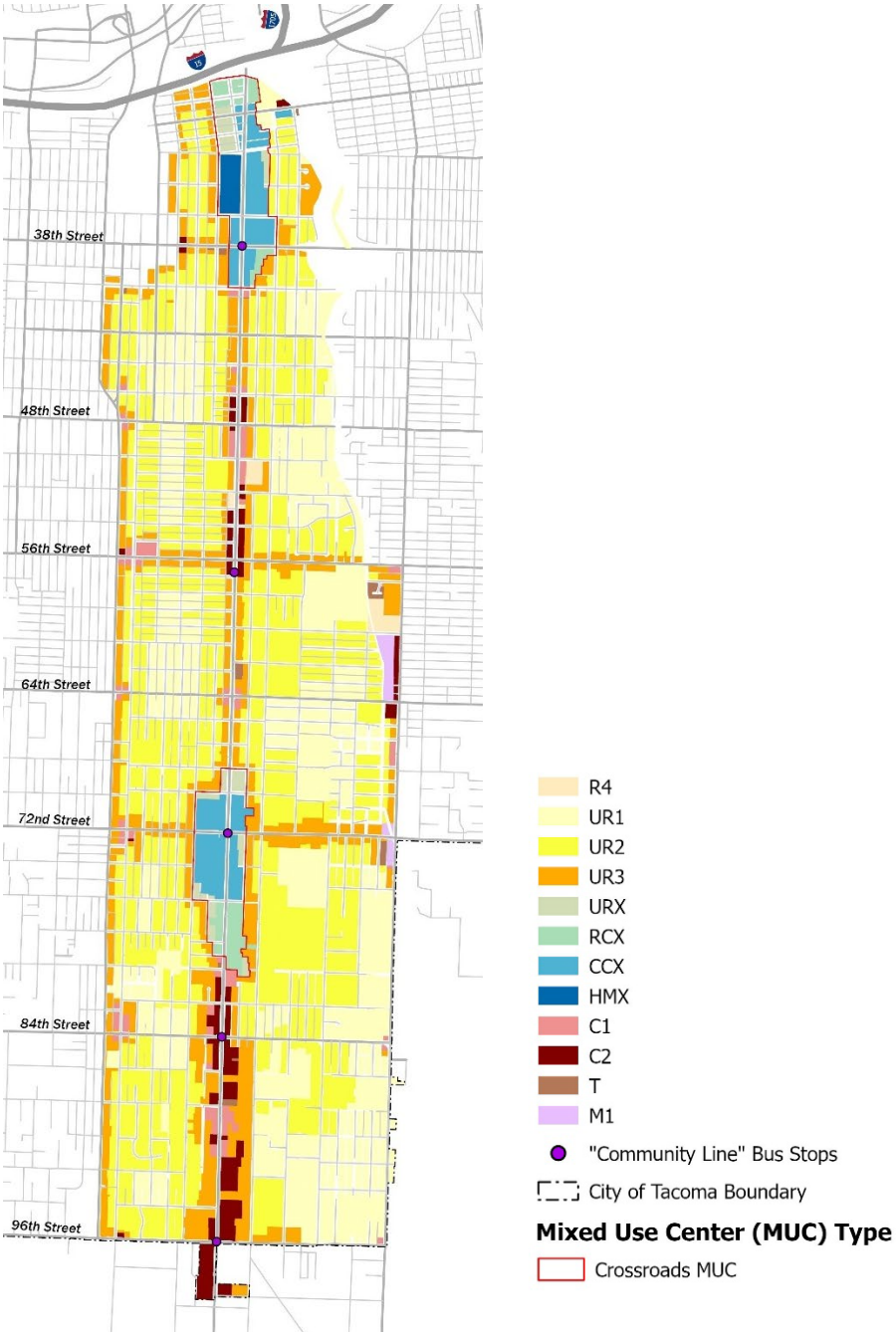


Figure 11 Existing Zoning

6 Pac Ave: Urban Fabric Profile

The Pacific Avenue Subarea today reflects a predominantly vehicle-oriented development pattern that has shaped its character, visual identity, and public realm. While the corridor currently lacks cohesion and pedestrian comfort, it offers significant potential for reinvestment and transformation into a more vibrant, connected, and people-centered corridor.

Key Characteristics

- Auto-Oriented Development: Dominated by single-use commercial buildings, wide driveways, and extensive surface parking areas.
- Fragmented Urban Form: Includes vacant and underdeveloped parcels, resulting in a discontinuous streetscape and uneven activity nodes.
- Visual Character: Defined by billboards, large-scale signage, and minimal architectural or landscape cohesion.
- Pedestrian Environment: Limited sidewalks, few safe crossings, and sparse amenities create an unsafe and uninviting atmosphere for walking.

Semi-consistent building edges without linear street design elements

Clearly dilineated, buffered pathway

Exposed, unprotected sidewalk blending into vehicular access

Parking lots, fences, and undeveloped land between buildings

- Public Realm Quality: Wide travel lanes and long block lengths discourage street life and community interaction.
- Activity Pattern: Movement largely limited to vehicle-to-storefront trips, creating a sense of inactivity despite business presence.

Opportunities for Transformation

- Reimagine the corridor through a cohesive urban design framework and stronger public realm identity.
- Prioritize pedestrian-friendly infrastructure and safer crossings to enhance comfort and accessibility.
- Encourage infill and mixed-use development to create active frontages and promote walkability.
- Leverage existing cultural and commercial assets as building blocks for a stronger sense of place.
- Foster public space enhancements and placemaking initiatives that celebrate Tacoma's local character.

