



CITY OF TACOMA

TRANSIT STATION AREA
PLACEMAKING ON PACIFIC AVENUE

UNIVERSITY OF WASHINGTON TACOMA
URBAN STUDIES PROGRAM

TCMP 557: URBAN SPATIAL DESIGN

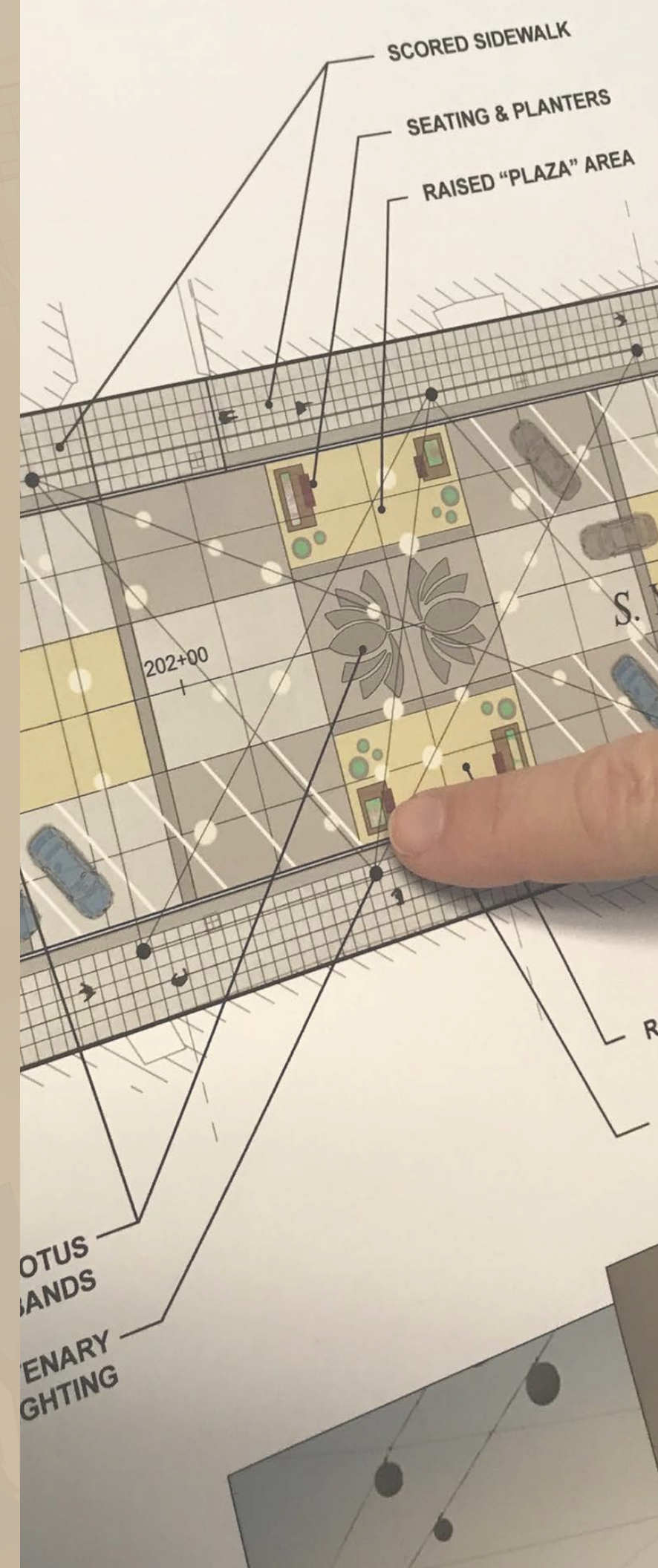
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LIVABLE CITY YEAR 2017–2018
IN PARTNERSHIP WITH
CITY OF TACOMA

FALL 2017





LIVABLE CITY YEAR 2017-2018
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ABOUT LIVABLE CITY YEAR

The University of Washington's Livable City Year (LCY) initiative enables local governments to engage UW faculty and students for one academic year to work on city-defined projects that promote local sustainability and livability goals. The program engages hundreds of students each year in high-priority projects, creating momentum on real-world challenges while enabling the students to serve and learn from communities. Partner cities benefit directly from bold and applied ideas that propel fresh thinking, improve livability for residents and invigorate city staff. Focus areas include environmental sustainability; economic viability; population health; and social equity, inclusion, and access. The program's 2017–2018 partner is the City of Tacoma; this follows a partnership with the City of Auburn in 2016–2017.

The LCY program is led by faculty directors Branden Born (Department of Urban Design and Planning), Jennifer Otten (School of Public Health) and Anne Taufen (Urban Studies Program, UW Tacoma), with support from Program Manager Teri Thomson Randall. The program was launched in 2016 in collaboration with UW Sustainability and Urban@UW, with foundational support from the Association of Washington Cities, the College of Built Environments, the Department of Urban Design and Planning, and Undergraduate Academic Affairs.

LCY is modeled after the University of Oregon's Sustainable City Year Program, and is a member of the Educational Partnerships for Innovation in Communities Network (EPIC-N), the collection of institutions that have successfully adopted this new model for community innovation and change.

For more information, contact the program at uwlcy@uw.edu.



ABOUT TACOMA

The third largest city in the state of Washington, Tacoma is a diverse, progressive, international gateway to the Pacific Rim. The port city of nearly 210,000 people has evolved considerably over the last two decades, propelled by significant development including the University of Washington Tacoma, the Tacoma Link light rail system, the restored urban waterfront of the Thea Foss Waterway, the expansions of both the MultiCare and CHI Franciscan health systems, and a significant influx of foreign direct investment in its downtown core.

Washington State's highest density of art and history museums are found in Tacoma, which is home to a flourishing creative community of writers, artists, musicians, photographers, filmmakers, chefs, entrepreneurs, and business owners who each add their unique flair to the city's vibrant commercial landscape. The iconic Tacoma Dome has endured as a high-demand venue for some of the largest names in the entertainment industry.


A magnet for families looking for affordable single-family homes in the Puget Sound area, Tacoma also draws those seeking a more urban downtown setting with competitively priced condos and apartments that feature panoramic mountain and water views. The city's natural beauty and proximity to the Puget Sound and Mount Rainier draws hikers, runners, bicyclists, and maritime enthusiasts to the area, while its lively social scene is infused with energy by thousands of students attending the University of Washington Tacoma and other academic institutions.


The City of Tacoma's strategic plan, Tacoma 2025, was adopted in January 2015 following unprecedented public participation and contribution. The plan articulates the City's core values of opportunity, equity, partnerships, and accountability, and expresses the City's deep commitment to apply these values in all of its decisions and programming. Each Livable City Year project ties into the principles and focus areas of this strategic plan. The City of Tacoma is proud of its 2017–2018 Livable City Year partnership with the University of Washington and of the opportunity this brings to its residents.




TACOMA 2025 STRATEGIC PLAN


The *Transit Station Area Placemaking On Pacific Avenue* project supports the Livability, Economy and Workforce, and Equity and Accessibility goals of the Tacoma 2025 Strategic Plan and was sponsored by the City's Planning and Development Services Department and Department of Public Works.

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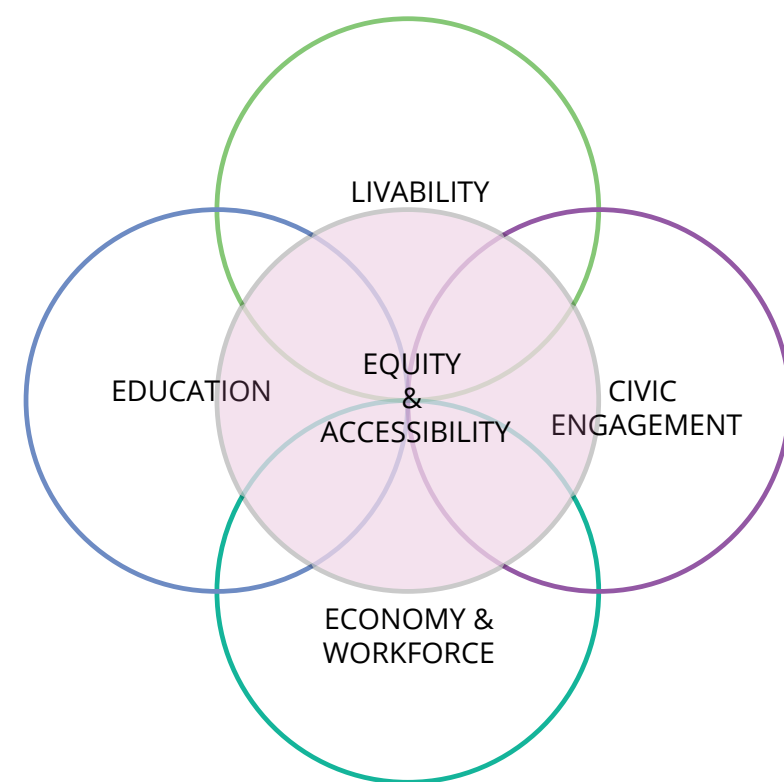
Goal #1 Livability
The City of Tacoma will be a city of choice in the region known for connected neighborhoods, accessible and efficient transportation transit options, and vibrant arts and culture. Residents will be healthy and have access to services and community amenities while maintaining affordability.
- 

