



Agenda

Meeting No. 17: Regular Meeting (virtual)

Date/Time: Monday, May 17, 2021, 4:00 pm

Zoom Info: Link: <https://us02web.zoom.us/j/87212399262>
Dial-in: +1 253 215 8782
ID: 872 1239 9262

ITEM	LEAD	DURATION
Call to Order		
1. Review of Meeting Notes of April 19, 2021 (Attachment 1)		
2. Public Comment (Written comments only; e-mailed to planning@cityoftacoma.org , due by 2:00 p.m. of meeting day)	Chair Bahbah	5 min.
Discussion / Action Items		
1. TOD Roundtable Series Wrap-up – Draft Toolkit “Tacoma TOD” (Attachment 2)	Brian Boudet, City of Tacoma Kate Howe, VIA Architects Kokila Lochan, VIA Architects	60 min.
2. TDLE Portland Avenue Station Location Options – Summary of Evaluation (Attachment 3)	Chair Bahbah and Vice-Chair Erickson	30 min.
Communication Items		
1. Sound Transit Program Realignment – Joint Letter of Recommendations (4/30/21) (Attachment 4)	Brian Boudet	1 min.
2. TODAG Schedules (Attachment 5)	Brian Boudet	1 min.



3. Agenda Items for Future Meetings (tentative):	Chair Bahbah	1 min.
a. TOD Roundtable Series Wrap-up		
b. TDLE – Portland Avenue Station Area		
c. Puyallup Avenue Design Project		
d. Bus Rapid Transit Project		
e. Continued Review of ULI Report and Subarea Plans		
f. Quiet Zone Update		
g. TOD Applications Citywide		

4. Closing Comments / New Business	Chair Bahbah	2 min.
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Adjournment

Next Meeting:

- Monday, June 21, 2021, 4:00 p.m.

Attachments:

1. Meeting Notes of April 19, 2021
2. TOD Roundtable Series Wrap-up – Draft Toolkit “Tacoma TOD”
3. TDLE Portland Avenue Station Location Options – Summary of Evaluation
4. TC/BPTAG/TODAG Joint Letter of Recommendations on Sound Transit Program Realignment (April 30, 2021)
5. Schedules of TODAG Meetings and TOD Roundtables

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

MEETING NO.: No. 16
MEETING DATE: April 19, 2021

Members Present: Imad Bahbah (Chair), Don Erickson (Vice-Chair), Adam Cook (in place of Kim Bedier), Chris Karnes, Daren Crabill, David D’Aniello, Kerri Hill, Evette Mason, Janice McNeal, Laura Svancarek, Roberta Schur, Ryan Givens

Visitors: Sue Comis (Sound Transit), Tina Lee (Pierce Transit), Jennifer Kammerzell (COT/PW), Kokila Lochan (VIA Architects), Daniel Kennedy (VIA Architects), Katherine Howe (VIA Architects), Dana Brown (COT/PW), Christine Wolf (Port of Tacoma)

Staff Support: Brian Boudet (COT/PDS), Lihuang Wung (COT/PDS), BT Doan (COT/PDS)

ITEM 01: CALL TO ORDER

Chair Bahbah called the meeting to order at 4:05 p.m.

1. Lihuang Wung stated that Ben Ferguson had resigned from the TODAG group.
2. The meeting notes of March 15, 2021 were reviewed.
3. No public comment.

ITEM 02: DISCUSSION/ACTION ITEMS

1. Sound Transit Program Realignment – Draft Letter of Recommendations

- (a) Lihuang Wung reported to the group that following the group’s discussion at the previous meeting, Evette Mason and Jennifer Kammerzell relayed the suggestion for a joint recommendation from both the TOD Advisory Group and the Transportation Commission to the Sound Transit Board and the City Council. The Transportation Commission was supportive of the idea.
- (b) The recommendation letter would be joint by the Transportation Commission, the TOD Advisory Group, and the Bicycle Pedestrian Technical Advisory Group (BPTAG).
- (c) The draft letter compiled by staff was presented. Feedback was requested.
- (d) The group commented on responsibilities of the private market in the Dome District, prioritization of projects, ridership, funding, and terminologies used in the draft letter.
- (e) Timeline for feedback and revision of the letter was discussed.
- (f) The draft letter was approved with additional modifications to vote against the Tacoma Dome Link Extension (TDLE) being reduced in budget or delayed.

2. TOD Roundtable Series Wrap-up – Draft Framework for Toolkit/White Paper

- (a) Brian Boudet reviewed background information and objectives of the roundtable series.
- (b) Kate Howe (VIA Architects) provided a recap of the TOD Advisory Group’s progress since 2019 and a draft of the White paper outline.

- (c) The group discussed the phrasing of the term “Transit-Oriented Communities,” Problem Statement/Challenges 2021, TODAG principles along with samples, and evaluation tool

3. TDLE Portland Avenue Station Location Options – Summary of Evaluation

- (a) Chair Bahbah explained the evaluation matrix, concluding that the Span station option was the most favored.
- (b) Lihuang Wung clarified that the moon charts were not weighted and only eight members provided feedback, which meant limited sampling size.
- (c) Chair Bahbah extended the timeline to submit feedback for another month.

ITEM 03: COMMUNICATION ITEMS

- 1. Puyallup Avenue Design Project – Transportation Commission Letter of Recommendation
- 2. TODAG Schedules
 - (a) Brian Boudet reviewed the schedules, in particular agenda items of upcoming meetings.
 - (b) Quiet Zone Update would be scheduled for a future meeting, but not necessarily in May.
- 3. Tentative Agenda for Future Meetings:
 - (a) TOD Roundtable Series Wrap-up
 - (b) TDLE – Portland Avenue Station Area
 - (c) Puyallup Avenue Design Project
 - (d) Bus Rapid Transit Project
 - (e) Continued Review of ULI Report and Subarea Plans
 - (f) Quiet Zone Update
 - (g) TODAG Applications Citywide
- 4. Ryan Givens suggested having ideas workshops in future meetings.