6.1 Districts

The Subarea Plan identifies four distinct districts along the Pacific Avenue corridor, each serving as a unique character zone. These districts reflect the existing context and land use patterns, with major intersections acting as natural dividers between them. Strategically, these districts are typically located midway between bus stations, aligning land use with transit access.

- **Lower Pacific Mixed-Use Center**: I-5 to S 45th Street
- **Stewart Heights**: S 45th Street to S 67th Street
- **Upper Pacific Mixed-Use Center**: S 67th Street to S 82nd Street
- **Fern Hill**: S 82nd Street to S 99th Street

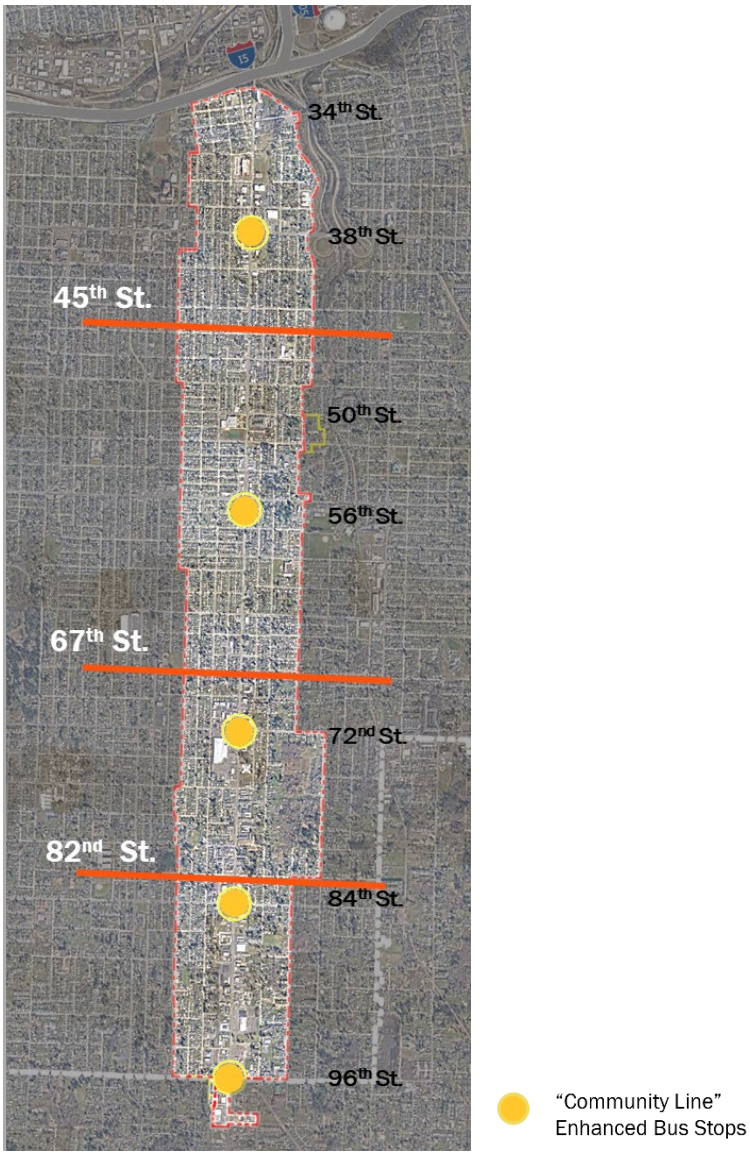


Figure 12 Four distinct districts along the Pacific Avenue corridor

6.2 Lower Pacific Mixed-Use Center

The Lower Pacific MUC serves as an important hub along the Pacific Avenue corridor, benefiting from proximity to Downtown Tacoma, the Dome Transit Center, and planned BRT (STREAM Community Line) connections. The area includes a mix of institutional, commercial, and emerging residential uses, with notable activity around 38th Street and several new multifamily projects in the pipeline. Its views of the City and water and the presence of vacant or developable land position it well for future growth.

However, development intensity is uneven—large institutional buildings and extensive surface parking lots interrupt continuity and limit opportunities for a cohesive urban fabric. Market conditions remain moderate, and while growth momentum is emerging, sustained investment will be needed to realize the MUC's full potential.

Opportunities include focusing new development around BRT stops, creating housing, jobs, and neighborhood amenities, and establishing a pedestrian-centered environment that improves livability and enhances the corridor's identity.

Key Characteristics

- The physical environment of the Lower Pacific MUC is vehicle-oriented and fragmented, reflecting the dominance of institutional and commercial uses. Many buildings are set back from the street, with limited active frontages, while surface parking lots and driveways disrupt the continuity of the streetscape.
- Public safety and comfort are key concerns—fast-moving traffic along 38th Street and a lack of "eyes on the street" create an uninviting pedestrian environment. Although street trees and landscaped buffers exist in some segments, pedestrian amenities and street activation remain inconsistent.
- To support future transit-oriented growth, stronger internal pedestrian connections will be needed to link larger institutional parcels, parking areas, and new developments with Pacific Avenue and adjacent neighborhoods.
- Creating a more cohesive and human-scaled public realm—with safer crossings, active edges, and improved street design—will be essential to foster a vibrant, walkable district.