Goal #2 Economy and Workforce
By 2025, Tacoma will be a growing economy where Tacoma residents can find livable wage jobs in key industry areas. Tacoma will be a place of choice for employers, professionals, and new graduates.
- 

Goal #3 Education
Tacoma will lead the region in educational attainment amongst youth and adults. In addition to producing more graduates from high school and college, more college graduates will find employment in the region. Lifelong learning and access to education will be prioritized and valued.
- 

Goal #4 Civic Engagement
Tacoma residents will be engaged participants in making Tacoma a well-run city. The leadership of the city, both elected and volunteer, will reflect the diversity of the city and residents and will fully participate in community decision-making.
- 

Goal #5 Equity and Accessibility
Tacoma will ensure that all residents are treated equitably and have access to services, facilities, and financial stability. Disaggregated data will be used to make decisions, direct funding, and develop strategies to address disparate outcomes.



RESOURCES

- Tacoma 2025 Strategic Plan:**
https://www.cityoftacoma.org/tacoma_2025
- Department of Planning and Development Services Department:**
https://www.cityoftacoma.org/government/city_departments/community_and_economic_development
- Department of Public Works:**
https://www.cityoftacoma.org/government/city_departments/public_works
- Pierce Transit:** <https://www.piercetransit.org/>
- Livable City Year:**
<https://www.washington.edu/livable-city-year/>
- University of Washington Tacoma Urban Studies:**
<http://www.tacoma.uw.edu/urban-studies/urban-studies-home>

EXECUTIVE SUMMARY

Problem and Potential

By 2040, the City of Tacoma anticipates major growth in population and jobs along the State Route 7 / Pacific Avenue corridor. To accommodate this, public transportation must increase, housing options need extensive consideration, and the city needs community input to create and maintain a place that is livable for all.

Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.

Project: Transit Station Area Placemaking

The goal of this Livable City Year project was to identify opportunities for placemaking along the Pacific Avenue corridor around two different sites: the intersection of S 38th Street and Pacific Avenue, and the intersection S 56th Street and Pacific Avenue. We explored this approach through a variety of methods involving community engagement.

We worked to provide design guidelines and concepts tailored to each site based on our methods of community engagement, data collection, site surveys, and demographic analysis. Students studied best practices in conjunction with resident input, and investigated possible interventions for placemaking. Through our data collection process and research, we learned that residents at both sites shared many needs, concerns, and desires for their communities. These data informed our initial



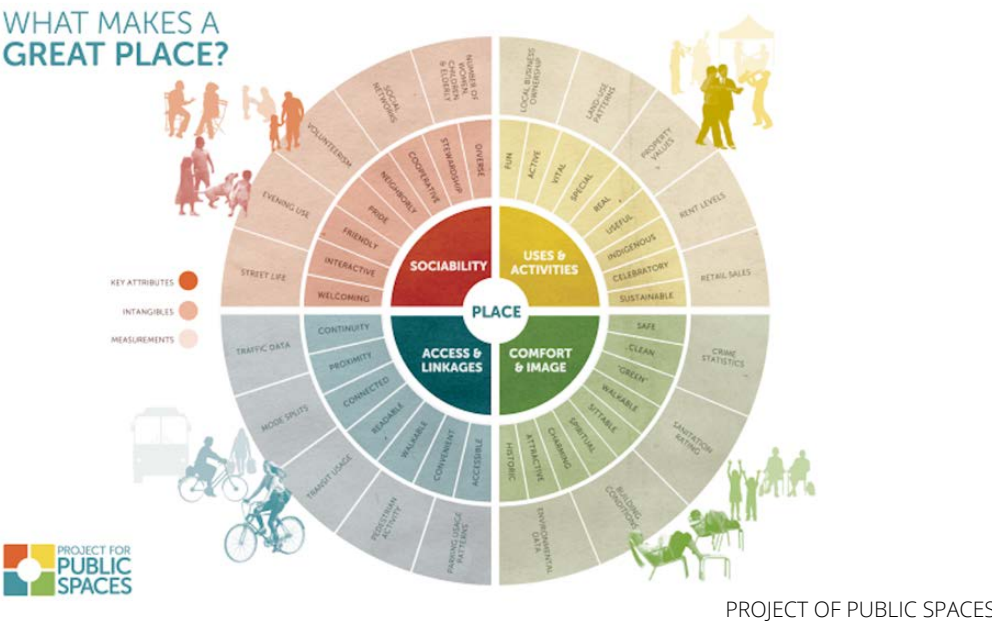
The Pacific Avenue corridor and surrounding neighborhoods anticipate more growth and development in the coming years. LCY STUDENT TEAM

themes from which we have proposed strategies that, if carried out through an inclusive, community-driven process, may begin to provide solutions. Through three facilitated, open discussions about community, neighborhood, and future development, students gathered, analyzed and generated several design concepts or interventions that came directly from

the community. Community involvement and investment in the city's planning and development processes can strengthen an existing sense of place, and even create a sense of place where it may be lacking. Our concepts and ideas are also strategic in their aim to increase connectivity through intentional development and design.

Placemaking

Placemaking is a multi-faceted approach to the planning and design process. This approach aims to give planners the space and tools to engage and bond with the community through open, two-way dialogues about the places where they live, work, and play. Identifying and implementing opportunities for placemaking allows the room for community members and local government alike to recognize and incorporate community assets, resources, inspiration, and opportunities into the planning and design process of public space.



Identifying opportunities for placemaking allows community members and government officials to recognize and incorporate community assets, resources, and inspiration in the planning and design process for public space.



Students conducted multiple site surveys and investigated current conditions and ongoing projects, as depicted here at the City of Tacoma's Lincoln District Project Office. LCY STUDENT TEAM

Summary of Findings

Spanning across both sites, community members' priorities consistently fell within several themes: transportation, pedestrian design, community amenities, housing, and economic vitality. We learned about current and ongoing revitalization projects, such as the efforts in the Lincoln District. Our findings suggest the City of Tacoma should continue this revitalization effort in a way that increases connectivity to the rest of the Pacific Avenue corridor, better connecting the two selected placemaking sites at the intersections of Pacific Avenue and S 38th and S 56th Streets.

Our team sought to improve livability and connectivity through the themes we identified from community input, which guided our process for devising design guidelines and strategies to enhance the quality of life for community members.



Trash cans and other infrastructure surfaces offer canvases for public art and announcements. LCY STUDENT TEAM

The City of Tacoma is currently taking steps to become more inclusive in its planning and development processes, and recently completed Tacoma 2025, the city's ten-year strategic plan. To create a plan that would be representative of Tacoma's residents and bring forth the community voice, the City carried out various forms of community engagement.

The partnership between the City of Tacoma and the University of Washington's Livable City Year Program creates opportunities for collaborative projects that draw on the strengths of the University of Washington community. This partnership and project offered invaluable opportunities for students to engage and participate in dialogue with community members and City staff, while also learning best practices in collaborative planning and project management.

This LCY project on Transit Station Area Placemaking was pursued as part of the course TCMP 557: Urban Spatial Design. The project emerged out of the City of Tacoma's desire to inform the community, specifically the residents of two neighborhood areas along the Pacific Ave/SR 7 corridor, of potential development and gather input and ideas about the future of these neighborhoods. The City approached the University of Washington Tacoma Community Planning students with a need for public engagement and the facilitation of dialogue about growth in the two neighborhoods. One important issue that our class aimed to address was that of disconnection between the two sites, despite their proximity. Residents cited their concern about the disconnection between the two sites, explaining that streets lack "enough safe, connected sidewalks," and commenting, "it is too noisy to walk down Pacific Avenue, so I don't go there much."