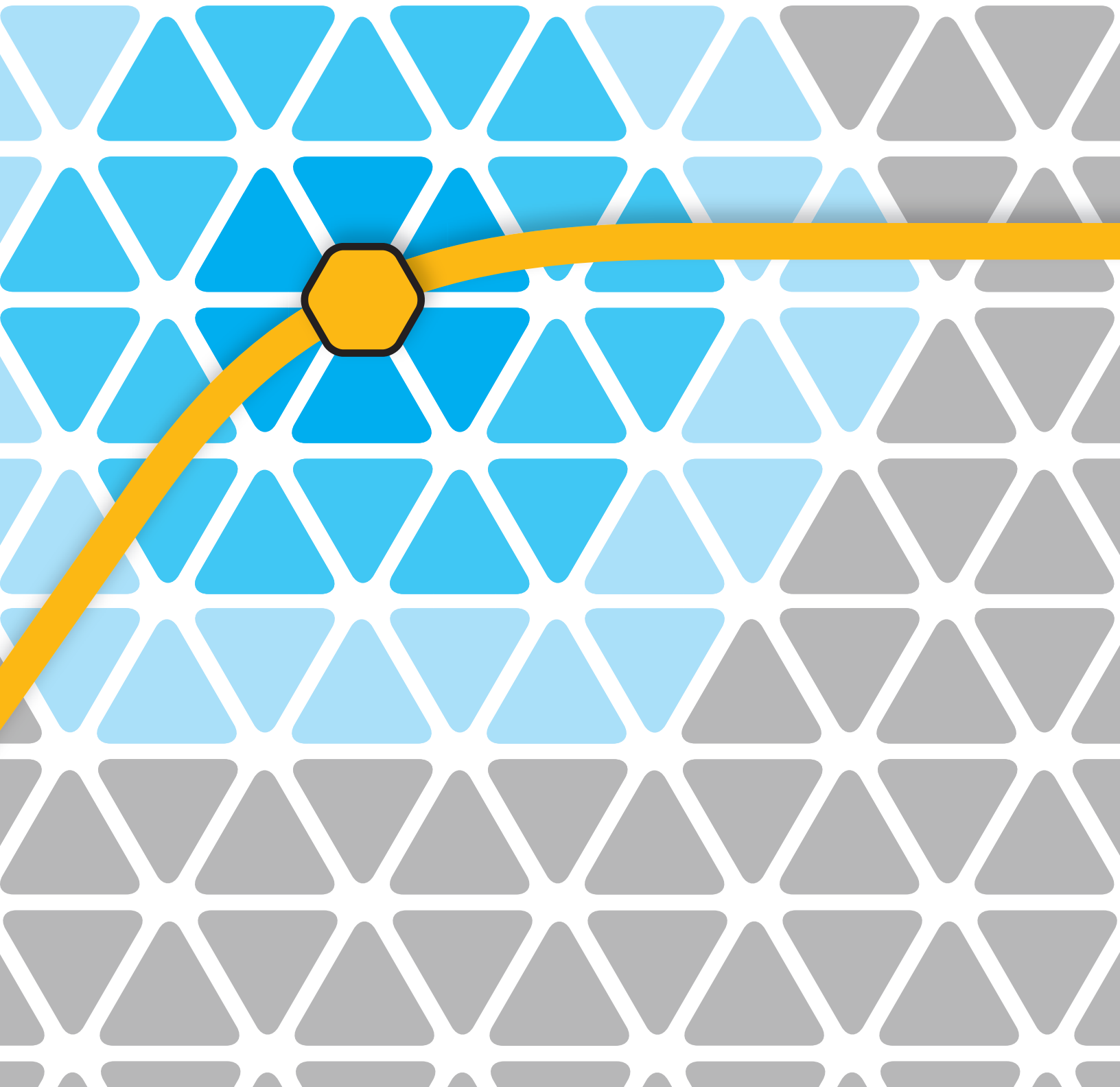
The meeting was adjourned at 6:02 p.m.

TACOMA TOD

May
2021

ANTICIPATING TRANSIT ORIENTED COMMUNITIES IN THE CITY OF TACOMA

A first step in growing great places that promote transportation choices, housing and employment opportunities, cultural vibrancy, and resilient communities.



Introduction

Transit Oriented Development (TOD) is the practice of concentrating land uses near transit nodes to support transit access, ridership, and improve public health outcomes. When guided by a cohesive vision, TOD has a strong track record of delivering on many social, financial, and environmental benefits and greatly contributing to civic engagement, community cohesion,

and public health.^{1,2}

TODs follow a set of universal principles. They are walkable, pedestrian-oriented environments, that comprise a mix of uses, incomes, and densities that support transit use.³ Studies show, that in a TOD, the character of the built environment matters. These are places that by design, allow people to drive less.

- 1) *Measuring Benefits of Transit Oriented Development*, Mineta Transportation Institute, 2014
- 2) *Transit Oriented Communities: a Blueprint for Washington State*, Transportation Choices Coalition, 2009
- 3) *The Growing Transit Communities Strategy*, Puget Sound Regional Council, 2013

To achieve a functioning “TOD environment” isn’t always easy. Well coordinated land use and transportation planning is fundamental, and the practice of valuing public-private partnerships, flexibility and creativity can make the difference between a compelling transformation or business as usual.

Our conception of TOD is a holistic approach; spanning beyond individual sites to encompass the local community or district and the many stakeholders, property owners, developers and public sector contributors who comprise it.



Orenco Station Plaza (2015), Hillsboro OR

A mix of housing types, creatively addressing parking, and creativity of street grid with great pedestrian amenities including live/work and retail spaces to activate streets makes Orenco station a pioneering model of TOD.

TOD advisory group

The TOD Advisory Group, established by City Council in 2019 per Resolution No. 40303 was tasked to review three current projects: the Tacoma Dome Link Extension (TDLE), the Pierce Transit Pacific Avenue Bus Rapid Transit (BRT) project, and the City’s pending Puyallup Avenue design project. A two year process assessing transportation project designs, and deliberating TOD principles and applicability in Tacoma through a 3-session TOD Roundtable has resulted in this tool kit.

This paper offers a baseline measure for what we might envision in our transit oriented communities, as well as offers a way to create an on-going City dialog that helps leverage forthcoming transit and transportation investments.

The Tool Kit: Based on and expanded from Sound Transit’s Guiding Principles, the following provides a “primer” to summarize what, how and why we should consider local social, cultural and community priorities as we design and implement our transit projects.

1. Five principles help us understand the benefits of a TOD approach, and provide evaluation criteria that help the City and its citizens engage productively with proposed infrastructure projects.
2. A sample evaluation framework offers a method to promote, illustrate, and refine projects by assessing proposed project alternatives.
3. An Implementation discussion highlights the role the City and its departments can take over the life of these multi-year and phased projects.



Tacoma’s Vision Pg. 3



Five Principles of TOD Pg. x



Evaluation Pg. x

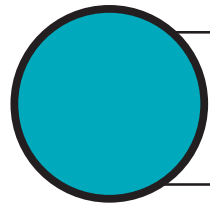


Implementation Pg. x

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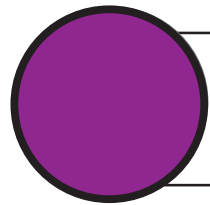
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Principles



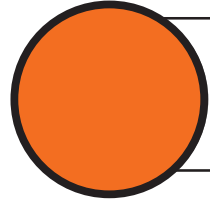
1. MULTIMODAL INTEGRATION

The access needs of all users of the space should be organized and prioritized within a single cohesive system. Transfers from one transportation mode to another should be legible, safe, transparent, and convenient.



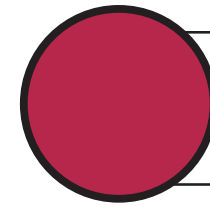
2. ECONOMIC DEVELOPMENT

Enable opportunities for new or stabilized housing, employment, community assets and civic uses. Work with project partners to improve outcomes for all.



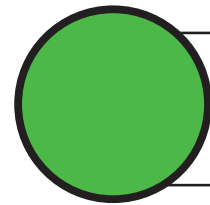
3. PLACEMAKING AND URBAN FORM

Apply pedestrian-oriented urban design that frames, connects, and activates civic spaces, transit nodes, and local destinations.



4. SOCIAL AND CULTURAL VIBRANCY

Celebrate the cultural attributes of a space and its users through artwork and open space programming. Retain, protect, and celebrate historic structures.



5. COMMUNITY BENEFIT

Help achieve long standing community objectives and work with project partners to incorporate these ideas into neighborhood planning.

Principles drive strategies for long term
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The city of Tacoma's Transit Oriented Development Advisory Group (TODAG) endorses the five principles to guide TOD in Tacoma. Benefits, evaluation criteria, and strategies for each principle are expanded on in the following pages. Note that not all principles will be applicable in all phases of transit and transportation infrastructure decision making.



