

Agenda

Date: Dec. 16, 2019
Location: Tacoma Municipal Bldg., 747 market St., Rm #248
 Tacoma, WA
Meeting # I – 05
Subject: **Tacoma TOD Advisory Group**
Attendees: TODAG Members, City Staff, Sound Transit, VIA-Architecture

PURPOSE

- South Downtown Subarea Plan / Dome District Background
- Station Design Case Studies
- Sound Transit Update: ST3 Central Link Extension Station Locations

Planned Outcome

- Input from TODAG on Dome and Portland Ave. Station Location / Design Issues
- Chair / Co-Chair Selection

SCHEDULE:	Current Meeting:	TODAG Regular Mtg. Dec. 16, 2019 4:00 – 6:00pm
	Next Meeting:	TODAG Regular Mtg. in January (date/time TBD)

	ITEM	LEAD	DURATION
5.01	Introductions <ul style="list-style-type: none"> ▪ Meeting Notes Review ▪ Announcements ▪ Public Comment 	City	~5 min
5.02	Tacoma Dome District Overview	City	10 min
5.03	Station Design Best Practices <ul style="list-style-type: none"> ▪ Design Principles ▪ Case Studies 	VIA	20 min
	Clarifying Questions		10 min
			(45-50 min. total)
5.04	ST Central Link Station Concepts <ul style="list-style-type: none"> ▪ Dome Station / Portland Ave, Station 	ST	20 min
	Clarifying Questions		10 min
	Input		30 min
			(60 min. total)
5.05	Chair / Co-Chair Selection <ul style="list-style-type: none"> ▪ Nominations / Action 	All	10 min
5.06	Future Agenda Items / 2020 Work Plan <ul style="list-style-type: none"> ▪ Date/time for January meeting? ▪ Closing Comments 	All	5 min

DRAFT
TRANSIT ORIENTED DEVELOPMENT ADVISORY GROUP (TODAG)
MEETING NOTES

MEETING NUMBER: 4
MEETING DATE: November 18, 2019

Members Present: Don Erickson, Roberta Schur, Janice McNeal, David Daniello, Justin Leighton, Daren Crabill, Kerri Hill, Imad Bahbah, Cathy Reines

Note: Imad Bahbah was mistakenly not listed as 'Present' for the October regular meeting.

Visitors Present: Andrew Austin, Sue Comis (Sound Transit), Al Levine (ULI-TAP Panel)

City Staff Support: Ian Munce, Brian Boudet, Aubrey Pike (Planning + Development Services), Dana Brown (Public Works)

Meeting Facilitator: Keith Walzak, VIA-Architecture

Item 01: Introductions

- Meeting called to order at 4:07pm in Room 243 of TMB by Keith Walzak
- No Announcements / No Public Comment

Item 02: ST3 Central Link Extension Presentation

- Sound Transit Presenters
 - o Andrew Austin, South Corridor and Community Relations Manager
 - o Sue Comis, Light Rail Development Manager
- Highlights
 - o Online Open House is up and running
 - o Current Phase: Planning and Environmental Review
 - Guiding Principles summary was provided. Andrew asked if anything was missing and if the Group had any comments. No Comments.
- Alignment updates were presented illustrating the new 'Close to Sounder' option
- 'Close to Sounder' refers to close to Sounder line, not just close to Sounder Station
- 'Close to Sounder' station option is located over Freighthouse Square structure
- The alignments will be forwarded as part of the EIS update
- Station location options were presented
 - o Dome Station (4 options)
 - o Portland Ave Station (2 options)
- All options will be included in the EIS review process
- ST staff are looking for TODAG input on station options. No options will be eliminated. TODAG input is not intended to be a preference for one option or another, but to improve on the elements of each option.
- Discussion items may include:

- Bike Ped Access
- Transit Connections
- Streetscapes
- Activation Opportunities
- Leveraging Adjacent Development Parcels
- Construction Staging, Laydown and Material Storage Areas
- 25th Street alternative does not assume that 25th street will be improved if this alignment is picked. Overhead track system will include concrete pilings. Structures will present shadowing and pedestrian obstacles.
- Note Mount Bay Apartment and TRAX proposed structures.
- Assumed 25th Street will remain open for cars, bikes, transit.
- Width of guideway includes 2 tracks (40 ft. wide). 60 ft. wide at station location.
- Platform is 400 ft. long
- Site Survey work is ongoing, project is currently not even at 10% design
- Adding new affordable housing is a big item in the community.
- ST Board of Directors tentatively identified a preferred alignment in July 2019.
- Pedestrian connection from Puyallup to E. 25th St. ranges in height from 3rd level to 4th or 5th level (ped bridge to platform) -depending on station option.
- Activation of pedestrian environment a critical factor
- Participants were interest in getting into the details of each station option (location + design).
- Sound Transit does not have a plan or program in place for Freighthouse Square building and station design.
- Discussion on the need to animate public space and create a vibrant urban station experience.
- 4th concept (closets to Dome) would require the future track to go under 705 and staging site.
- All options include tail-tracks to extend beyond the station location.

- Next steps to include outreach. Online Open House is open.
- Sound Transit is seeking input on all options. Schedule this item on the Dec. TODAG agenda.
- Additional suggestions can be sent to Sound Transit via Keith imminently.

Item 03: ULI- TAP

- Al Levine provided an overview of the UL-TAP recommendations
- Key proposition: How do you make the neighborhood a neighborhood?
- Focus should be on 'Neighborhood' first and then the entertainment functions.
- Panel make-up represented a broad range of expertise (local and regional).
- Other key findings:
 - Alignment and Station: how will these pieces be connected? Must get this right.
 - Incumbent of the locals to be engaged; keep the pressure on, be aware of political trade-offs
 - Need to have a clear singular voice of what the community wants
- 'Closer to Sounder' option seems to be a logical option.
- Opportunity of underdeveloped area is important. The Link Extension is a catalyst for new development.
- The overhead structure will have significant impacts on adjacent buildings.

- Address all the issues from the beginning.
- The station area needs to be hospital
- Fine grain street patterns are important (walkability)
- Program spaces around the station
- Consider a Parking Benefit District
 - o Maximize parking for events
 - o Parking management
- Consider Form-base code options
- Consider Transferable Development Rights (TDR), particularly to support preservation of key structures
- Keep the grit
- Over 5 stories of wood framing is not economical
 - o Need to get to 7-10 stories for next increment of height
 - o Construction cost factors
 - o Affordable housing

Item 04: Amtrak Station

- Don Erickson provided an overview of the new Amtrak Station and the community-based design process that led to the final station design.
- Key component was to reinforce pedestrian activity and visual connections along E 25th St.

Item 05: TODAG Priorities / Future Agenda Items

HOT TOPICS



- Tacoma Dome Area Plan Vision / Land Use Zoning
- Central Link Station Location Feedback
- Station Design Best Practice – Case Study
- Tacoma Dome ULI-TAP Report
- Chair / Co-Chair Selection - Action item
- Pacific Avenue BRT Project
- TODAG Work Program

Meeting End: 6:00pm




Alternatives for EIS Updates

Tacoma Station Area

Preferred alternative:

-  *Portland Avenue*
-  *Tacoma 25th-West*

Other alternatives for EIS:

-  *Tacoma 25th-East*
-  *Tacoma 26th Street*
-  *Tacoma Close to Sounder*



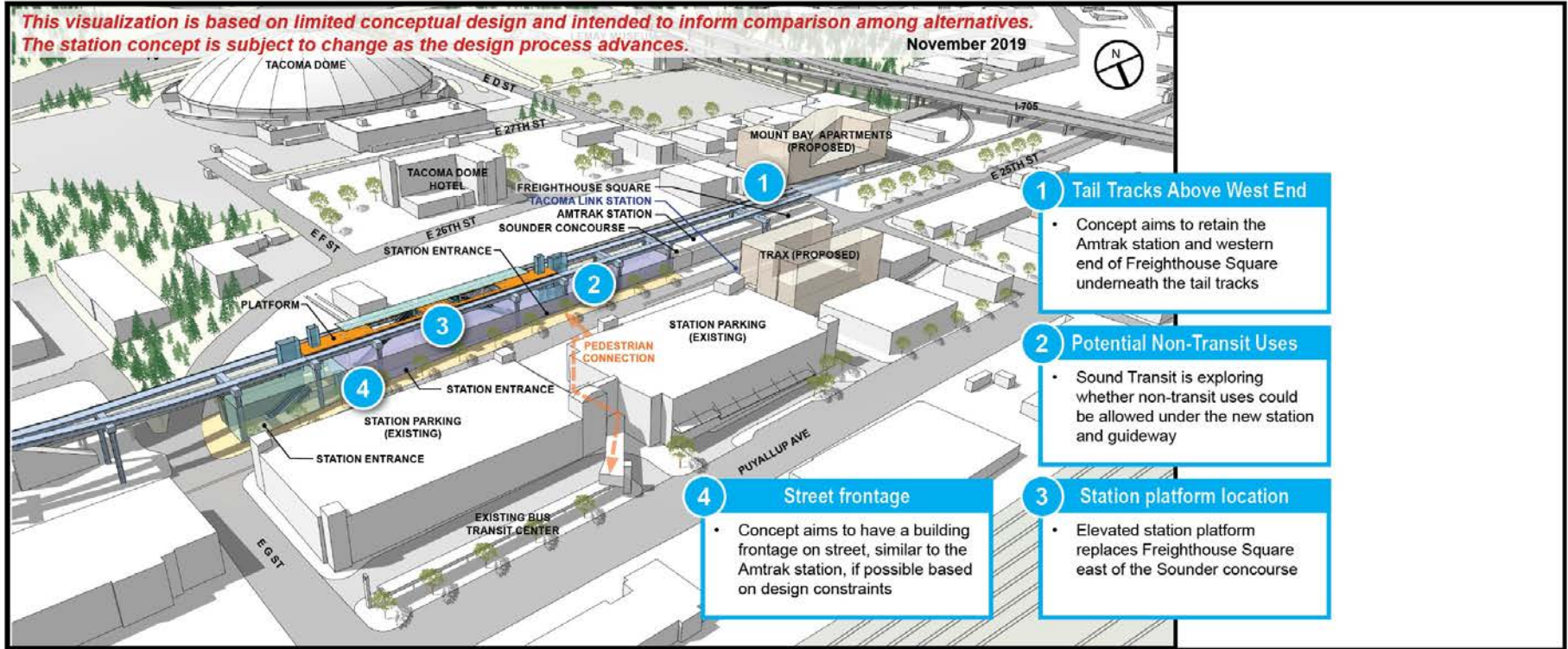
DRAFT for discussion purposes

Tacoma Dome Station Updates

TD Close to Sounder

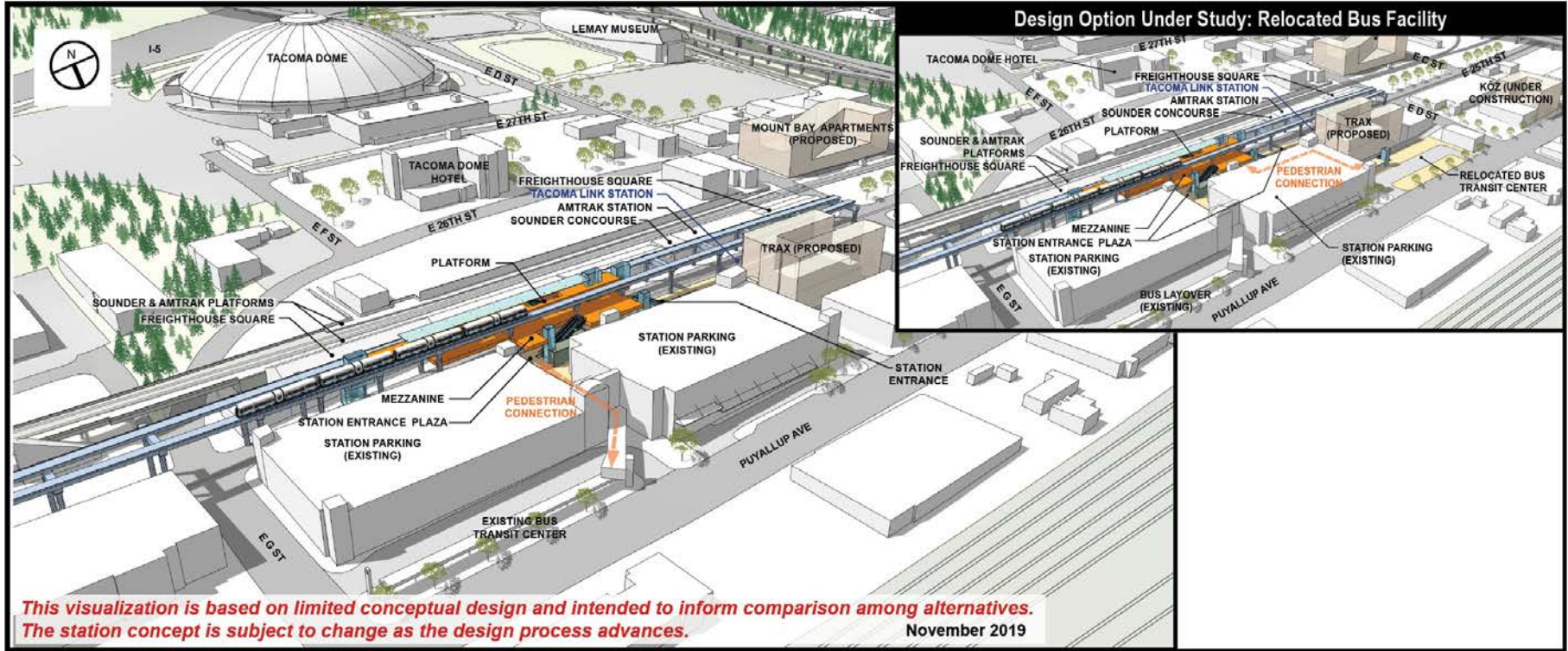
This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