Figure 13 Lower Pacific MUC

6.3 Stewart Heights

The Stewart Heights area is primarily residential, characterized by clusters of smaller one- to two-story single-family homes on consistent lot sizes. Interspersed neighborhood retail and commercial uses—such as convenience stores, restaurants, and service shops—are located mainly along Pacific Avenue and key intersections. These commercial areas are part of the Pacific Avenue Neighborhood Business District (NBD), an established cluster of street-oriented retail supported by a local catchment population that could respond well to improved, pedestrian-friendly retail environments.

The district's primary transit access is centered around 57th Street, connecting to the public library, park, and neighborhood amenities to the west. The area benefits from proximity to Stewart Heights Park, Stewart Middle School, and a Senior Activity Center, creating a strong foundation for community growth and cultural connection between residential and civic spaces.

While Stewart Heights has an established neighborhood identity, the district faces challenges including limited public safety visibility, auto-oriented retail patterns, and a lack of catalytic investment. However, there are strong opportunities to focus new development around bus stops, enhance neighborhood amenities, and create a more pedestrian-centered retail environment that supports local businesses and improves livability.

Neighborhood Business Districts (NBDs) are clusters of locally owned businesses located within walkable neighborhoods. Tacoma's Community and Economic Development Department provides technical assistance to help these districts organize, enhance visibility, and strengthen their local economic presence.

Key Characteristics

- The Stewart Heights area exhibits many of the same physical characteristics as the broader corridor, with auto-oriented access dominating commercial and retail establishments.
- Large parking areas and incomplete sidewalks limit walkability, though commercial buildings generally match the residential scale, providing a comfortable human proportion when well connected.
- Transitional zones between residential and commercial parcels are often underdeveloped, resulting in conditions where business service areas directly face residential frontages.
- While street trees, consistent setbacks, and wider sidewalks improve walkability in some segments, pedestrian infrastructure remains inconsistent.
- There is a clear need to strengthen internal pedestrian connections linking residential streets, retail clusters, and community assets such as the park and schools. Improving these links, alongside public realm upgrades, can help create a more cohesive and safer neighborhood environment—supporting both local retail vitality and a stronger sense of place.

Figure 14 Stewart Heights District

6.4 Upper Pacific Mixed-Use Center

The Upper Pacific MUC features a diverse mix of commercial, retail, and residential uses, including both multi-family and single-family housing interspersed throughout the district. Several new multifamily developments—primarily three-story walk-ups and attached townhomes—are located along the southern edge, signaling gradual reinvestment.

One of the corridor's most significant assets, Charlotte's Blueberry Park, anchors this area. Active commercial areas and emerging housing projects around the MUC provide opportunities to strengthen community connections and diversify land use patterns.

However, the area faces notable challenges, including limited east-west street connections that result in long blocks, auto-oriented uses, and a lack of organized community or business networks. Public safety and comfort remain concerns due to minimal pedestrian activity and weak visual surveillance along the corridor. Despite these conditions, there is strong potential to focus new development around bus stops, introduce neighborhood-scale amenities, and enhance the pedestrian environment to improve livability.

Key Characteristics

- The MUC is organized around large retail and commercial blocks at major intersections, resulting in long block lengths and infrequent pedestrian crossings.
- Retail clusters generate some pedestrian activity at nodes, but no clearly defined public space exists to anchor gathering
- Residential parcels lack clear pedestrian links to adjacent retail and green spaces—resulting in a weak transition between private homes and public corridors.
- Charlotte's Blueberry Park and Ryan's Park are significant open-space assets, but both suffer from limited direct pedestrian and vehicular access from Pacific Avenue and surrounding development.
- The opportunity site (former Fred Meyer) presents a chance to infill and activate the area, but its large surface parking and building footprint need careful integration to support mixed-use, human-scaled design.

- To improve walkability and cohesion, stronger internal pedestrian connections—linking residences, retail nodes, parks, and transit stops—are needed, along with active street-edges, continuous sidewalks, and safer crossings.

Figure 15 Lower Pacific MUC Area

6.5 Fern Hill

The Fern Hill area is largely commercial and retail in character, defined by vehicle-oriented uses such as auto repair shops, gas stations, warehousing, and U-Haul rental facilities. These building types require large footprints and extensive surface parking, resulting in blocks dominated by vehicular access and limited pedestrian activity.

While redevelopment has been gradual, Fern Hill is beginning to see signs of new commercial activity and reinvestment. Its lower land values and underutilized parcels present opportunities for equitable, community-serving development. By introducing green and open spaces, improving east–west connectivity, and enhancing the walkability of its long blocks, the district can evolve into a more connected and livable neighborhood.

Focused efforts to concentrate new growth around bus stops, create housing and job opportunities, and leverage existing light-industrial areas as employment hubs—in alignment with the City's equity and investment goals—can help transform Fern Hill into a more vibrant, resilient mixed-use center that serves both residents and businesses.

Key Characteristics

- The public realm is underdeveloped, with almost no green or public spaces and limited street-level activity.
- Large parking lots dominate the blocks, weakening the relationship between buildings and pedestrian pathways.
- Long block lengths and infrequent crossings restrict pedestrian access and reduce connectivity to nearby residential areas.
- Movement is further constrained by fences, gates, and alleyways that obstruct access, along with inconsistent sidewalks and minimal pedestrian infrastructure.