Residents cited their concerns about the disconnection between the two sites, explaining that streets lack enough "safe, connected side walks."

The class worked in two teams for the two sites: S 38th Street and Pacific Avenue, and S 56th Street and Pacific Avenue. Each group sought to complete the following primary course objectives: facilitate three public community placemaking sessions; collect and analyze qualitative data; conduct site surveys and analysis, and develop graphic communications for the community; conceptualize themes and design solutions based on resident concerns; and present conceptual designs for input. We worked toward these objectives with the overarching project goal of identifying opportunities for placemaking that are inclusive of community, respectful of the specified sites and neighborhoods, and amenable to transit-oriented development along the Pacific Avenue corridor.



The City of Tacoma and the Pacific Avenue corridor with both sites marked, one at S 38th Street and one at S 56th Street. LCY STUDENT TEAM



Students worked with community members to map neighborhood assets. LCY STUDENT TEAM



The studio-centered course was structured as a co-learning environment, which allowed students and instructors to share ideas more freely. LCY STUDENT TEAM

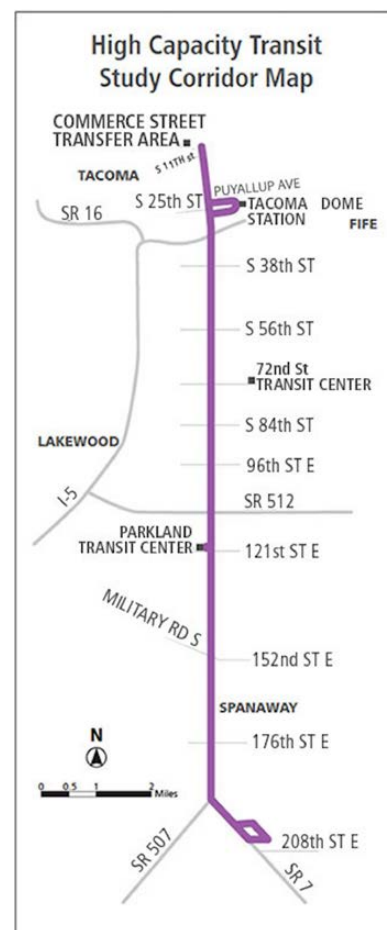
It is our vision that community-driven concepts will influence future transit-oriented development and design along the Pacific Avenue Corridor. As such, planners and developers can better act to prevent changes that would affect current residents' sense of place and identity as growth and new development occurs.

The placemaking framework facilitates planning for more socially and environmentally just outcomes. It acknowledges the importance of place and identity as major factors in a community's quality of life in addition to the impact of systemic structures. Transit-oriented development can benefit from this framework, as it often influences growth and population flux in communities. Residents therefore benefit when this development includes targeted outreach to and engagement of current residents to ensure they are represented.

Based on the feedback we received from residents, business owners, and visitors or employees of the area, we have created placemaking-driven design guidelines that keep future transit-oriented development in mind.

Based on the feedback we received from residents, business owners, employees, and visitors of the area, we have created placemaking-driven design guidelines that maintain transit-oriented development at the fore.

Broadly, this project is a collaborative effort to listen to and learn from the community in order to develop better plans and implementation processes. Specifically, this project focuses on placemaking around transit-oriented development that will occur along the Pacific Avenue / State Route 7 Corridor between downtown Tacoma and Spanaway. Pacific Avenue remains one of Pierce County's busiest areas. Given expected growth, there is a need for some form of high-capacity transit. As a result, Pierce Transit has begun a feasibility study to explore the process of establishing a North/South high-capacity transit (HCT) link to serve this busy transit corridor. The "Study Corridor" includes 14 miles of the Pacific Avenue / SR 7 Corridor between downtown Tacoma and Spanaway, and is currently served by Pierce Transit's Route 1. Route 1 has the highest ridership in the system, with approximately 6000 boardings each weekday.



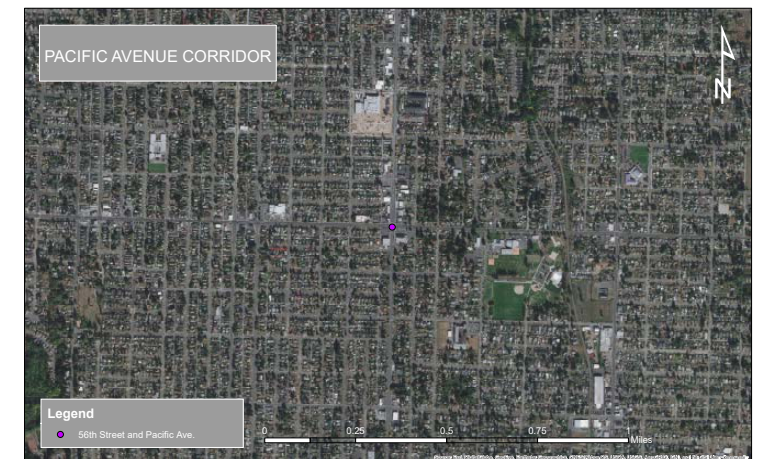
Given expected growth, there is a need for some form of high-capacity transit.

Pierce Transit hopes to establish a North/South HCT link to serve Pacific Avenue, Pierce Transit's busiest transit corridor. PIERCE TRANSIT HCT FEASIBILITY STUDY

Recognizing the importance of community identity and input in the face of new development and accompanying change, the City of Tacoma has focused on two intersections along the corridor as opportunities for transit station placemaking: S 56th Street and Pacific Avenue, and S 38th Street and Pacific Avenue.

According to Pierce Transit, the feasibility study goals are "to establish a North/South HCT link in the heart of Pierce County to serve Pierce Transit's busiest transit corridor." Recognizing the importance of community identity and input in the face of new development and accompanying change, the City of Tacoma has focused on two intersections along the corridor as opportunities for transit station placemaking: S 56th Street and Pacific Avenue, and S 38th Street and Pacific Avenue.

Our class aimed to foster connectivity through improved pedestrian safety measures and increased public amenities, which boost active transportation use. We also hoped to demonstrate the potential value of increasing connectivity. To incorporate community perspectives into plans for future changes, we approached each site with placemaking as a framework for developing transit-oriented design concepts.



S 56th Street and Pacific Avenue. LCY STUDENT TEAM



S 38th Street and Pacific Avenue. LCY STUDENT TEAM

Placemaking as an initial framework allows good work to be done later, utilizing current, direct, honest information from community members, who are the true experts of a given place. Through community meetings (placemaking sessions), site surveys, comprehensive analysis, and ongoing feedback, we generated themes and strategies for placemaking in transit-oriented design. We completed our Livable City Year project with a final presentation to the community and an ongoing invitational request to remain involved as current revitalization projects and future transit-oriented planning and development occur. One resident participant said it best: “We want the city to be community-driven, from the bottom-up.” That is how we approached this project.

One resident participant said it best: “We want the City to be community-driven, from the bottom-up.”

Community Placemaking Sessions and Field Observations

In partnership with the City of Tacoma, the students conducted three public community placemaking sessions that were designed to be accessible and informal in order to open dialogue between community members and local government. Participation in the public process is unknown territory for many, and we tried to respect and honor that by allowing the participants to guide the conversation. The sessions included snacks and beverages and took place at local schools in the community, thereby creating an inclusive environment for all ages, children included. Before and in between each scheduled meeting with the community, the students conducted site surveys and demographics analyses of the Pacific Avenue corridor. Students spent additional time in the community getting to know the neighborhoods and landmarks and getting a sense of place through ongoing conversations with residents, business owners, employees, and students in the area.



Students conducted site surveys, walking through neighborhoods to acquaint themselves with residents and street layouts. LCY STUDENT TEAM



Students awaited community members for a discussion on housing and economic development. LCY STUDENT TEAM



The first Community Placemaking session elicited lots of ideas, concerns, and questions from those in attendance. LCY STUDENT TEAM

First Placemaking Session

Our first placemaking session took place the evening of Monday, October 9th, 2017. The roughly 35 people who attended engaged in table discussions and activities focused on mapping community landmarks and places of meaning. Community members, students, and City of Tacoma staff engaged in community-driven conversations around how we live, work, and play in our neighborhoods.

Within the activities of the first placemaking session, we gathered information from participants about the areas around S 38th Street and Pacific Avenue, and S 56th Street and Pacific Avenue. As such, we asked questions intended to prompt their feelings about the neighborhood's strengths and weaknesses. These conversations served as a springboard for discussing potential design interventions and strategies that could address their input. Therefore, we facilitated a two-way exchange with participants about the qualities of place that are meaningful to them, and how to address potential growth and new development, which had elicited concerns about displacement.