1. Multimodal Integration

EVALUATION CRITERIA

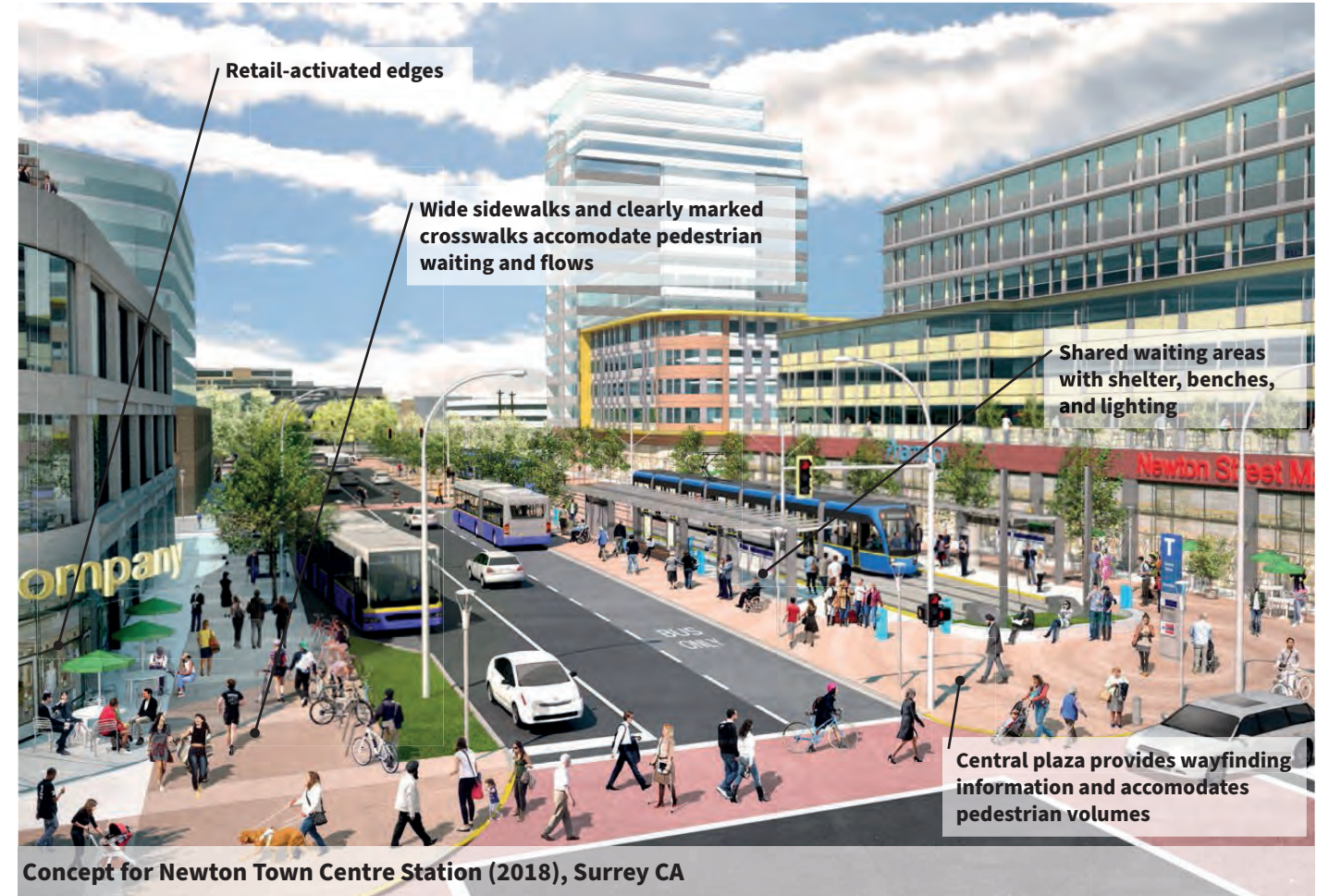
When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of multimodal integration:

- **Direct and Convenient Transfer:** Does the design enable direct and safe connections between different modes? Is it well connected to the street network? Do paths provide high visibility and shorter walks?
- **Legible:** Does the design provide for legible wayfinding and intuitive navigation to, from, and within the site? Does the design reduce leftover spaces, or confusing paths of travel?
- **Safe:** Does the design prioritize ease of access by pedestrians, cyclists, and people experiencing disability? Does it reduce or mitigate conflicts? Does the plan include safe, frequent and convenient crossings and sidewalks? Can a user of the space see and be seen without cameras?
- **Accessible:** Does the design improve on traffic and other modes' circulation and management needs (access to parking, station or entertainment activities)?

- **OPPORTUNITY TO FOCUS INVESTMENT**
- **TRANSIT IS MORE TIME COMPETITIVE AND EFFICIENT**
- **GREATER CONVENIENCE AND ACCESSIBILITY**
- **CONCENTRATED SERVICES FOR TRAVELLERS**
- **PEDESTRIAN ACTIVITY ACTIVATES PLACES**
- **REDUCED CONFLICTS AND COLLISIONS**



Lincoln Yards Station (2021), Chicago IL



Concept for Newton Town Centre Station (2018), Surrey CA

What: Modal integration supports continuity of experience for the transit user. It helps encourage transit use by providing for the comfort and convenience of access from one mode to another. Multimodal environments enhance flow within or between modes (walk, bike, auto, transit, etc.) and services such as transit, shared use mobility, passenger drop offs, and last mile connections from the surrounding area.

Why: Studies show that high quality (relatively fast, convenient, comfortable and integrated) transit can attract discretionary travelers who would otherwise drive. This reduces traffic problems including congestion, parking costs, accidents and pollution emissions.¹

How: Means to achieve good modal integration include schedule and fare

¹ Victoria Transportation Institute Evaluating Public Transit Benefits and Costs, <https://www.vtpi.org/tranben.pdf> p3

coordination, comfortable and safe places to wait between connections, signage, accessible non-motorized facilities.

What does this mean for Tacoma? There is a strong convergence between the urban design strategies that promote multimodal integration and those that promote good placemaking and transit oriented communities.

When designing new transportation

projects, priority should be given to the quality of the transit user's experience, with consideration given to treatments that make places feel integrated. This approach helps ensure places work together despite being made up of a diverse set of actors or modes, including regional commuter or light rail, street car, and local bus service.

The design of each site and corridor must make tradeoffs around the allocation of right of way between

modes, and must be responsive to a clear modal hierarchy. The City has already taken steps to define this in its Comprehensive Plan.

Multimodal hubs are an opportunity for Tacoma to draw on its partnership with the Vision Zero Action Network to implement design features that prioritize pedestrian safety.² Modal integration requires strong collaborations across city

² *What is Vision Zero?*, Vision Zero Network, 2018

departments, and transit agencies in all areas of service.³

Design of individual elements should be informed by industry best practices such as the National Association of City Transportation Officials' Urban Street Design Guide⁴.