November 2019



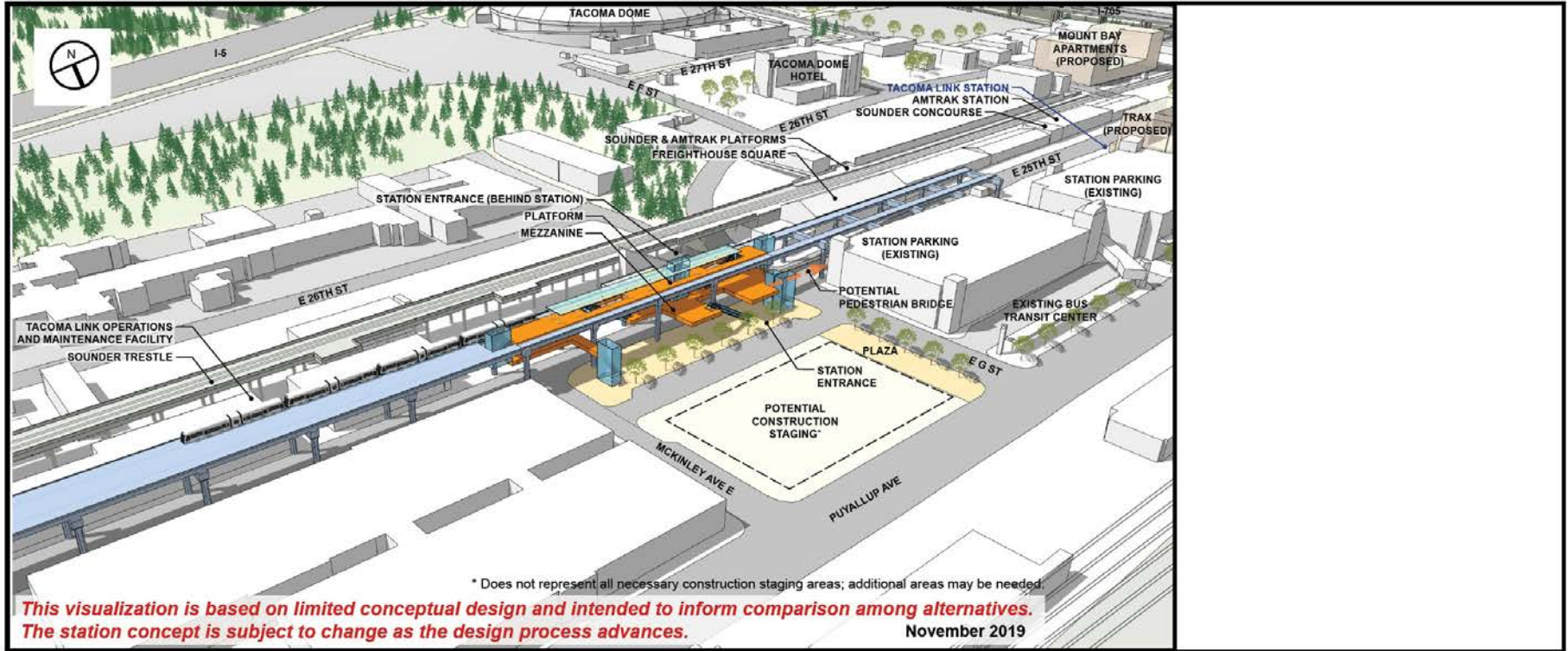
Tacoma Dome Station Updates

TD 25th West



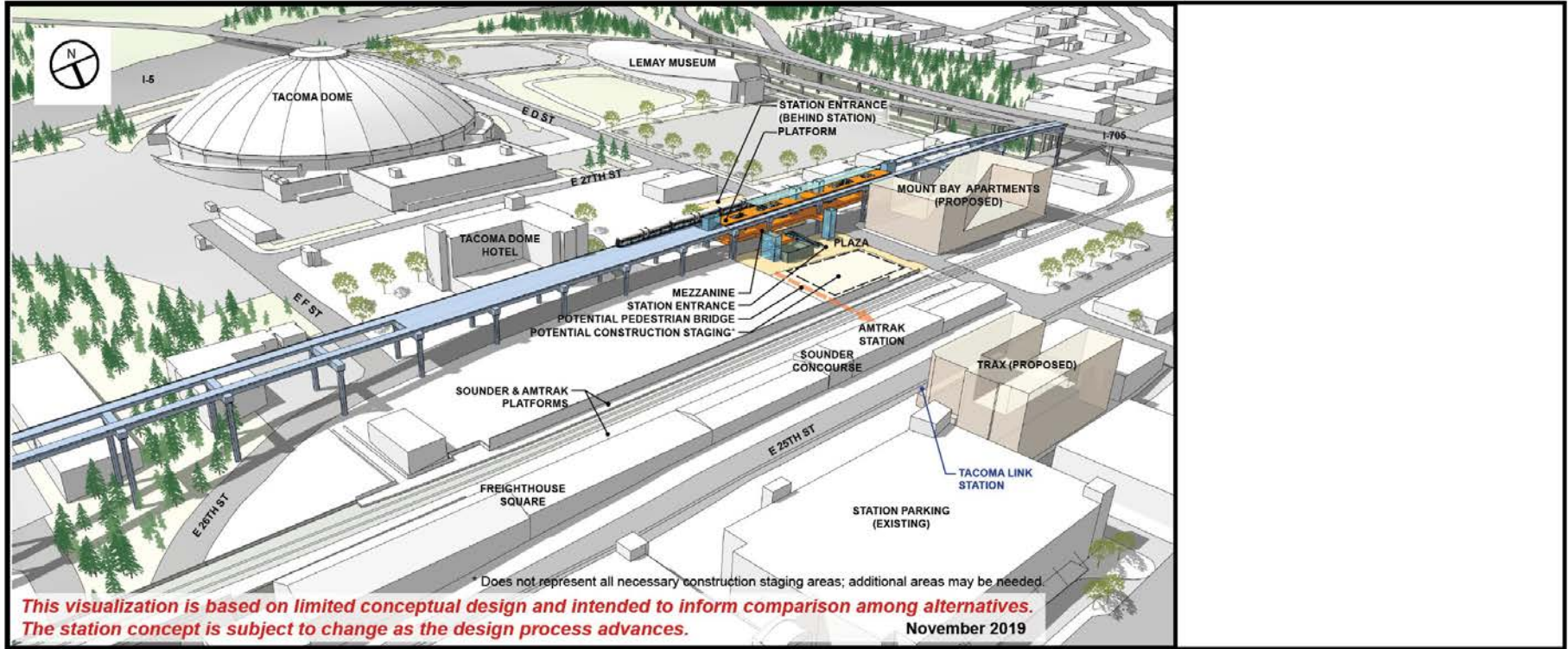
Tacoma Dome Station Updates

TD 25th East

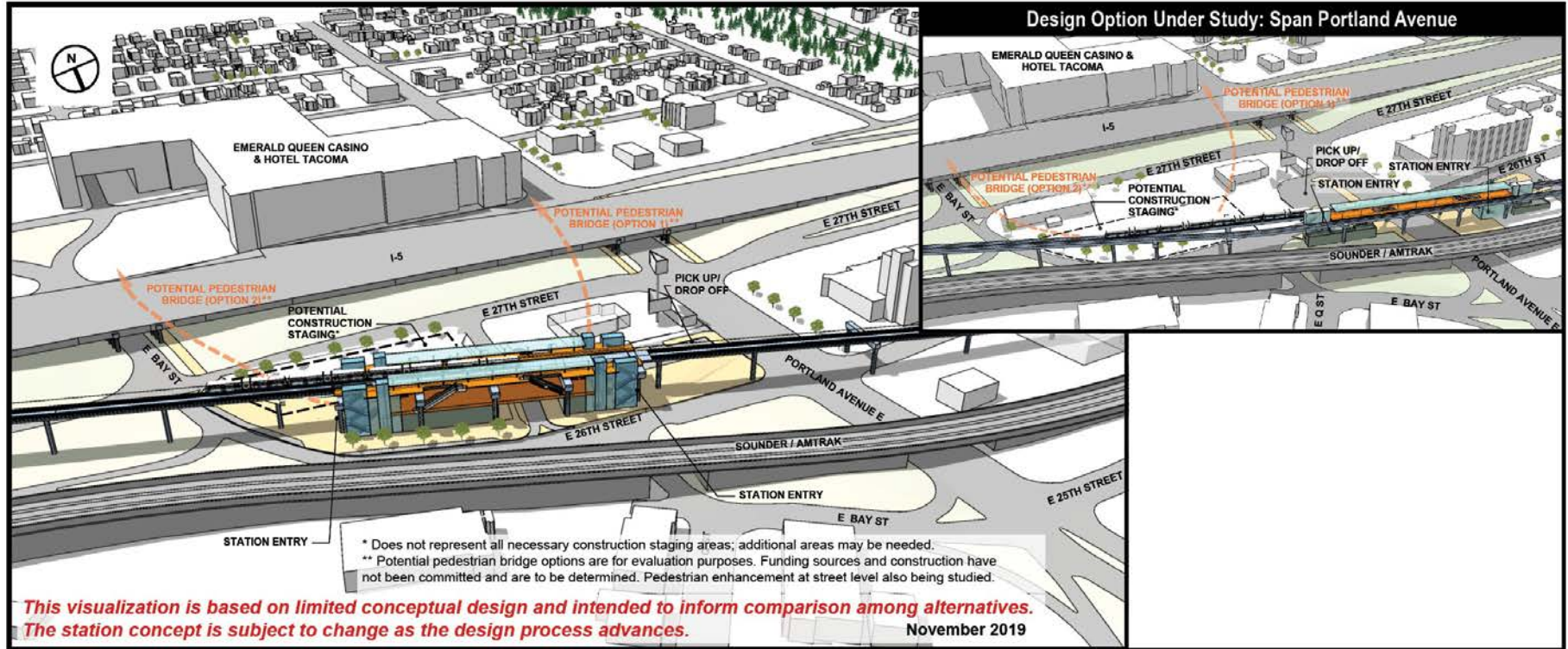


Tacoma Dome Station Updates

TD 26th



Portland Avenue Station Updates



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

November 2019

TACOMA CENTRAL LINK EXTENSION

STATION LOCATION AND DESIGN REVIEW CRITERIA/PRINCIPLES

Sound Transit is seeking input on the 6 preliminary station locations and design concepts as presented as part of the Draft EIS process. The TODAG is asked to consider Sound Transit's proposed Guiding Principles as well as the Design Principles presented and provide input on the preliminary designs. The TODAG input is NOT intended compare the 6 alternatives at this time (that will happen later in the process), but rather provide input on each alternative presented, taking into consideration how the preliminary, high-level station and track alignments may be adjusted (basic layout, location, station components, and access features), if at all, to better address the Design Principles below.

Multi Modal Connectivity

- Does the option enable *multiple modal connections* in close proximity to the station location?
- Does the option provide *direct and safe connections* between the station and Sounder, Tacoma Link, city bus, Amtrak Station and others?
- Does the option provide for *legible wayfinding and navigation*?
- Does the option optimize *pedestrian and bike safety / security*?
- Does the option help improve traffic management (access to parking, Amtrak Station, Tacoma Link, businesses, residential uses, and Dome entertainment activities)?

Economic Development Opportunities

- Is the station located in a way to *stimulate development / redevelopment* opportunities?
- Does the option provide for opportunities to support *new mix-use, affordable housing and/or civic spaces* adjacent to the station site?
- Will the station location help promote *employment* opportunities in the area?