Residents led the direction of the sessions by mapping what is most important and essential, as well as what could be improved. LCY STUDENT TEAM

Second Placemaking Session

We returned to the community one month later, on Monday, November 6th, 2017, to hold a second placemaking session to discuss preliminary findings and get early feedback. Our student teams provided neighborhood presentations on the current conditions of each site, as informed by residents, site surveys, and our research. We then engaged in conversations with residents about the current conditions and potential design interventions that would reflect the community's wishes.

Residents and community members were welcome to speak on any topic of interest. Recurring themes included concerns about accessibility; comfort; safety; the lack of public green and blue space; transportation options; housing options; needed businesses and services; and the desire for more public art and shared gathering spaces.

Recurring themes included concerns about accessibility, comfort, safety, the lack of public green and blue space, transportation options, housing options, needed businesses and services, and the desire for more public art and shared gathering spaces.



Students discussed the current conditions and future potential of the community and asked for detailed feedback on preferences and suggestions. LCY STUDENT TEAM



The City of Tacoma supported students and residents during the project and throughout the placemaking sessions. LCY STUDENT TEAM



Residents expressed their hope to stay informed and involved with the City and other partners. LCY STUDENT TEAM

Field Observations and Online Survey

In addition to the two placemaking sessions, we also spent time engaging residents, students, and business owners in the community and online. In pairs and larger groups, our teams observed daily life in both neighborhoods by walking the streets, eating at local restaurants, and getting to know the people. Through our online survey and field observation, we hoped that residents would provide feedback on the current conditions of their neighborhood and visions for the future. Our questions focused on modes of transportation, daily activities, most-loved gathering spaces and businesses, parks, and other necessary services. We received over 80 online and in-person survey responses as a direct result of community engagement conducted at Lincoln High School, where LHS students had the opportunity to learn about the Livable City Year projects and University of Washington’s Urban Studies program, and to provide input on design concepts.

Through the data gleaned from the two placemaking sessions and the compiled survey responses, we began to conceptualize transit-oriented design concepts and strategies developed by the community, for the community (See Figure 1).

(Figure 1. Sample of Survey Questions)

A sample of our survey questions for residents and students:

- Are your daily needs accessible and within a short distance?
- Is the housing in your neighborhood adequate for your family?
- How do you get to work? How would you like to get to work?
- Are there work opportunities near where you live?
- Are there enough spaces for people of all ages to play and interact?
- Do you have access to a wide range of amenities (e.g., youth centers, grocery stores, and medical clinics)?
- Which traffic calming designs depicted below would you prefer?
- How important is it to you to have designated greenway routes?
- What type of housing would you most like to see developed and where?
- What services do you have to travel out of the Pacific Avenue corridor to access?
- Would you support pocket parks and other alternative land uses for vacant lots?



Continued conversations with residents helped to inform the final design ideas. LCY STUDENT TEAM

Final Meeting

We held a third and final meeting with the community on Monday, December 11th, 2017. Students presented a summary of the project, our findings, and the community-generated design concepts to get the final session started. The entire group of community members, students, and City staff in attendance then broke up into small groups to discuss the themes and design concepts, give feedback on the placemaking sessions, and learn about ways to stay involved in the future. We hoped that, as in previous sessions, we would go beyond presenting information by actively encouraging community members, including residents, to remain involved in ongoing civic processes like the Lincoln Revitalization Streetscape project. Residents expressed a desire to remain involved after participating in the three sessions and highlighted the importance of having welcoming and accessible spaces to discuss shared concerns and goals. Together, our efforts over the course of 10 weeks provided us with plentiful data for generating community-driven design concepts and guidelines.

We hoped to go beyond presenting information, by actively encouraging community members to remain involved in ongoing civic processes like the Lincoln Revitalization Streetscape Project.



Residents were able to hear an overview of the entire process, as well as see materials describing the prioritized design concepts and guidelines. TERI THOMSON RANDALL

SETTING THE STAGE: THE LINCOLN DISTRICT REVITALIZATION PROJECT

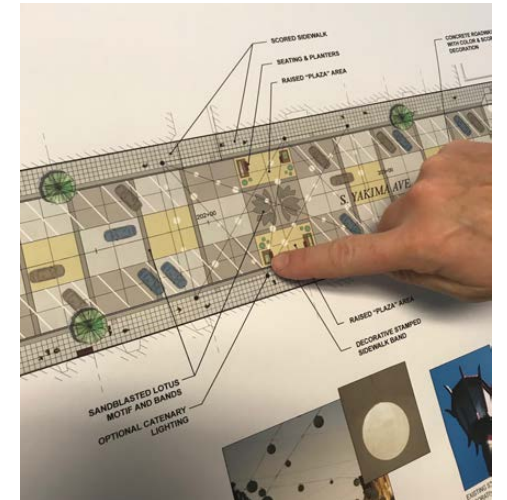


The City of Tacoma and the Lincoln District community selected an artist, Horatio Law, to produce designs that highlight the uniqueness of the neighborhood and that capture the major projects along S 38th Street.
LCY STUDENT TEAM

As part of a strategic objective, the City of Tacoma designated development in the Lincoln District neighborhood as a priority in 2014, and as a result, the streetscape is undergoing an extensive makeover. The work for this project began in 2017 and is scheduled for completion in April 2018.

According to the City of Tacoma, the Lincoln District Streetscape is the most important element of the Lincoln Revitalization Project, and its designs are aligned with local cultural representation and consistent with community input. The City of Tacoma recognizes that these streetscape improvements in the Lincoln District near S 38th Street and Pacific Avenue can be a platform for the co-creation of ideas that elevate community voice, impacting quality of life and sense of place. The City is therefore interested in encouraging similar changes through the rest of the Pacific Avenue corridor, including at S 56th Street and Pacific Avenue: culturally relevant public art, consistent and cohesive lighting, wide sidewalks with visible space for mingling, and a strong City presence in the neighborhood during and after renovations. We believe this intentional approach taken in the Lincoln Revitalization Project serves as an example for what can be done to enhance sense of place along the corridor at S 56th Street and Pacific Avenue, which lacks a clear entrance into the neighborhood, design cohesion, and pedestrian connectivity with the rest of the corridor.

The City of Tacoma has produced a Business Resource Guide dedicated to these efforts. This can be found in the Appendix of this report.



The Lincoln District Revitalization Project offers a great model for the City to increase connectivity and sense of place between the S 56th Street and the Pacific Avenue corridor and surrounding neighborhoods. LCY STUDENT TEAM

Our intentional approach serves as an example of what can be done to enhance sense of place along a corridor that currently lacks a clear entrance into the neighborhood, design cohesion, and pedestrian connectivity with other corridors.

Transportation | Pedestrian Design | Community Amenities

We began our work on this project with an overview and analysis of Pierce Transit's High-Capacity Transit Study Corridor, which runs along Pacific Avenue from downtown Tacoma to Spanaway. We then looked specifically at the two selected intersections and their immediate surroundings, conducting scheduled meetings and other outreach in the neighborhoods, businesses, and schools.

Participants of the community placemaking sessions consistently identified five themes as having a significant impact on their quality of life. These themes encompass the positive aspects that participants expressed, as well as concerns and issues like unsafe traffic conditions and lack of housing affordability.

In conceptualizing design concepts, we reflected on the themes that emerged from our work with the community to determine the most significant opportunities for placemaking. Community input was therefore integral to this process. In devising design concepts, we also carefully considered demographic information of each area.

Our concepts are organized by types of intervention: streetscape enhancements, pedestrian design, and the addition of green space. Taken together, these strategies promote future placemaking activities along the Pacific Avenue Corridor, and specifically around the two intersectional sites of S 38th Street and S 56th Street.

Our concepts are organized by
type of intervention: streetscape
enhancements, pedestrian design, and
the addition of green space.

The following descriptions of those themes are presented in terms of current conditions, community input, and our proposed design concepts and strategies.

Transportation

Current Conditions

The stretch of Pacific Avenue that makes up the Study Corridor covers both placemaking sites. It is a largely auto-centric corridor, with narrow sidewalks and busy, congested lanes of fast-moving traffic. This makes the roadway difficult for pedestrians, cyclists, seniors, and people with disabilities to navigate and stay connected to their neighborhood and broader community. The linear nature of the corridor, excessive speeding, limited traffic calming measures, and inadequate separation between vehicles and non-motorized users pose challenges to connectivity and access in the neighborhood.