³ *The Path to Partnership: How Cities and Transit Systems Can Stop Worrying and Join Forces*, Transit Center, 2018

⁴ *Urban Street Design Guide*, NACTO, 2013

2. Economic Development

EVALUATION CRITERIA

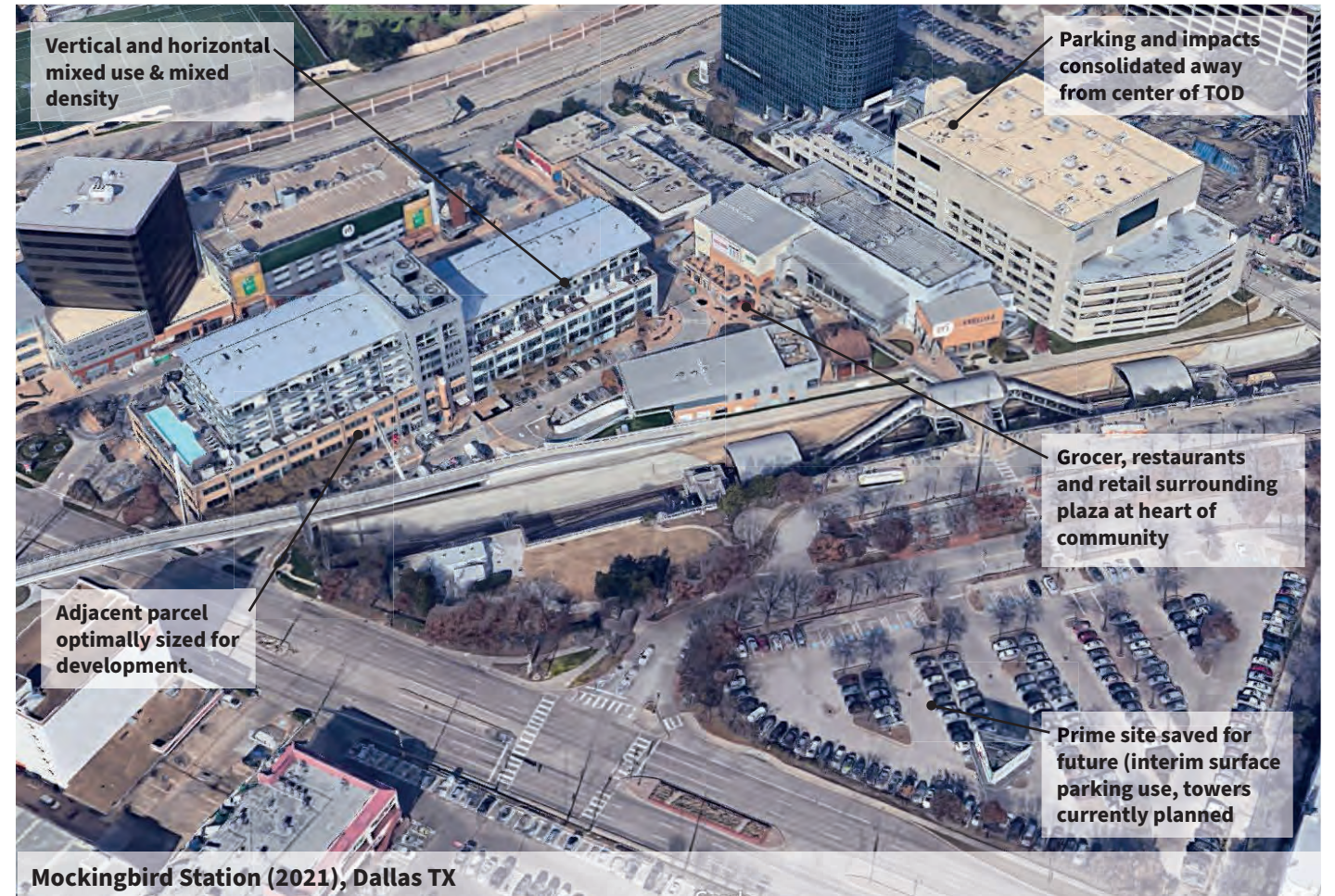
When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of economic development:

- **Enable future investments:** Does the design leave residual parcels of a size, geometry, and relative orientation to the station favorable for development?
- **Permit Higher Intensity Uses:** Is market-appropriate height and density permitted, and is there infrastructure to support it? Have parking requirements been reduced?
- **Strategic Employment Opportunities:** Does the TOD provide a balance of housing and employment? Is there space for civic services and amenities? Is there a wide range of employment opportunities?
- **Phasing:** Are retail and services targeting riders in place upon station opening? How will construction staging and surplus property be handled? Does new development have a transportation demand management (TDM) strategy that leverages the station?

- **GREATER RETURN ON TRANSIT INVESTMENT**
- **MORE AMENITIES FOR TRAVELLERS AND COMMUNITY**
- **MORE FUNDING FOR PUBLIC SPACE IMPROVEMENTS**
- **MORE HOUSING AND EMPLOYMENT OPPORTUNITIES**
- **DEVELOPMENT OF LOCAL EMPLOYMENT**
- **INCREASED CITYWIDE ECONOMIC HEALTH**



TOD Master Plan (2015), Millbrae CA



Mockingbird Station (2021), Dallas TX

What: Transit infrastructure represents a major public investment both in terms of tax dollars and time. Paying special attention to economic development opportunities broadens access to this public investment, and can help to further attract significantly greater sums of private investment. The focus also helps Cities achieve complementary, time-appropriate actions over the full life cycle of project development.

Why: Access to higher-order transit enables a greater intensity of and mix of uses. This results in a compounding economic benefit of well-planned density. Studies show that as economic activity intensifies, the amount of external economic development generated increases.¹ In TODs, the diverse concentration of market-appropriate uses is as a significant factor in reducing car dependency as the transit itself. When

1) *Agglomeration, Productivity, and Transportation Investment*, Journal of Transport Economics and Policy, 2007

planned and executed well, more people will choose to stay, walk and spend their dollars locally than drive elsewhere.²

How: A complementary focus on public investments that maximize private dollars, helps to make constrained public resources go further. Understanding the project's phasing, and engaging in multi-agency coordination for

2) *Transit Might Not Be Essential To Transit Oriented Development*, Bloomberg CityLab, 2013

partnerships can result in more effective investments around transit expansions.

TODs also benefit from district land use strategies from parking to housing. For example, parking near a transit station can be carefully managed as a district asset.^{3,4} This in turn reduces the burden for each

3) *Parking Strategies for TOD*, Mass Transit Magazine: <https://www.masstransitmag.com/40-under-40/article/10286900/parking-strategies-for-transitoriented-development>

4 Access and Parking strategies for TOD <https://todresources.org/resources/access-and-parking-strategies-for-tod/>

site's provision of parking. Similarly in locations that have not yet seen property value increases due to transit investment, strategies can be implemented to avoid residential displacement, and reinforce long term affordability.

What does this mean for Tacoma?

Tacoma's transportation investments should enable a dense⁵ and diverse mix of uses and align as feasible

5) *The simple math that can save cities from Bankruptcy*, Bloomberg CityLab, 2012

with regional goals for housing and jobs. Economic Development opportunities must be sensitive to their neighborhood context, tailored to the challenges unique to residential areas, downtown and industrial centers. The City should consider how economic development opportunities can account for the changes to land value over time, and work with neighborhood organizations, property owners, and stakeholders to plan for the sites⁶ best poised to take advantage of transit ridership.