- A few retail strips with potential character exist but are overshadowed by vacant parcels and expansive parking lots.
- The absence of greenery, shade, and active edges contributes to an auto-oriented environment that discourages walking and gathering.
- Enhancing the pedestrian experience through landscaped buffers, new crossings, and small-scale public spaces will be critical to support reinvestment and community cohesion.

Figure 16 Fern Hill District

7 Pac Ave: Mobility Analysis

7.1 Pedestrian and Bike Infrastructure

The mobility framework is supported by several east–west streets—particularly 50th, 64th, 72nd, and 84th Streets—which carry the highest levels of pedestrian activity and serve as key connectors between neighborhoods and the corridor.

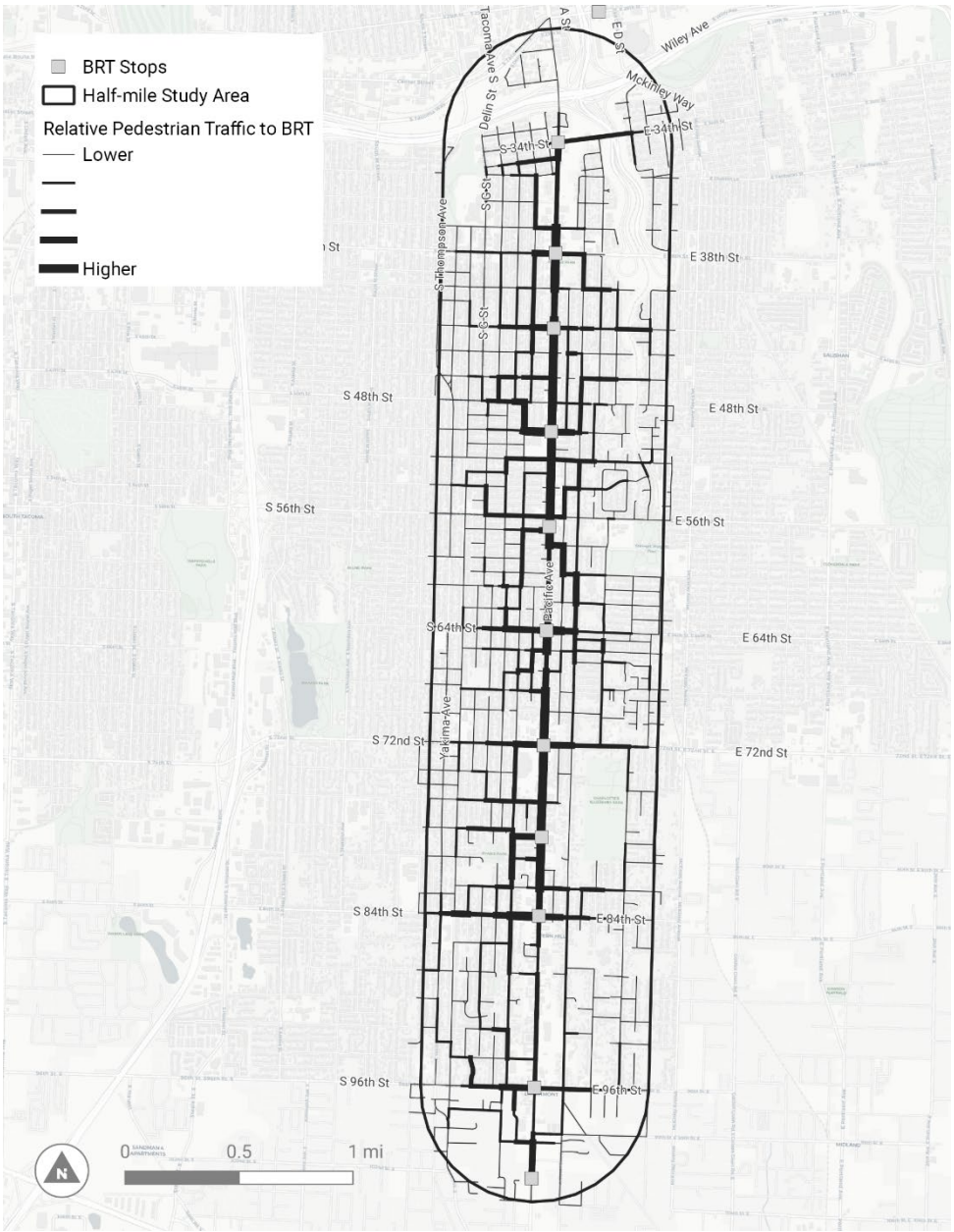


Figure 17 Centrality analysis showing the important pedestrian approaches to Pacific Ave

While the main corridor has continuous sidewalks, the side streets and cross-connections show significant gaps. Segments near the 72nd Street Mixed-Use Center are particularly underserved, with missing or incomplete sidewalks that limit safe pedestrian movement. Red lines in the Figure 16 are streets with no sidewalk.