Within the vicinity of the S 38th Street and Pacific Avenue site, the Lincoln District Streetscape improvements are currently ongoing. Community input was essential in designing these interventions.



Student concepts address connectivity issues that residents of neighborhoods like this one, near S 56th Street and Pacific Avenue, encounter. LCY STUDENT TEAM

“If there were a reliable shuttle or greenway that ran from the S 56th Street area to the Lincoln District or Lincoln Park, I think more people would go down there. Especially seniors and teenagers.”

Input
Residents and visitors alike expressed a dependency on personal vehicles or public transportation, regardless of the site. There were a variety of reasons for this, ranging from incompatible transit schedules to accessibility issues. Specific comments included the following:

“We don’t really walk or bike down Pacific. We drive most of the time and take a bus if needed.”

“If there were a reliable shuttle or greenway that ran from the S 56th Street area to the Lincoln District or Lincoln Park, I think more people would go down there. Especially seniors and teenagers.”



Route 1 serves the most riders in Pierce Transit’s system. With increased ridership and expected growth, the City experiences new opportunities to work with Pierce Transit to expand and improve services. LCY STUDENT TEAM

Strategy
The neighborhood of S 56th Street and Pacific Avenue lacks a clear sense of place and needs traffic calming measures. Streetscape enhancements could meet both of those needs while improving the experiences of pedestrians, transit users, drivers, cyclists, seniors, and people with disabilities. The City of Tacoma has already acknowledged the value of investing in streetscape improvements through its commitment to community-driven streetscape design in the Lincoln District of the Pacific Avenue corridor.

Streetscape enhancements have enormous potential to revitalize public space and to improve the experience of everyone from transit riders to cyclists and pedestrians. Residents of the community and visitors to the area expressed support and excitement for pedestrian-oriented designs, including the fact that it will increase connectivity to stores, restaurants, and Lincoln Park.

Design Guidelines
Many residents expressed a strong desire for an attractive streetscape. We heard numerous requests for public art along the Pacific Avenue corridor that would celebrate local culture and talent. As such, the City might consider following the model of what is being done in the Lincoln District, where art is an integral part of streetscape improvements. Community-owned art is inherently a placemaking activity, and offers a multi-use platform for storytelling, thereby enhancing community ownership of space.

The guidelines below propose focused traffic calming along Pacific Avenue, with specific improvements for multi-modal transportation throughout the neighborhood surrounding S 56th Street and Pacific Avenue. By incorporating streetscape enhancements on arterials, this corridor will better accommodate and increase non-vehicular modes of transportation.

Streetscape enhancements have enormous potential to revitalize public space and to improve the experience of everyone, from transit riders to cyclists and pedestrians.



Streetscape improvements intended to increase the Lincoln District’s sense of place currently take place along the Pacific corridor near S 38th Street. LCY STUDENT TEAM

Traffic Calming

We recommend focusing interventions between S 50th Street and S 58th Street along Pacific Avenue, specifically to reduce width of automotive lanes, provide bollard lighting at intersections along Pacific Avenue, and shorten pedestrian crossings (see Pedestrian Design in following section).

Complete Streets

We suggest the City install painted bicycle lanes on arterials, including S 56th; implementing bicycle boulevards on side streets; improving transit stops and possible future high-capacity transit stops; and incorporating ADA accessible ramps into the streetscape.

The lack of adequate, pedestrian-friendly lighting along Pacific Avenue and the high volume and speed of traffic pose safety risks for pedestrians and limit connectivity and neighborhood mobility.



Left: Bollards provide safety barriers and calm traffic. They also offer lighting, potting for plants, and seating areas. LCY STUDENT TEAM
Right: Protected bike lanes and buffered sidewalks in Victoria, B.C. make it safer for cyclists and pedestrians to move about urban spaces. LCY STUDENT TEAM

Public Art

Employing participatory mural projects might be an impactful way for the City of Tacoma to help neighborhoods establish and highlight their unique identity. This includes installation of community landmarks centering on public art and utilizing traffic utility boxes as canvases for community artwork and local announcements about community events.

Environmental Features

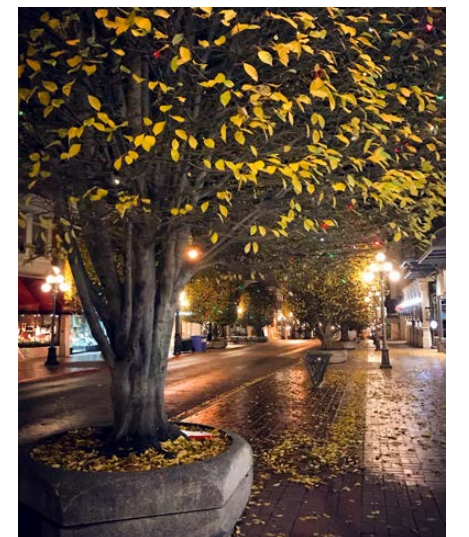
The installation of plantings in medians would improve streetscape and traffic calming. They would also provide ecological benefits. Incorporating median bio-swales into S 56th Street and S 48th Street would treat stormwater runoff, and the addition of street trees would clean air and sequester carbon.

Pedestrian Design

Current Conditions

While both neighborhood sites have walkable side streets and alleyways, the current design of the Pacific Avenue corridor is unwelcoming and unsafe for pedestrians. There are some traffic calming measures on residential streets throughout the community, including roundabouts and speed bumps, but these are limited to residential streets away from the Pacific Avenue corridor, allowing Pacific Avenue to essentially divide the community in half. The lack of adequate pedestrian-friendly lighting along Pacific Avenue and the high volume and speed of traffic poses safety risks for pedestrians, and limits connectivity and neighborhood mobility.

Incorporating median bio-swales into S 56th Street and S 48th Street would treat stormwater runoff, and the addition of street trees would clean air and sequester carbon.



Input

Pedestrian safety is a major priority for residents of the Pacific Avenue corridor, and this was evident in our conversations with meeting participants, who stated they rarely walked along Pacific Avenue due to the noise and speed of traffic.

Comments included:

“If it were quieter, and if there were more benches and trees, I would definitely walk more. It would be nice...”

“We always say, ‘you take your life into your own hands’ when crossing Pacific Avenue.”

Strategy

The applications of pedestrian-centered design principles, such as wayfinding elements, lighting, and accessible seating, can result in a more vibrant, walkable, and welcoming neighborhood. Planned traffic calming measures will also improve safety and activate the streetscape for pedestrians. Together, these interventions serve an important social justice purpose, increasing pedestrian mobility and connecting community members.

Design Guidelines

Well-designed pedestrian spaces are a central part of safe, welcoming community environments. If community members are to experience a sense of place and make meaningful connections with each other, they first must have the ability to comfortably walk and linger, and in the process discover their neighborhood.

Many commented on the lack of pedestrian-friendly lighting, which is especially concerning given the volume and speed of Pacific Avenue traffic.

Community members expressed in placemaking sessions that safety was an important priority for them. Many commented on the lack of pedestrian-friendly lighting, which is especially concerning given the volume and speed of Pacific Avenue traffic.

We recommend the following guidelines below for increasing pedestrian safety and walkability.

Raised Pedestrian Crosswalks, Intersections, and Islands

Raised pedestrian crosswalks serve as traffic calming measures by extending the sidewalk across the road and improve accessibility by allowing a pedestrian to cross without needing a curb, in addition to making the pedestrian more visible to approaching motorists.

Raised pedestrian intersections further calm traffic at intersections, signaling to drivers that they have entered a pedestrian zone, thereby creating a slower-speed traffic zone.

Raised pedestrian islands reduce the exposure time experienced by pedestrians at the intersection, providing a safer crossing along stretches of intersection.

Pedestrian Lighting, Signage, and Alleyways

We recommend lighting that spans roadway and pedestrian areas to increase visibility for comfort and safety, as well as clearly signal areas of increase pedestrian traffic. These lighting interventions might also serve to call out the neighborhood’s unique identity by remaining consistent with culturally significant local design themes, and assist in wayfinding by including elements that orient and guide pedestrians throughout the corridor.

We also recommend taking advantage of opportunities for non-arterial public spaces through redesign of alleyways, including pedestrian lighting, redesigned walkway surfaces, public art features, gathering spaces, landscaping, and possible micro-retail.