6) *The Impact of Transit-Oriented Development on Residential Property Value*, University of Washington, 2015

3. Placemaking and Urban Form

EVALUATION CRITERIA

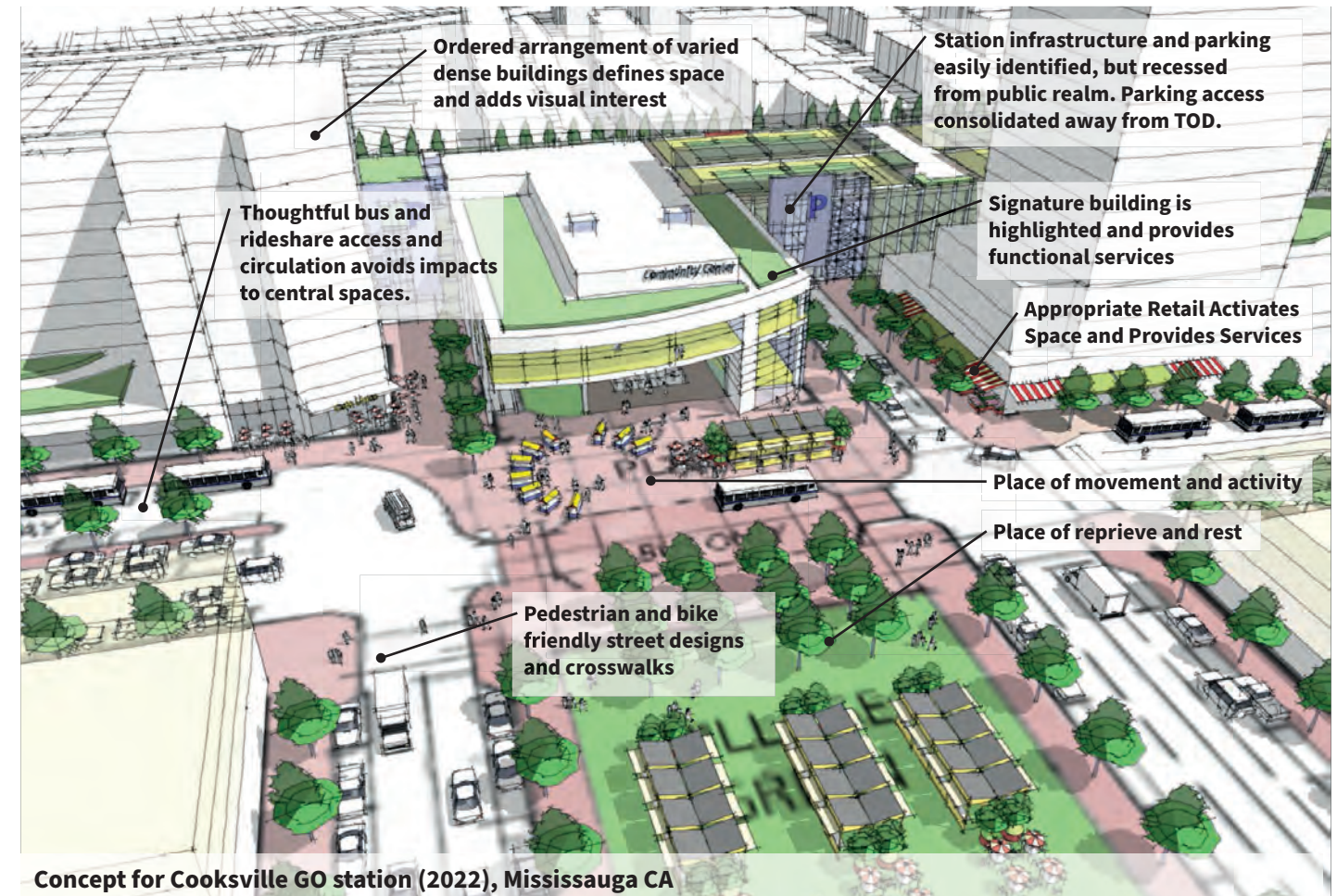
When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of placemaking and urban form:

- **Enhance District and Neighborhood Identity:** Does the plan draw upon and reinforce existing neighborhood assets?
- **Create a Great Public Realm:** Are streets, parks, and civic open spaces framed, activated, and well connected to the transit node and existing or future development? Do they prioritize the experience of the pedestrian? Is parking tucked away?
- **Responsive Station Design:** Does the station design, location, and orientation enhance the public realm?
- **Systems of Elements:** Consider the quality and approach to public art, benches, shelter, paving, lighting, wayfinding, etc.

- PROVIDES SPACE FOR OUTDOOR COMMUNITY PROGRAMS
- INFRASTRUCTURE APPROPRIATE TO PLACE
- EASY TO NAVIGATE
- CONTRIBUTES TO LOCAL NEIGHBORHOODS
- ENHANCES LAND VALUE AND PROMOTES DEVELOPMENT
- SAFE AND WELCOMING URBAN ENVIRONMENTS



Don Mills (2019), Toronto CA



Concept for Cooksville GO station (2022), Mississauga CA

What: “Placemaking” is a term popularized by the NYC nonprofit Project for Public Spaces (PPS). This practice is responsive to and builds from careful observation of how people use and socialize in urban spaces. Over the past half century, “placemaking” has evolved into an inclusive community approach that is realized via both urban design and programming of public spaces.¹

1) *What is Placemaking?*, Project for Public Spaces, 2018

Why: The lessons of placemaking and associated urban form elements guides communities towards the creation of successful, and well loved places.

A placemaking approach is not just about the design of the physical environment, but also calls attention to the user, and how appropriate programs, maintenance and care contribute to vitality, upkeep and a place’s long term stewardship.

How: Great places are those that naturally protect, comfort, and delight their occupants² and successfully apply design elements that shelter users from wind, rain, noise, and the impacts of traffic. Great places also host a variety of opportunities to sit, walk and observe and a built environment that is appropriately scaled, arranged, and sited for a comfortable and interesting experience.

2) *Seattle – Public Space Public Life*, Gehl Architects, 2009

What does this mean for Tacoma? What if all our neighborhoods were designed to be great places?

Siting transportation infrastructure can make use of placemaking practices in both urban design and programming. Transportation infrastructure siting and design should follow at minimum, best practices around pedestrian comfort and safety - i.e. designing for a sense

of enclosure,³ provide a sequence of legible, human scaled connections, and support our natural tendencies for privacy, prospect, surveillance, and engagement.

Similarly, attention to detail, material choice, aesthetics, scale, and quality are essential to placemaking.

In coordination with agencies, the

3) *Getting Enclosure Right: Creating a Comfortable Public Room*, Michigan State University, 2014

City can develop working design guidelines and principals to help achieve a TOD as a “great place.”

Regulatory policy (TOD Overlay Zones, Design Review, Design Guidelines) may apply in these areas, as well as active coordination with private and community partners.

4. Social and Cultural Vibrancy

EVALUATION CRITERIA

When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of social and cultural vibrancy:

- **Support Culturally Sensitive and Significant Resources:** Does the plan enhance views to built and natural landmarks? How does the plan address tribal trust lands and other tribal cultural resources? Does it promote the viability and use of historic structures?
- **Public Art Enhancements:** Is public art or are opportunities for public art considered as part of the project? Can public art be used to reorient visual impacts of infrastructure into a community benefit?
- **Street Level Activation:** Does the station design, location, and orientation promote ground-level activation? Do structures near the station have ground level retail or programmable community space? Are plazas and open spaces activated through active edges, art, or programming?

- **RETAIN AND GROW CULTURAL CAPITAL**
- **FOSTER SENSE OF OWNERSHIP AND BELONGING**
- **A MORE VIBRANT, UNIQUE PUBLIC REALM**
- **STIMULATE CULTURAL TOURISM**
- **RECOGNIZE HISTORICAL LEGACIES**
- **CONTINUE TO TELL THE STORY OF PLACE**



Carrollton Station (2010), Dallas TX



Wynkoop Plaza (2010), Denver CO

What: Tacoma has a rich history, evolving from a Puyallup tribe settlement, to Railroad boom town, to today's education and arts based revival. Made up of distinct neighborhoods, Tacoma's new transit and transportation investments offers opportunities to enhance neighborhood characteristics, cultural expression, as well as celebrate its past through historic preservation.

Why: Public transit systems act

as recognizable symbols for cities, attracting local riders, tourists, and attendees of national and international events.

Public Art in particular been shown to be one of many ways transit agencies and communities can work together to mediate change, and knit new infrastructure into neighborhoods.