Placemaking / Urban Form

- Does the option provide for a unique *placemaking experience*?
- Does the station provide for a potential *iconic architectural response* (if desired)?
- Does the option enhance the *District neighborhood* identity?
- Does the option provide for a *signature amenity space or other public spaces*?

Social + Cultural

- Does the option support local *culturally sensitive / significant resources* (building structures)?
- Does the option provide for *street level activation*?
- Does the option provide opportunities for future *public art* enhancements?

Community Benefit

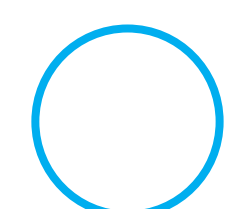
- Is the option consist with the District's *vision and character* objectives?
- Does the option support *local retail businesses* at and around the station location?
- Does the option provide opportunities for future *programmed events*?
(Farmers markets, Dome events)

ST CENTRAL LINK EXTENSION | CONCEPTUAL STATION/ LOCATION INPUT

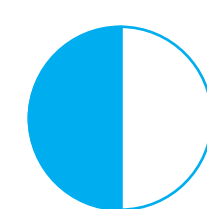
CITY OF TACOMA TODAY (DEC 16, 2019)

DESIGN PRINCIPLES

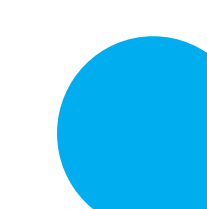
	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
STATION LOCATION OPTION	THINK ABOUT... <ul style="list-style-type: none"> • Integrated multi-modal design • Multi-modal transfers • Pedestrian + bike access • Safety + security • Legibility, wayfinding + navigation • Traffic management <ul style="list-style-type: none"> - Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events 	THINK ABOUT... <ul style="list-style-type: none"> • Development / redevelopment opportunities adjacent to station locations <ul style="list-style-type: none"> - ST surplus properties - Adjacent private development parcels • Future infill development types <ul style="list-style-type: none"> - Mix of uses, housing • Employment opportunities 	THINK ABOUT... <ul style="list-style-type: none"> • Placemaking experiences <ul style="list-style-type: none"> - Streets, civic spaces • Iconic architectural response (station design) • District / neighborhood identity • Signature amenity space or other public spaces <ul style="list-style-type: none"> - Portland Ave. and Dome District station 	THINK ABOUT... <ul style="list-style-type: none"> • Culturally sensitive resources <ul style="list-style-type: none"> - Historic structures • Street level activation • Puyallup Tribe Trust Lands • Public art opportunities 	THINK ABOUT... <ul style="list-style-type: none"> • Dome District vision / character • Affordable housing • Local retail / small businesses • Civic space • Programmed community events <ul style="list-style-type: none"> - Street fairs / farmers market
A. PORTLAND AVE. OPTION A					
B. PORTLAND AVE. OPTION B					
1. TACOMA DOME 25TH - WEST					
2. TACOMA DOME 25TH - EAST					
3. TACOMA DOME 26TH STREET					
4. TACOMA DOME CLOSER TO SOUNDER					



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



STATION CONCEPT EXCEEDS EXPECTATIONS

ST CENTRAL LINK EXTENSION I CONCEPTUAL STATION/ LOCATION INPUT

CITY OF TACOMA TODAY (DEC 16, 2019)

NOTES: **DESIGN PRINCIPLE**

STATION OPTION	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
A. PORTLAND AVE. OPTION A					
B. PORTLAND AVE. OPTION B					
1. TACOMA DOME 25TH - WEST					
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3. TACOMA DOME 26TH STREET					
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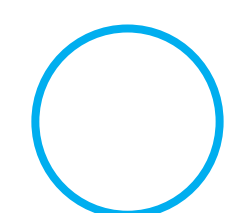
ST CENTRAL LINK EXTENSION | CONCEPTUAL STATION/ LOCATION INPUT

CITY OF TACOMA TODAY (DEC 16, 2019)

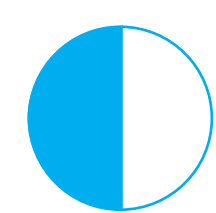
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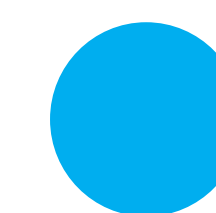
EXAMPLE



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



STATION CONCEPT EXCEEDS EXPECTATIONS