Intentional pedestrian- and cyclist-oriented design features will increase walking and biking along the corridor. LCY STUDENT TEAM



East Tacoma's current pedestrian design along the Pacific Avenue corridor near S 56th Street. LCY STUDENT TEAM

We also recommend taking advantage of opportunities to develop non-arterial public spaces through the redesign of alleyways to include pedestrian lighting, improved pathways, public art installations, gathering spaces, landscaping, and even micro-retail.



Top Left: Maintain consistency throughout the Pacific Avenue corridor with lighting and other design elements.
LCY STUDENT TEAM

Top Right: Stronger wayfinding elements are needed to guide pedestrians throughout the Pacific Avenue corridor.
LCY STUDENT TEAM

Bottom Left: Victoria B.C.'s Fan Tan Alley with micro-retail.
LCY STUDENT TEAM

Community Amenities

Current Conditions

While many basic services and amenities are accounted for along the Pacific Avenue corridor, there is a stark lack of public spaces for community gathering and recreation, including green spaces like parks, an issue that arose frequently in community placemaking sessions. Some lots in the area have long sat vacant and might be converted into public green spaces. Many residents expressed concern about these lots. In discussing green spaces more broadly, they often brought up safety, attributing the lack of quality green space and parks to their perception of criminal activity.

Lincoln Park, which site near the S 38th Street and Pacific site, is a significant existing green space in the area. Regardless of future additions of new green spaces, it will remain an important destination for area residents. Many residents cited it as a favorite place to visit, and felt that it is in severe need of attention. Among issues that residents raised, they felt that inadequate lighting throughout the park discourages them from using it. They also lamented what they saw as a lack of options within the park for sitting or gathering. Lastly, they felt that the condition of existing infrastructure is poor. For example, multiple residents and students stated that the bathrooms are not usually available, remaining locked or out of order. Moving forward, residents would like to see improvements to the park itself, as well as its connectivity to the surrounding area.

In discussing green spaces more broadly, community members often brought up safety, attributing the lack of quality green space and parks to their perception of criminal activity.



Many residents expressed that Lincoln Park has the potential to host community gardens and related food and health events.
LCY STUDENT TEAM

More broadly, residents of the S 56th Street and Pacific Avenue neighborhood felt discouraged from spending time along the Pacific Avenue Corridor. To meet the needs of the community while being mindful of the cultures represented, we have identified potential ways to increase and incorporate green and gathering spaces through pocket parks, community gardens, and modifications to existing infrastructure. The proposed green space interventions facilitate intergenerational activity while incorporating improved ecological function.

In our surveys, the S 38th Street site’s most mentioned asset was its cultural diversity, stemming from the area’s unique blend of restaurants and shops. The neighborhood core of the S 38th Street and Pacific Avenue site is known for and defined by its Lincoln Business District, which is also known as the Lincoln International District. Residents commented, however, that Lincoln Park lacked basic amenities and security features, and that it lacked connectivity to the rest of the Pacific Avenue corridor. The neighborhood core of the S 56th Street and Pacific Avenue site has the basic amenities and services that most residents need but lacks a clear identity. It also lacks public art and community gathering spaces, in particular green spaces, to distinguish itself from the rest of the Pacific Avenue corridor.

To meet the needs of the community while being mindful of the cultures represented, we have identified potential ways to increase and incorporate green, gathering spaces through pocket parks, community gardens, and modifications to existing infrastructure. The proposed green space interventions facilitate intergenerational activity while incorporating improved ecological function.

Input:
Comments from area residents and workers focused on the lack of green spaces, including gathering places and parks. These included the following:

“We need more green space!”

“Community needs mental health respite too.”

“I don’t go to Lincoln Park as much as I’d like to because there are not enough lights, and the bathrooms are always closed. I know a lot of people need places to walk their dogs, and have started using the old sports fields there. It would be nice to start a dog park or community garden...”

“More green = less crime!”

Strategy

Residents of both neighborhoods made it clear that Lincoln Park is an important landmark and source of green space, but improvements and more green spaces are needed. Design interventions in Lincoln Park might prioritize the infrastructure improvements that residents most frequently identified as needing improvement.

Design Guidelines

For Lincoln Park, we recommend increased pedestrian-friendly lighting consistent with or complementary to the nearby Lincoln District and Yakima Festival Street. We also recommend increased seating and benches, which should be located under trees, where possible, to provide shade and comfort. Seating might also be incorporated into building forms, such as seat walls, or may be moveable to accommodate park events or other situational needs.

For the Pacific Avenue corridor in both the neighborhoods at S 38th Street and at S 56th Street, we recommend the development and incorporation of more green space through pocket parks and gardens. Green spaces provide for a variety of open space activities by integrating program elements such as cultural displays, public art, fitness equipment, a dog park or run space, and greenery or gardens. Regardless of uses, we recommend designs that facilitate four qualities: accessibility, activity, comfort, and sociability.

We recommend design of green spaces that facilitate four qualities: accessibility, activity, comfort, and sociability.

By locating pocket parks in these vacant spaces, pedestrians will have more opportunities to escape the busy Pacific Avenue corridor, to take a break from work, or to connect with friends.



Top: Maker's Quarter Pocket Park in San Diego serves as an example of a green intervention. PETERSON STUDIO

Bottom Left: Urban gardens bring life to underutilized spaces within neighborhoods. LCY STUDENT TEAM

Bottom Right: Residents are eager for more intergenerational spaces. LCY STUDENT TEAM

Pocket Parks and Community Gardens

Pocket parks and community gardens are usually created on a single vacant building lot, parking lot, or a small, irregular piece of land, and can be temporarily implemented to provide mobile greenery and seating to an otherwise neglected area. They can also be created as a component of the public space requirement of large building projects, including mixed-use developments. There are therefore many opportunities for placemaking through pocket park and community garden implementation.

Community gardens can serve as particularly important community foci that increase greenery while reducing vacant space, facilitating ownership and investment, and providing space for intergenerational activities.

Within green space interventions, we also recommend the use of rain gardens to absorb and clean rainwater runoff from impervious urban surfaces.

One potential funding source for implementation of potential green spaces is Depave Puget Sound. This program, which is administered by the Pierce Conservation District, transforms impervious urban areas into green spaces. Finding and removing unnecessary pavement and transforming these areas into green spaces allows runoff to seep into the soil rather than draining directly into storm drains, which is the chief source of nonpoint water pollution. This program could therefore provide funding for pocket park development in this neighborhood.

Green Space Intervention

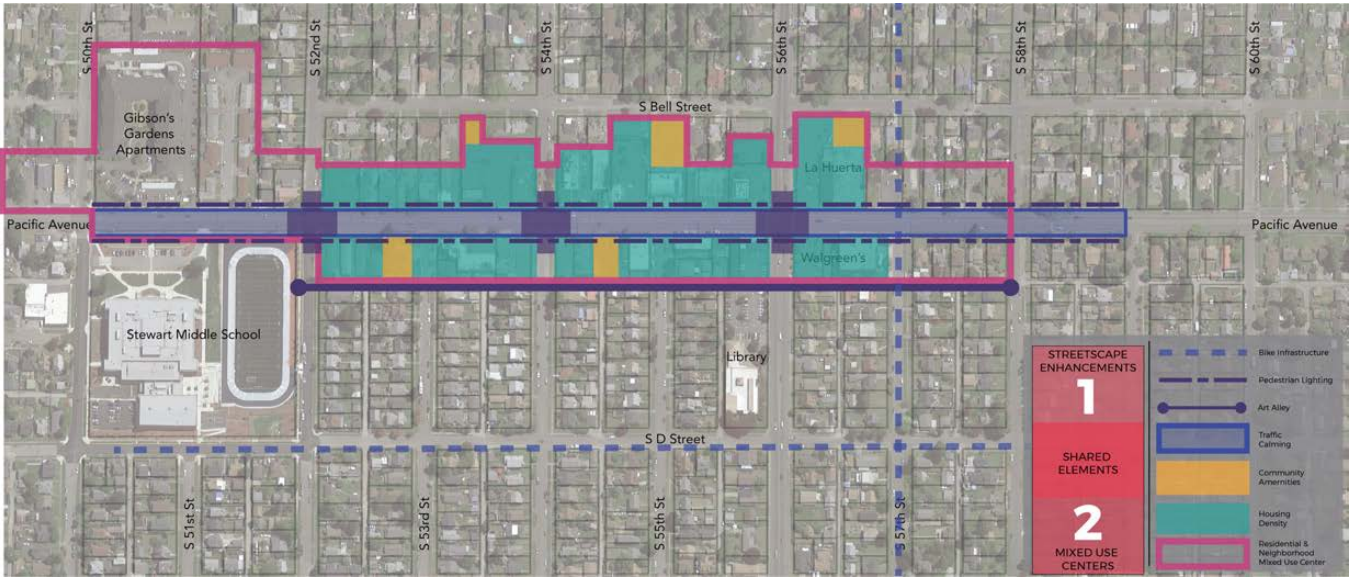
We have identified two sites near S 56th Street and Pacific Avenue that offers potential for a green space intervention: 5245 Pacific Avenue, which is occupied by Wells Fargo; and 5421 Pacific Avenue, which is currently the location of a strip mall shopping center.