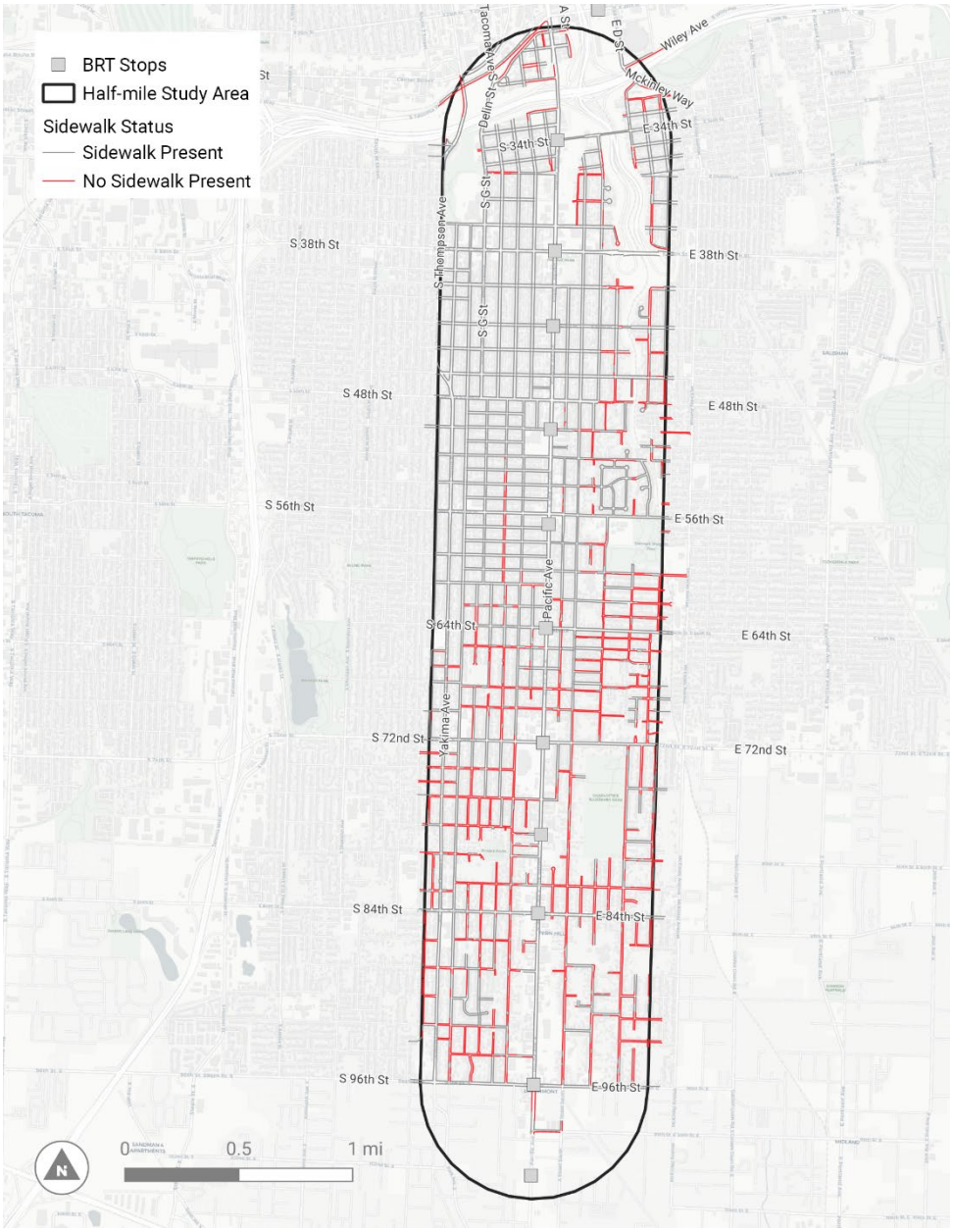


Figure 18 Sidewalk Network

Prioritizing sidewalk construction along 64th, 72nd, and 84th Streets, where pedestrian demand is highest but infrastructure is lacking, will be essential to improving connectivity and safety.

Crossing Conditions:

Pedestrian crossings at major intersections—especially near 56th and 72nd Streets—are areas of concern. These intersections, which coincide with key activity nodes, experience high-stress conditions due to heavy traffic volumes, long crossing distances, and limited refuge points. Enhanced crossings, curb extensions, and pedestrian signals would reduce conflict points and create safer, more visible routes across Pacific Avenue.