Beyond just an aesthetic treatment, Public Art also contributes to the creation of a welcoming experience

for passengers, station identity and legibility, and can activate public spaces through both interaction and engagement.^{1,2}

New infrastructure may impact identified historic resources in some areas. As feasible, TOD planning should integrate transit infrastructure with historic resources. Historic preservation has been shown to result in broad benefits including job

- 1) *Art in Transit*, The Artful City, 2016
- 2) *Dawoud Bey on Crown Fountain and New Burnham Pavilions*, Chicago Now, 2009

creation, property value stabilization and growth, cultural tourism as well as a host of sustainability benefits.^{3,4}

How: Giving a community the opportunity to collaborate on distinctive station or project design opportunities results in a direct, visible, and tangible way to establish

- 3) *Sustainability and Historic Preservation*, Washington State Department of Archaeology and Historic Preservation, 2011
- 4) *Economic Impact of Historic Resource Preservation*, California Cultural and Historical Endowment, 2012

the social health and cultural identity of a TOD. This process also helps build long standing working relationships between organizations and agencies and provides ways for a community to grow and collaborate together.^{5,6}

- 5) *Why Public Art Matters*, Americans for the Arts, 2018
- 6) *Best Practices for Integrating Art into Capitol Projects*, APTA, 2013

What does this mean for Tacoma? Infrastructure investment offers an opportunity to highlight historic and/or cultural resources of an area.

Projects (often during the final design of project) can bring forward historic and cultural character through art, street level activation, and highlighting historic resources.

5. Community Benefit

EVALUATION CRITERIA

When evaluating projects or alternatives in the TOD area, consider how they relate to the following aspects of community benefit.

- **Employment:** Will the project protect and enhance living-wage jobs and community anchors such as professional services, skilled trades, or major institutions?
- **Affordable Housing:** Will the project remove affordable housing, or contribute to neighborhood affordability objectives.
- **Consistency with City Plans:** Is the project consistent with the vision and goals of city and neighborhood planning documents?
- **Local Business:** Does the project include mitigations or strategies to retain, foster, or attract local businesses?
- **Community uses:** Are there opportunities for community programs as associated with the project- i.e. farmers markets, outdoor concerts, movie nights, or desired uses?

• MORE COMMUNITY AMENITIES AND ASSETS

• INVESTMENT IN SOCIAL INFRASTRUCTURE

• INCREASED SOCIAL EQUITY

• COMMUNITY PRIDE AND IDENTITY

• ADVANCE CITYWIDE GOALS AND POLICIES

• MORE RESPONSIVE TO COMMUNITY CONCERNS



Sustainable Urban District (2007), Vauban Germany

What: Beyond just the cost savings in household expenditures associated with living or working near transit, Community Benefits associated with a TOD might include enhanced environmental performance for buildings (helping to meet LEED or other climate resiliency standards), provision of certain types of housing (affordable, student or senior), and improved connections to community assets (grocery store, schools, libraries or institutions).

However, what is most relevant, or feasible to each project site or TOD depends on its location and context. For example, one location may seek to catalyze new affordable housing through a joint development, while another seeks to enhance employment opportunity, while another would like access to open space.

Why: Transportation-related public investment can spur development of

infrastructure and/or attributes that complement transit service. This can help meet long standing, or newly identified community objectives.

How: Community Benefit can be achieved through smart planning, regulatory requirements, incentives, partnerships and other mechanisms. In many locations Community Benefit is tied to the increase in land value that results from public infrastructure investment.



Wyandanch Village (2016), Long Island NY

A Case Study: During the design process, Wyandanch Station in Long Island was oriented to open onto a large parcel assembly, now known as Wyandanch Villiage, shown above. It contains public art, outdoor programming, and ground level retail that help to bring the community into the station.

Sidewalks and streetlights provided by the project were also greatly needed by the neighborhood. The central community space now

has flexible year-round programming, such as ice skating in winter and concerts in summer. The outcome was the result of public-private partnerships and a process led by local community leaders. It was also an opportunity for the county to achieve its goals for more multi-family and affordable housing.

What does this mean for Tacoma? Community priorities should be defined within a neighborhood planning process, and can also help mitigate the growing intensity of use introduced by TOD and transit.

Evaluation

Evaluation criteria serves as a framework for Tacoma to measure anticipated benefits of plans, investments, and policy changes pertaining to TOD.

This matrix can be used by community stakeholders to compare plans or strategies anticipated to have an effect on a TOD. The aim of this matrix is to organize communication to decision makers and confirm City and community values. Communicating stakeholder feedback and the outcomes of planning processes in a timely and organized matter is a critical part of achieving successful implementation. The matrix is designed to be flexible - it could contain anything from a numerical scoring system to qualitative notes depending on the specific comparative evaluation need.

The matrix can be filled out individually and compiled, but may provide more focused direction when filled out as a group in a workshop setting. It is critical that all reviewers have a complete understanding of the alternatives. Where the alternatives are not specific, assumptions should be agreed on and documented by all reviewers.

DRAFT

Topic and Evaluator	Alternative 1	Alternative 2	Alternative 3	Alternative 4
MULTIMODAL INTEGRATION <ul style="list-style-type: none"> • Convenient Transfer • Legible • Safe • Accessible 				
ECONOMIC DEVELOPMENT <ul style="list-style-type: none"> • Enable future investments • Permit Higher Intensity Uses • Employment Opportunities • Phasing 				
URBAN DESIGN AND PLACEMAKING <ul style="list-style-type: none"> • Neighborhood Identity • Create a Great Public Realm • Responsive Station Design • Systems of Elements 				
SOCIAL AND CULTURAL VIBRANCY <ul style="list-style-type: none"> • Significant Resources • Public Art Enhancements • Street Level Activation 				
COMMUNITY BENEFITS <ul style="list-style-type: none"> • Employment • Affordable Housing • Consistency with City Plans • Local Business • Community uses 				
Assumptions and Notes				

Implementation

Achieving alignment both internally among city departments as well as externally between the city, agencies, and other stakeholders, is critical to implementing a successful TOD.

1. Drivers and risks of stakeholders.

The city is likely to find the most support where drivers align, and where shared risks can be mitigated. The primary driver for the city is to create a TOD that embodies TOD principles and achieves the land use vision identified by its stakeholders and articulated in its planning policies.

Transit agencies seek reduced cost and time to build capital improvements as well as increasing ridership while minimizing operating costs.

Both Cities and Agencies would like to reduce barriers to access, and both would benefit from designing and delivering projects on time, in budget, and within scope resulting in a high-

quality customer focused system and experience

Both the City and Transit Agencies are also beholden to sources of funding, such as federal grants, which may come with specific stipulations regarding the process, components, or outcome of a project.

Other stakeholders with different drivers and risks include community residents, regional agencies, and private developers.

2. Roles and responsibilities

The transit agency plans, constructs, and operates the transit system.

Municipalities work to articulate a vision for the area, and implement land use and transportation policy changes that help to enable this such as zoning reform, incentives, and transportation demand management strategies.

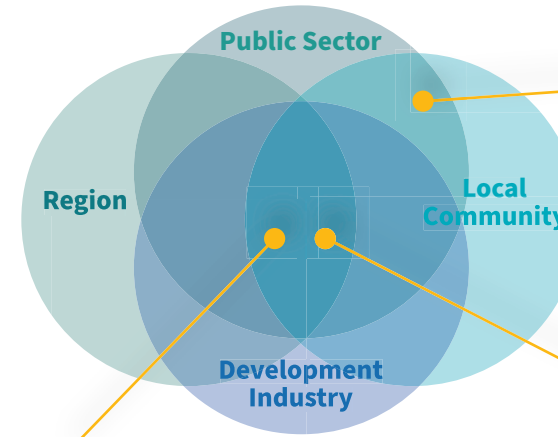
Roles can overlap and must be negotiated in areas such as the

design and implementation capital improvements to the public realm surrounding the station.