The northwesternmost section of Wells Fargo (Parcel #7935000060) located on South Bell Street and the back of the shopping mall center (Parcel #0320212011) are currently vacant. Many residents voiced a desire to walk and interact more but cited a lack of pedestrian-friendly places to stop along the way. By locating pocket parks in these vacant

spaces, pedestrians will have unique community spaces where they can escape the busy Pacific Avenue corridor to take a break from work or to connect with friends.

For rain gardens, we have identified 5618 South Bell Street: La Huerta in the S 56th Street and Pacific Avenue area as a potential location. The southeast corner of the La Huerta parking lot is adjacent to single-family

dwelling and attached to a public sidewalk, which connects to Pacific Avenue. This rain garden would create a landmark for residents and visitors along South Bell Street to access the Pacific Avenue corridor, fulfilling the need for more green spaces and gathering places.



Map of potential land use opportunities in the S 56th Street and Pacific Avenue neighborhood. LCY STUDENT TEAM



Students met with City planners, neighborhood residents, and other stakeholders from the community to work through design concepts and to discuss community members' key concerns. TERI THOMSON RANDALL

The Case for Community in Planning

Public participation works, and that is why it is at the center of this project. The best solutions are ones that come from the people who best understand the problem. In this transit-oriented placemaking project, we sought to be open and receptive to hearing those solutions.

In partnership with the City of Tacoma, we approached the community as facilitators hoping to engage and elevate the voice of the community. We received feedback and built upon the initial community-generated ideas to develop design concepts with opportunities for placemaking in the face of transit-oriented development that is occurring along the Pacific Avenue corridor, including at our sites around the S 38th Street and S 56th Street intersections.

Our intensive processes for soliciting feedback, analyzing information, and mediating conflicting interests fed into the design strategies that we propose here, which we presented in December 2017 to the communities working and living near our sites. We hope the community feels empowered by the design concepts and guidelines we put into their hands, and that they and the City of Tacoma use them as a tool in their cooperative placemaking processes.



Students held their final planning session at a neighborhood school, Lincoln High School, in an effort to invite community members to attend and contribute ideas. LCY STUDENT TEAM

Appendix A: Glossary

Active Transportation Any self-propelled, human-powered mode of transportation, such as walking or bicycling.

Bio-swales An urban landform used to convey surface water in order to enhance infiltration and reduce surface runoff. Bio-swales are typically moderate gradient devices (approximately one to five percent in channel slope) and may be covered by grasses, landscape fabric, mulch or other vegetation or leaf litter.

Bollard Lighting A type of outdoor lighting encased in a vertical post at ground level.

Bus Rapid Transit (BRT) A high-quality, bus-based transit system that delivers fast, comfortable, and cost-effective services at metro-level capacities. Often, BRT has designated roadway lanes to increase service efficiency.

Carbon Sequestration The process of capture (through photosynthesis) and long-term storage of atmospheric carbon dioxide (CO₂). Sequestration is possible through a range of processes, including those occurring naturally in plants and soils.

Complete Streets Streets designed for everyone by enabling safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Mixed Use Characterized as pedestrian-friendly development that blends two or more residential, commercial, cultural, institutional, and/or industrial uses.

Pocket Park A small outdoor space, usually no more than 1/4 acre, most often located in an urban area surrounded by commercial buildings or houses. These small lots provide places for people to gather, relax, or enjoy the outdoors.

Rain Garden A natural or dug shallow depression designed to capture and retain stormwater runoff from a roof or other impervious areas like driveways, walkways, and even compacted lawns.

Traffic Calming A set of street designs and traffic rules that slow and reduce traffic while encouraging walkers and cyclists to use the street.

Appendix B: Community Placemaking Session Flyer



What's Happening in your Neighborhood

Two neighborhood areas along the Pacific Ave/ SR 7 corridor are having neighborhood meetings with UW Tacoma Community Planning graduate students about how to maintain and improve livability in your neighborhood.

By 2040, Tacoma anticipates major growth in population (23%) and jobs (35%) along the State Route 7 / Pacific Avenue corridor.

To accommodate this,

- Public transportation must increase
- Housing options need consideration
- The city needs community input to create a neighborhood that is inclusive of its members

Live, Work, and Play Model



The **Live, Work, Play Model** represents an ideal in livable neighborhoods, where residents have access to **housing, transportation, business opportunities, livability, and open space.**

Using this model, what do you see as important aspects of your community? What do you see that could be changed?

Community Placemaking Session

October 9th 2017
6:00 - 7:00 PM

6:00 Welcome
6:10 Mapping your Neighborhood
6:20 Sharing Ideas
6:30 Live, Work, Play Discussion
6:55 Closing Thoughts

The purpose of tonight's community placemaking session is to develop ideas about the future of your neighborhood.

Graduate students from the University of Washington, in collaboration with the City of Tacoma, will be hosting tonight's session as a part of the Livable City Year (LCY) program.

University of Washington's LCY program is an initiative that enables local governments to tap into the talents and energy of UW in order to accomplish critical projects. The City of Tacoma has been selected as the community partner for 2017-2018.

Feedback from tonight's event will be used to guide more inclusive neighborhood design.

Comment cards can be submitted online at:
<https://goo.gl/VeV8U9>

Thank you for attending this meeting and helping shape the future of this community!

Appendix B: Meeting Roles, Community Placemaking Session 1

Meeting Operation Roles	Position	Responsibilities	Group 1 Name	Group 2 Name
	Lead Facilitator	Time management, introductions and closing, general meeting oversight	Garrett	Eric
	Small Group Facilitator 1	Group management and discussion leads	Ed	Ben
	Small Group Facilitator 2	Group management and discussion leads	Nick	Karina
	Small Group Facilitator 3	Group management and discussion leads	Jeremy	Haile Anne
	Small Group Facilitator 4	Group management and discussion leads	Marie	Anneka
	Youth Group Facilitator OR SGF 5		Sarah	Lauren
Support Roles	Youth / Child Program OR 5	x1 Student, develop and manage youth activity	Sarah	Lauren
	Sign in / Welcome	x2 Students, ensure community members are welcomed, signed in, and have a name tag	Garrett	Karina
	General Set up / Breakdown	Pre/ Post meeting, all hands	All	All
	Small Group Scribe 1	Observe and take notes for the SGL	Garrett	Haile Anne
	Small Group Scribe 2	Observe and take notes for the SGL	Ed	Eric
	Small Group Scribe 3	Observe and take notes for the SGL	Marie	Anneka
	Small Group Scribe 4	Observe and take notes for the SGL	Nick	Ben
	Photographer	Photograph small group activities (Anneka is bringing her digital camera)	Jeremy / Rotating	Karina / Rotating

Appendix C: Meeting Register Sign-Up

Pacific Avenue and 38th Street Area Community Meeting Register								
ID #	Name		Contact Information					
	First	Last	Email Address	How did you find out about this meeting?	Would you like updates about this project?	Home Cross Street	How do you interact with this area of the city? (resident, visitor, work, student, etc.)	How long have you been part of this area of Tacoma?
Relationship to the Area								
How do you normally travel around the city? (car, bus, bike, walk)								
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Appendix D: Meeting Script, Community Placemaking Session 1

Community Meeting Script
09 October 2017

Meeting 1 / Group 1: Garrett, Sarah, Nick, Jeremy, Ed, Marie
Pacific and 56th Community Meeting
6:00-7:00pm
Meeting 2 / Group 2: Eric, Anneka, Ben, Lauren, Karina, Haile-Anne
Pacific and 38th Community Meeting
7:30-8:30pm