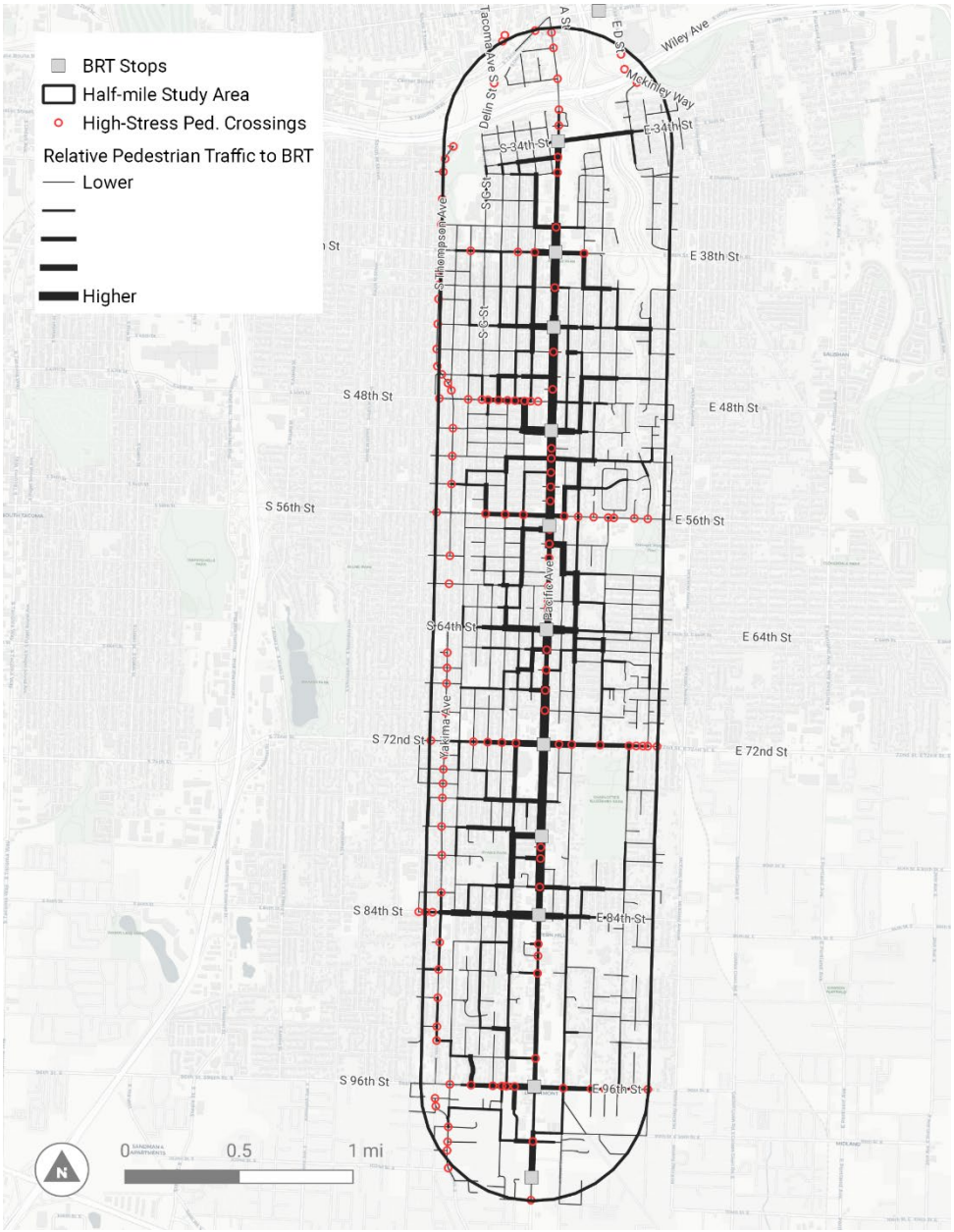


Figure 19 Stressful Pedestrian Crossings

Bicycle Network:

Bicycle connectivity remains limited, with high levels of traffic stress along Pacific Avenue and its main intersections, particularly near 38th and 72nd Streets. However, several low-stress parallel routes exist nearby, presenting opportunities for an expanded bicycle network that can link neighborhoods to transit stops, schools, and parks. Improving these parallel routes and connecting them to the main corridor would create a more complete, multimodal system.