3. Clarify the Decision making process and project timeline.

Working with intra-agency and cross departmental teams is a requirement for transit projects. It is important to establish early on who makes what decisions, and establishing a joint organizational chart with clearly defined processes for how issues are communicated, escalated, and resolved.

This should be closely aligned with a timeline that works backward from the completed vision to define timeframes for key decisions. From here, timelines should be established to ensure decision makers have the information, they need including technical data, planning process outcomes, and community feedback, in time to make those decisions. For this reason, involvement of subject matter experts early on in the process is critical.



A City/Agency MOU should document concurrence on drivers, roles, decision making, and timelines as early on in the project as possible.



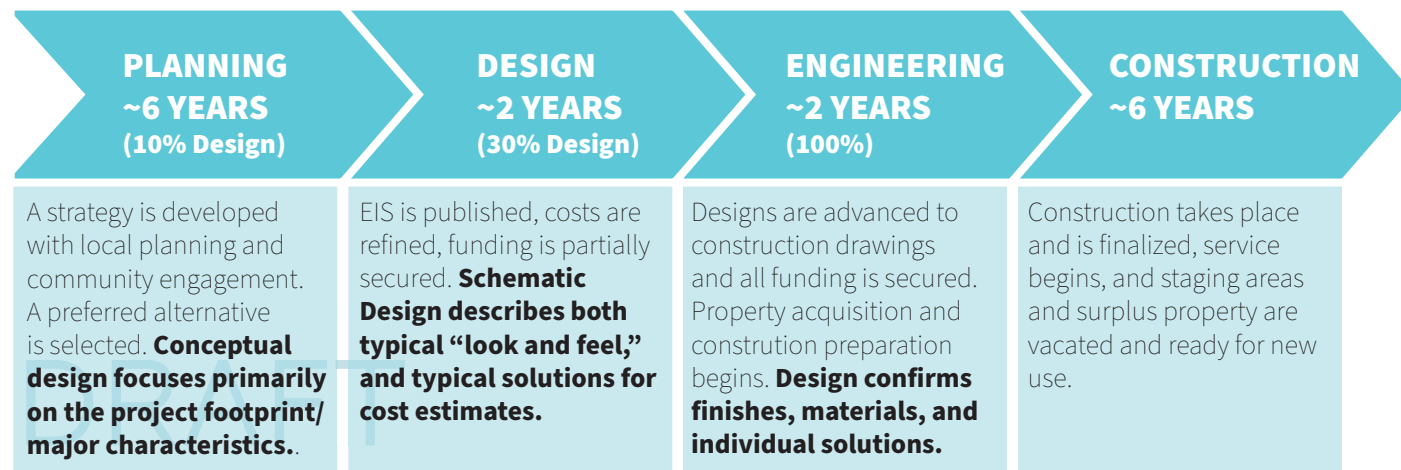
TRANSIT AGENCY
Portland Mall - Portland OR



PRIVATE SECTOR
Waterfront Park - Denver, CO

After Portland Mall was built by the city in the 70s, and light rail was added by TriMet in the 80's and 90's, conditions began to deteriorate as the city faced divestment and maintenance issues accrued. The city and transit agency agreed that the Mall needed to be revitalized, so they partnered in the mid-2000's to undertake a streetscape improvement and modernization project. **TriMet led the effort with a team of urban design consultants working in close coordination with PBOT and the local community.** The subsequent capital improvements succeeded in attracting investment downtown and boosting ridership. **The initial project was financed primarily by TriMet, with various departments of the city of Portland taking primary responsibility for maintenance of the corridor.** This case study is an example how a placemaking strategy rooted in cultural history led to a more viable multimodal transit hub in downtown Portland.

Denver's Waterfront Park neighborhood, adjacent to the Union Station depot, was developed over the course of 25 years. Throughout the process, the city worked closely with developers to craft an entitlement process that would ensure project success. Public realm improvements included a major park and a pedestrian bridge. **Commons Park, which delivered regional benefits and enhanced connectivity to nearby neighborhoods, was paid for by the city. Millennium Bridge, which connected the station to the development and the park, was financed by both the developer and the city, with the city's stake ensuring iconic architectural quality.** The project has generated over 400 million dollars in value and associated tax revenue while often being credited with catalyzing the revival of the wider downtown area. This case study further illustrates how community benefits and economic development reinforce one another.



Looking Forward

Tacoma is not alone in navigating the challenges that face cities around the world. Environmental degradation, the high cost of housing, and barriers to accessing public spaces, services, and employment threaten to undermine the environmental, economic, and social sustainability of the built environment. These are not separate issues, but rather a complex system of interconnected challenges¹.

Tacoma recognizes that Transit Oriented Developments, when properly implemented, provides our neighborhoods and region with an array of well documented benefits and the ability to more efficiently leverage public investment in the built environment. With incoming investment by Sound Transit, Tacoma believes that now is the time to begin planning to maximize the value of this investment in the region's future by ensuring it helps catalyze more livable, diverse, and resilient communities, and a public realm that reflects these values.

This tool kit aims to help the city and its citizens partner with transit agencies, private developers, and other stakeholders to improve both the quality and function of the built environment. To that end, Tacoma will develop an integrated land use and transportation framework and approach for TODs that balances public benefits across a multitude of stakeholder priorities. The approach will integrate lessons learned in past project, build on prior relationships with local stakeholders, and be tailored to context. TODs will be driven by, and enhance, the unique characteristics and qualities of each place.

¹) *The Social Pillar of Sustainable Development A literature review and framework for policy analysis*, Institute of Technology Blanchardstown Dublin, 2014

Future Program: *What goes here?*

DRAFT





ST Central Link Extension | Conceptual Station/Location Input

City of Tacoma TODAG (May 17, 2021)

Tacoma Dome Link Extension (TDLE) – East Tacoma Station Area Evaluation by Transit-Oriented Development Advisory Group (TODAG)

A. Vote Results*:

DESIGN PRINCIPLES	STATION LOCATION OPTIONS	Scoring Methods	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
			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 AVENUE STATION	Tally		1 5 4	0 7 3	1 6 3	0 8 2	1 6 3
	1/0/-1		-3	-3	-2	-2	-2
	2/1/-1		3	4	5	6	5
B. PORTLAND AVENUE SPAN STATION	Tally		3 5 2	3 5 2	3 5 2	1 6 3	3 5 2
	1/0/-1		1	1	1	-2	1
	2/1/-1		9	9	9	5	9
			Station concept exceeds expectations	Station concept meets expectations	Station concept falls short of expectations		

* Based on feedback from 11 TODAG members, where the vote from one of them “to eliminate this East Tacoma Station entirely, both as a cost cutting measure and to allow us to focus on the Tacoma Dome Station implementation” is not reflected in this chart.