Agenda and Timeline

Event	Length (Minutes)	Meeting 1: Event Complete	Meeting 2: Event Complete
Meeting Sign in	Until Complete	Until Complete	Until Complete
5-minute announcement	-	5:55 PM	7:25 PM
Call meeting to order	-	6:00 PM	7:30 PM
Welcomes and Introductions	10	6:10 PM	7:40 PM
Small Group Phase I	10	6:20 PM	7:50 PM
Small Group Sharing and Transition	10	6:30 PM	8:00 PM
Small Group Phase II	25	6:55 PM	8:25 PM
Closing Comments and Thanks	5	7:00 PM	8:30 PM

Welcome (10 minutes)

Lead Facilitator

- Introductions
 - Lead Facilitator & Small Group Facilitators
 - Present UW Faculty, City of Tacoma, Pierce Transit individuals
- Explain the Livable City Year Program
 - Partnership between University of Washington and City of Tacoma
 - Working to advance the goals of the City's One Tacoma: Comprehensive Plan and Tacoma 2025 strategic visioning
 - Community Placemaking Session for Pacific Ave / SR 7 corridor
- Identify outcomes and goals for this meeting
 - Note that we will be focused on the areas in the vicinity of the P/56th and P/38th intersections.
 - Highlight the places you feel connection towards, addressing possible planning efforts within your community, a great opportunity to voice your opinion.
 - Gather information from engaged community participants to create a set of reports for the city's use in the future.
 - Leave here with an understanding of what you (the community) want to see happen in your neighborhood.
- Meeting Flow
 - *Talk through agenda*

Appendix E: Small Group Activity, Community Placemaking Session 1

SMALL GROUP ACTIVITY - SCRIBE SHEET

Sector	Key	Current Conditions	Reaction to potential changes
LIVE	<p>Transportation: As a resident of this neighborhood, are your daily needs accessible within a short distance?</p> <p>-How do you access daily needs in your neighborhood?</p> <p>-Is it easy to get around using the mode(s) that you use?</p> <p>-If it were accessible and safe, would you use more public transit, biking, and walking?</p> <p>Housing: Is the housing in your neighborhood adequate for your family? Neighbors?</p> <p>-Do you think that housing (rent or own) is affordable in your neighborhood? IF you rent/lease, have costs increased?</p> <p>-What types of housing are most common (apartments, single-family, townhomes, etc.)?</p> <p>-Assuming growth will happen, would you like to see more housing in your neighborhood? If so, what types?</p>		

SMALL GROUP FACILITATOR SCRIPT

- Lead Facilitators provide introduction; pose the following question (*written on flip chart before meeting*):
 - *What is your favorite place or thing about this neighborhood/community?*
- Lead facilitators transition group to small groups to discuss this question.

INTRODUCTIONS

- Small group facilitators introduce themselves.
- Ask each participant at the table to introduce themselves.
- Reiterate that we are using participant input to inform our community placemaking project, taking place across the quarter.
- Inform participants that we will be audio recording the session and confirm that we have participant consent.

ACTIVITY 1: MAPPING, LANDMARKS, AND HIGHLIGHTING MEANING

Goal: Using previously posed question -What is your favorite place or thing about this neighborhood/community? -small group facilitators will encourage residents to reflect on the meaningful places and assets in their neighborhood using a map. The intent is to capture data about what makes this neighborhood a “place.”

Map activity: Each small group will receive a map of the represented neighborhood. All neighborhood members at the table will have an opportunity to locate particular places or specific locations on the map which relate to the posed question: *What is your favorite thing about/place in your neighborhood?*

There is a concept related to placemaking called the Power of 10, which claims that places thrive when users have a range (more than 10) of reasons to be there. This can include a place to sit, playgrounds, music, food, history-- all unique to a particular community and engaging, dynamic and well designed. Community members are best suited to identify these areas.


Small group attendees will place markers and descriptions on the maps in places they deem important, unique, historic, or otherwise significant. Scribes will record as much of the activity as possible.

*REPORT-BACK

ONLY IF THERE IS TIME (at the discretion of the Lead Facilitator)

- Lead facilitator calls attention back to the front of the room:
 - *In thirty seconds or less, what significant places or things were discussed at your table?*
- This is recorded via flip chart at the front of the room.
- Lead facilitator creates transition back to the small group for the second activity.

Appendix F: Community Placemaking Comment Cards




Comment Card

1. Do you have any comments that you were unable to share tonight? If so, what would you like to have discussed? _____

2. What went well about tonight's meeting? _____

3. What would have improved your experience at tonight's meeting? _____

4. Would you like to receive updates on the project? If so, please leave your email or mailing address: _____



Comment Card

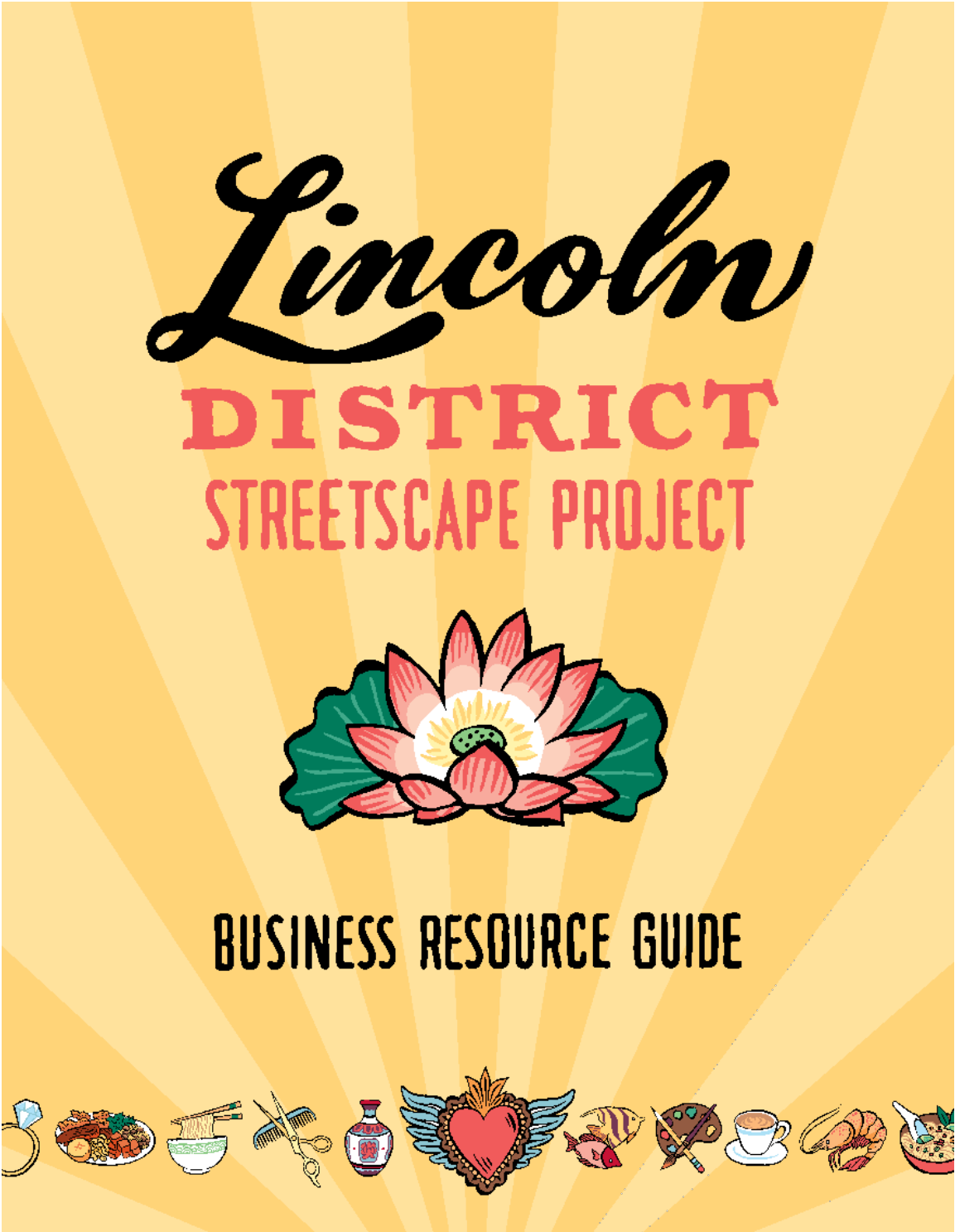
1. Do you have any comments that you were unable to share tonight? If so, what would you like to have discussed? _____

2. What went well about tonight's meeting? _____

3. What would have improved your experience at tonight's meeting? _____

4. Would you like to receive updates on the project? If so, please leave your email or mailing address: _____

Appendix G: Lincoln District Streetscape Project, Business Resource Guide



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