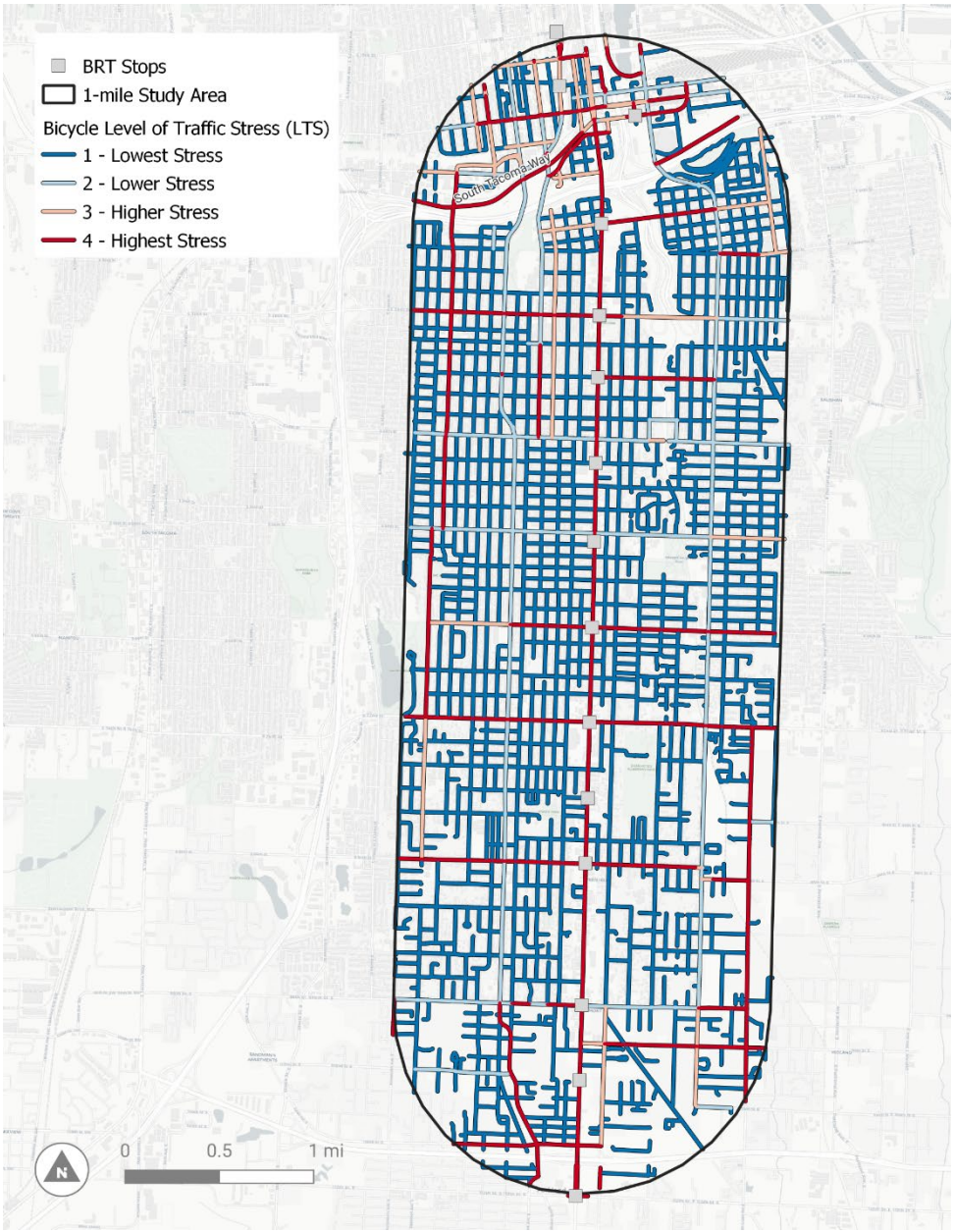


Figure 20 Bike Network Traffic Stress Analysis

Priorities for Improvement of pedestrian and bike networks:

- Fill sidewalk gaps on key cross streets (64th, 72nd, 84th).
- Improve pedestrian crossings at high-stress intersections (56th, 72nd).
- Establish low-stress parallel bike routes to supplement the main corridor.
- Enhance access to transit stops, schools, and parks through safe, direct walking and biking connections.

7.2 Mode Shift Analysis

The Mode Shift Analysis evaluates how future development and transit investments along the Pacific Avenue corridor can reduce vehicle trips and promote a transition toward more sustainable, multimodal travel. The analysis considers existing travel patterns, estimates changes under future land use and transit scenarios, and identifies strategies to support Tacoma's broader climate and mobility goals.

Existing Conditions
Current mobility patterns along Pacific Avenue between 38th and 108th Streets are highly automobile dependent. Replica data from 2021 indicates that over 94% of person trips are made by private vehicles—either driving alone (48%) or as auto passengers (46.6%)—while less than 5% are made by walking, biking, or transit. These figures reflect the corridor's vehicle-oriented land use, limited pedestrian infrastructure, and constrained bicycle and transit options.

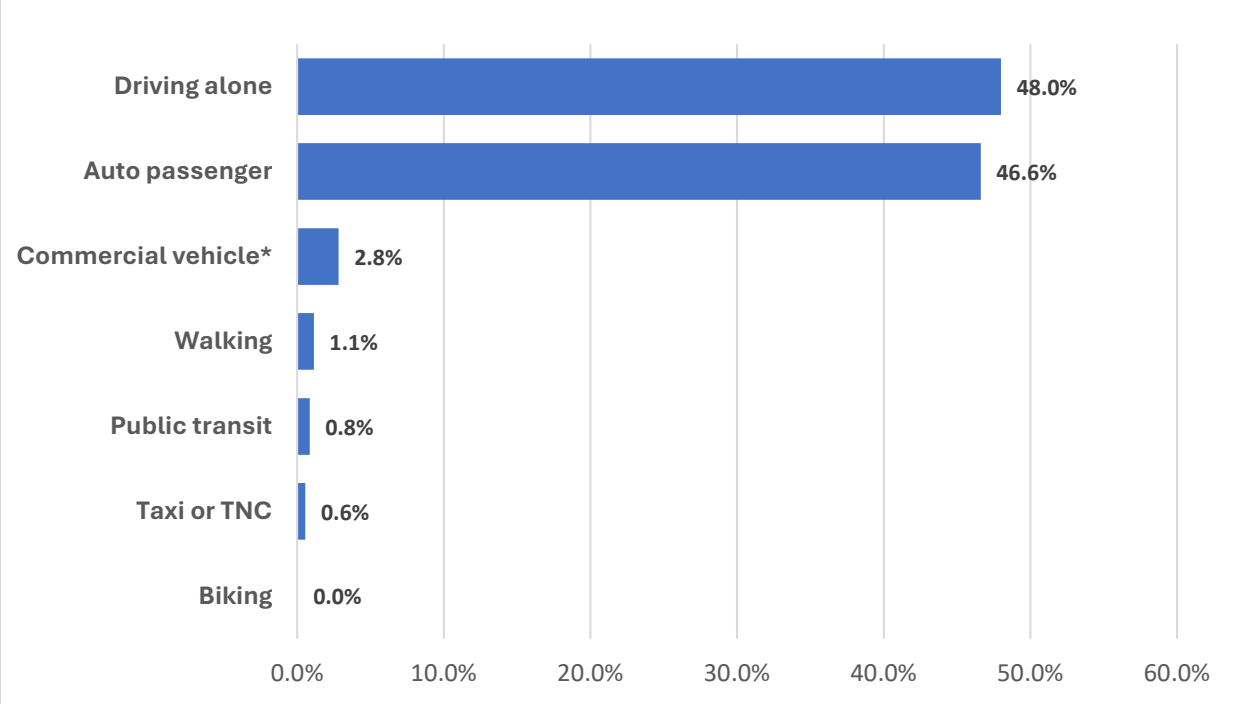


Figure 21 Current Mode Split along Pacific Avenue

Source: Replica, aggregated data for an average Thursday in Fall of 2021
** Includes medium and heavy-duty trucks*

Future Conditions and Mode Shift Goals

As land use density increases and STREAM Community Line is implemented, the corridor is expected to experience a significant rise in person trips. The analysis estimates future vehicle trips using ITE trip generation rates and projects changes at the census block group level.

