

**CITY of TACOMA**  
**TRANSIT ORIENTED DEVELOPMENT ADVISORY GROUP (TODAG)**  
**MEETING NOTES**

*(Reviewed and approved on August 17, 2020, with a concern expressed,  
for future discussion, over the language in ITEM 02, 1.(a) that speaks to  
the negative impacts of homeless.)*

**MEETING NO.:** 07-2020  
**MEETING DATE:** February 24, 2020

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**Members Present:** Cathy Reines, David Daniello, Don Erickson, Imad Bahbah, Janice McNeal, Kerri Hill, Adam Cook (for Kim Bedier), Rick Semple

**Visitors:** Sue Comis (Sound Transit), Gary Knudson (Historic Tacoma), Josh Jorgensen (Tacoma Housing Authority), and Michael Zirkle, Russ Schzub, Cloe Petricca, Kennedy Peterson, and Ryan Morford (UWT)

**Staff Support:** Lihuang Wung (COT)

**ITEM 01: TOUR OF TDLE STATION LOCATIONS IN THE DOME DISTRICT**

1. Chair Imad Bahbah and Vice-Chair Don Erickson called the meeting to order at 4:10pm at Koz at the Dome, 304 Puyallup Avenue (thanks to Nancy).
2. No Public Comment.
3. Tour – The group toured the area bounded by E. ‘C’ St., E. 25<sup>th</sup> St., E. ‘G’ St., and E. 26<sup>th</sup> St., and made stops at the following locations:
  - (a) Koz at the Dome – Toured a studio unit and the rooftop of this new apartment community centrally located near transit options and attractions.
  - (b) 25<sup>th</sup> and C Streets – Discussed development potentials near the intersection, especially the NW and SW corners.
  - (c) Tacoma Link Station – Reviewed TRAX, a planned Transit-Oriented Development (TOD) mixed-use project next to the station, and some of its design features (e.g., pedestrian and bicycling accessibility, cultural development, and place-making).
  - (d) Amtrak Station – Viewed the architectural design features (e.g., the sliding and vertical lift doors, and the mural), and how they are intended to enhance the passenger rail experience in the Pacific Northwest.
  - (e) Rooftop of Tacoma Dome Station (West Garage) – Overlooked the Dome District, and envisioned the alignments and stations of alternatives TD 25<sup>th</sup> West, TD 25<sup>th</sup> East, TD 26<sup>th</sup>, and TD Close-to-Sounder.
  - (f) Entrance to Tacoma Dome Station (East Garage) – Scanned 25<sup>th</sup> St. and the Freighthouse Square building, and envisioned the placement, scale, bulk, and effects of tracks, columns, and stations of alternatives TD 25<sup>th</sup> West and TD Close-to-Sounder.
  - (g) 25<sup>th</sup> and G Streets– Viewed the Sound Transit’s trestle/viaduct, envisioned the TD 25<sup>th</sup> East station, and discussed the impacts to the U-Haul Storage structure and parcel.
  - (h) 26<sup>th</sup> and D Streets– Envisioned the TD 26<sup>th</sup> station.

- (i) Celebrity Cake Studio (314 E. 26<sup>th</sup> St.) – Envisioned the effects of TD 26<sup>th</sup> tracks and station from the perspective of a small business, and enjoyed about 80 pieces of all-you-can-eat cakes (thanks to David).

## ITEM 02: DEBRIEFING

1. At the end of the tour, Chair Bahbah and Vice-Chair Erickson conducted a debriefing at Celebrity Cake Studio. The following comments were expressed:
  - (a) TD 26th tracks and station would bisect the Dome District, much like Portland's River District by I-5 and Willamette River. The additional congestion, traffic and potential homeless activity would be a detriment to the T-Dome during events.
  - (b) Parking management is critical to the success of TOD in the district.
  - (c) It was noted by Adam Cook, Tacoma Venues and Events (that manages Tacoma Dome) that the A-lot of the Dome parking area could not be developed due to a large gas pipe underground.
  - (d) There was a consensus that the tour clarified for all of us that the "CLOSE TO SOUNDER" option was even more evident as the TODAG's preferred and recommended solution. As long as certain conditions were met, primarily that public-private partnerships would occur to ensure development below the station east of Amtrak would be redeveloped and/or activated.
  - (e) There was a consensus that the tour clarified for all of us that any of the "over street" station options were undesirable with regards to pedestrian experience, potential for an activated plaza on 25<sup>th</sup>, and all the reasons discussed at length at previous meetings.
  - (f) 25<sup>th</sup> St. should be activated with a pedestrian friendly plaza to continue the Amtrak and TRAX sidewalk plaza experience, already planned. A station over 25<sup>th</sup> would not allow this plaza concept.
  - (g) Maintain future development sites to the greatest extent possible
  - (h) It was more evident that 26<sup>th</sup> station option creates true sense of separation and distance from the other multi-modal services.
  - (i) We need to see the Pierce Transit parking strategy for the district, what is the status? Please provide.
  - (j) We need to see the Sound Transit Light Rail projected ridership demographics. Please provide.

## ITEM 03: NEXT STEPS

1. As entrusted by TODAG members at the last meeting on January 27, 2020, Chair Bahbah and Vice-Chair Erickson will compose the groups' draft Letter of Recommendations and Progress Report No. 1 (tentative title). Comments received today will be properly incorporated.
2. Tentative Agenda for Next Meeting (Monday, March 16, 2020, 4:00 p.m., Room 243):
  - (a) ULI Technical Assistance Panel Report (John Hempelmann, Cairncross & Hempelmann)
  - (b) Pierce Transit Bus Rapid Transit Update (Tina Lee, Pierce Transit)

- (c) Tacoma Dome District Parking and Access Report (Ross Tilghman, Tilghman Consulting Group)
- (d) Draft TODAG Letter of Recommendations and Progress Report No. 1 (Imad Bahbah, Chair, and Don Erickson, Vice-Chair)
- (e) TODAG Work Plan for 2020 (Imad Bahbah, Chair)

Meeting adjourned at 6:10pm.