Two potential trip-reduction targets guide future mobility planning:

- Level-of-Service (LOS)–based targets, maintaining acceptable operations (e.g., LOS E) at major intersections.
- Policy-based targets, such as achieving a 30% reduction in vehicle trips consistent with Tacoma's Climate Action Plan and Vision Zero principles.

8 Consistency with Existing Land Use Plans, Policies, and Regulatory Environment

The subarea planning process is backed by concurrent efforts, regulations, and the current conditions of the study area. This chapter will detail relevant plans and policies, along with the project's location, history, profile, and environment. This information influences the goals and policies developed within this subarea plan.

8.1 PSRC Vision 2050

PSRC Vision 2050 is a plan for anticipated growth within the Puget Sound Region. It provides guidance for developing resilient, sustainable, thriving communities. It provides long term visioning with space for adjustment as the region changes. It also informs updates to concurrent plans and strategies throughout the region. The plan includes concrete action items, a regional growth strategy, and multicounty planning policies.

The PSRC Vision provides guidance and context for the trajectory of the greater Puget Sound region. Principles, guidance, and strategies can strengthen future visioning and recommendations for the development of the Pacific Ave. corridor. Vision 2050 is currently being implemented to inform housing strategies, equity strategies, and planning guidance.

8.2 One Tacoma: City of Tacoma Comprehensive Plan 2050

The "One Tacoma: City of Tacoma Comprehensive Plan 2050" is the city's blueprint for growth and development over the next 25 years. The plan, updated in 2024 to guide development through 2050, sets a vision for a more equitable, resilient, and inclusive community. It covers a wide range of topics, from housing and transportation to economic development and environmental protection.

Core goals and strategies:

The 15-minute city: The plan's central concept is to create a "15-minute city," where all residents have access to daily essentials, such as groceries, parks, schools, and healthcare, within a short walk, ride, or transit trip.

Housing growth and affordability: To accommodate an expected population increase, the plan projects a need for at least 59,000 new housing units by 2050. A key component of this strategy is the "Home in Tacoma" initiative, a city-wide rezoning effort that allows for more diverse housing options, including multiplexes and backyard cottages, to increase housing supply and affordability.

Economic development: The city projects the creation of 94,000 new jobs by 2050. Strategic initiatives are planned to attract and support businesses while aligning economic growth with land-use policies.

Environmental protection: The plan incorporates Tacoma's Climate Action Plan and Climate Adaptation Strategy to build a more resilient city. It includes expanding the urban tree canopy, protecting natural areas and wildlife habitats, and preparing for the impacts of climate change.

Transportation: The plan focuses on giving residents more transportation choices by prioritizing transit-oriented development and investing in infrastructure for walking, biking, and public transit. This includes significant investments in the Link Light Rail extension.

8.3 Home in Tacoma

As part of Tacoma's Affordable Housing Action Strategy, Home In Tacoma (HIT)–Phase 1 was adopted by the City Council in December 2021 which established a new housing growth vision for Tacoma supporting Missing Middle Housing options, designated Low-scale and Mid-scale Residential areas, and strengthened policies on infill design, affordability, anti-displacement and other goals. The Phase 2 (HIT 2) recommendations are intended to increase housing supply, affordability, and choice for current and future residents of the City of Tacoma and to encourage housing development that supports multiple goals.

The Proposal includes:

- Establishment of new Urban Residential (UR) zones supporting a range of middle housing options, along with base and bonus densities, scale, and other standards, to replace existing residential zones.
- Changes to residential design and development standards (including height, building size, yards, trees and landscaping, access, parking ratios, lot dimensions, setbacks, subdivisions, ownership, and others).
- Enhancement and expansion of regulatory affordability tools (including the Multifamily Tax Exemption Program and bonuses in residential zones).

	UR-1	UR-2	UR-3
Density (Units per 6000 sf lot)	• Baseline: 1/1500 sf (4 per lot) • Bonus 1: 1/1000 sf (6 per lot) • Bonus 2: 1/750 sf (8 per lot)	• Baseline: 1/1000 sf (6 per lot) • Bonus 1: 1/750 sf (8 per lot) • Bonus 2: 1/500 sf (12 per lot)	• Baseline: 1/750 sf (8 per lot) • Bonus 1: 1/500 sf (12 per lot) • Bonus 2: 1/375 sf (16 per lot)

Figure 22 Home in Tacoma Zoning Summary.

Note: Bonus densities are linked to affordability levels

Picture Pac Ave builds on the zoning and policy strategies enacted through HIT where appropriate. Both projects are aligned in the overall vision for the future of Tacoma as a place for residents across age groups, income levels, and household sizes, prioritizing equity and fostering a sense of belonging across socio-economic groups.