ST Central Link Extension | Conceptual Station/Location Input

City of Tacoma TODAG (May 17, 2021)

B. Summary of Comments – Principle #1:

DESIGN PRINCIPLE STATION LOCATION OPTIONS	MULTI-MODAL CONNECTIVITY	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> Easier (density of design) and safer (less crossing of Portland Ave.) multimodal transfers for high-volume bus transfers, including paratransit and kiss-n-ride. Less impact on throughput on Portland Ave. (no in-lane bus stops and lower pedestrian crossing volumes). 	<ul style="list-style-type: none"> Traffic; complicated bus circulation; indirect transit routing; inconvenient transfers; unsafe crossing (of Portland Ave.). No parking; limited pickup/drop-off area. Bicycle access is currently nonexistent. Side platform station requires redundant escalator/stairs and emergency stairs and can be confusing to new users. Wayfinding will be more complex to produce at a dataset level that can be used by Google Maps, etc. Bridges may be resources better spent on at-grade improvements to access for bicyclists and pedestrians Safety; security; crime. You have to take the link to Tacoma Dome station to get better access.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> Better in-line pull-offs for bus stop connections; direct for transit; station adequately designed for paratransit users. Pickup/drop-off at the west station entrance appear easier to navigate than the pickup/drop-off requiring riders to cross the street. Safe for pedestrians (less crossing of Portland Ave.). No added traffic impacts to E. 27th Street. Bicycle access can potentially be facilitated via side streets (E. 26th). On-street angled parking could help to expand access in Portland Ave. area on side streets. Prominent location for station allows easier wayfinding and center platforms are more easily understood by riders. 	<ul style="list-style-type: none"> Location undesirable. Less integration of different transit modes and less convenient multimodal transfers. No parking; limited pickup/drop-off area. Bicycle access is currently nonexistent. Higher impact on throughput on Portland: In-lane bus stops, higher pedestrian crossing volumes (but one less crossing compared to other station). Potentially duplicative bus platform northbound at E. 26th Street. Would require longer bridge to the casino/south of I-5 area. Bridges may be resources better spent on at-grade improvements to access for bicyclists and pedestrians. Safety; security; crime. You have to take the link to Tacoma Dome station to get better access.

ST Central Link Extension | Conceptual Station/Location Input

City of Tacoma TODAG (May 17, 2021)

C. Summary of Comments – Principle #2:

DESIGN PRINCIPLE STATION LOCATION OPTIONS	ECONOMIC DEVELOPMENT	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Redevelopment, in particular amenities like child care, grocery/pharmacy/dry cleaners can be integrated into station location—no-one has to cross the street. • Provides on-site employment opportunities and maintains capacity for industrial/manufacturing-compatible development along Puyallup Ave. that can support and grow family wage industrial jobs in the Tideflats. • Two small parcels would be potentially available for redevelop opportunity. • Access to Tribal property and job center is supported. 	<ul style="list-style-type: none"> • Remnant property from the station is unlikely to be developed from the smaller and less regular shape. Adjacent parcel to the west developability is possibly impacted by guideway as well. • The station completely consumes a key potential infill site that could be used for infill housing, commercial services, or employment uses. • Development opportunities are bounded by I-5 and the BNSF railyard/705, East Portland Ave. and the Puyallup River, with corresponding noise and air quality impacts. Housing development could unnecessarily introduce environmental injustices that do not exist today. • Density of design could create opportunity for on-site businesses, but smaller size would limit the available commercial space on-site.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • More regular and larger shape from construction staging parcel – though partially impacted by guideway on the east. Other adjacent properties better positioned for future development. • Some redevelopment potential: One large parcel within walking distance of bidirectional access to the station. Larger parcel has more potential to serve as a center of mixed use structures with greenspace. • Spanning Portland Ave. enables access to a wider extent of developable land on E. 26th and E. 27th east of Portland Ave. • Access to Tribal property and job center is supported. 	<ul style="list-style-type: none"> • Less opportunity for integration of amenities like child care, grocery/pharmacy/dry cleaners. • Not much for economic activity unless you work closely with the Puyallup Tribe.

ST Central Link Extension | Conceptual Station/Location Input
 City of Tacoma TODAG (May 17, 2021)

D. Summary of Comments – Principle #3:

DESIGN PRINCIPLE STATION LOCATION OPTIONS	PLACEMAKING + URBAN FORM	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Larger contiguous site provides greater opportunity for placemaking through integration of signature amenity civic space, iconic architecture, and neighborhood identity. • Shorter, more direct connection to the casino/south of I-5 area. 	<ul style="list-style-type: none"> • Station couched away, setback from the main street, self-contained, with limited visual profile, and less integrated into the surrounding blocks. • Public space dispersed and limited in size. • Run of the mill architecture, similar to Mt. Baker Station, will not differentiate this station from other LINK stations.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • Opportunity for a very eye catching and prominent design to celebrate light rail (akin to Angle Lake Station). • Larger public space, along with escalators/stairs, should bridge the space on both sides, allowing for events or public art. • A pedestrian bridge north-south across Sounder tracks would help broaden access on the eastern side of Portland Ave. • Opening up eastern side of Portland Ave. allows City to reinstate a regular street grid by splitting superblocks at more regular intervals (e.g. East M Street). 	<ul style="list-style-type: none"> • No great opportunities for placemaking. • Long, skinny site provides fewer opportunities for integrated development and iconic architecture with civic element. • Little opportunity for integration of bridge to the casino/south of I-5 area.

ST Central Link Extension | Conceptual Station/Location Input
City of Tacoma TODAG (May 17, 2021)

E. Summary of Comments – Principle #4:

<small>DESIGN PRINCIPLE</small> <small>STATION LOCATION OPTIONS</small>	SOCIAL + CULTURAL	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Greater opportunity for public art both on site and the pedestrian bridge connecting to the casino/south of I-5 area, with potential for a design concept that takes its cues from art at the casino. • Opportunity to serve as a small commercial center (satellite) for housing on Tribal property and areas south of I-5. • Could help with street level activation. 	<ul style="list-style-type: none"> • Smaller station public space allows for less public art. • Activation of one sides of Portland Avenue limits benefits. • No culturally sensitive structures. • Tribe has not given us input to what they want. • Dome district station should activate Freighthouse Square area and help with art, etc.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • Opportunity for street level activation on Puyallup Ave. and both sides of Portland Ave. that enhances/allows impactful art and design, civic vitality, and community grow. 	<ul style="list-style-type: none"> • This is the industrial end of Puyallup Ave., with less likelihood for high quality connections to both the west and south.

ST Central Link Extension | Conceptual Station/Location Input

City of Tacoma TODAG (May 17, 2021)

F. Summary of Comments – Principle #5:

DESIGN PRINCIPLE STATION LOCATION OPTIONS	COMMUNITY BENEFIT	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Opportunity to serve as a small commercial center (satellite) near housing south of I-5. • Opportunity for programmed community events, local businesses, District vision and character (similar to the Capitol Hill station). • Can help with affordable housing south on Portland Ave. • ST can write requests for development proposal to ensure that community benefits are integrated. 	<ul style="list-style-type: none"> • Limited public space and station accessibility. • Limited safe access to Eastern side of Portland Ave. reduces potential for redevelopment and support of local retail with residential redevelopment. • If included, single use pedestrian bridges will pull activity off of the street. • This station is outside of the Dome District, where there are more local retail and community activities (e.g., Farmers Market) that are easier to reach.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • More abundant public space, better station accessibility and more prominent station allows for easier wayfinding and enhancement of district character. • Safe access to Eastern side of Portland Ave. enhances potential for redevelopment and support of local retail with residential redevelopment. • A safe street level crossing for Portland Ave. could promote development on either side. • Can help with affordable housing south on Portland Ave. 	<ul style="list-style-type: none"> • Narrow footprint and lack of integrated development opportunities make it harder to provide community benefit. More dependent on developers doing the right thing out of their own volition. • If included, single use pedestrian bridges will pull activity off of the street. • This station is outside of the Dome District, where there are more local retail and community activities (e.g., Farmers Market) that are easier to reach.

G. Questions for TODAG Members:

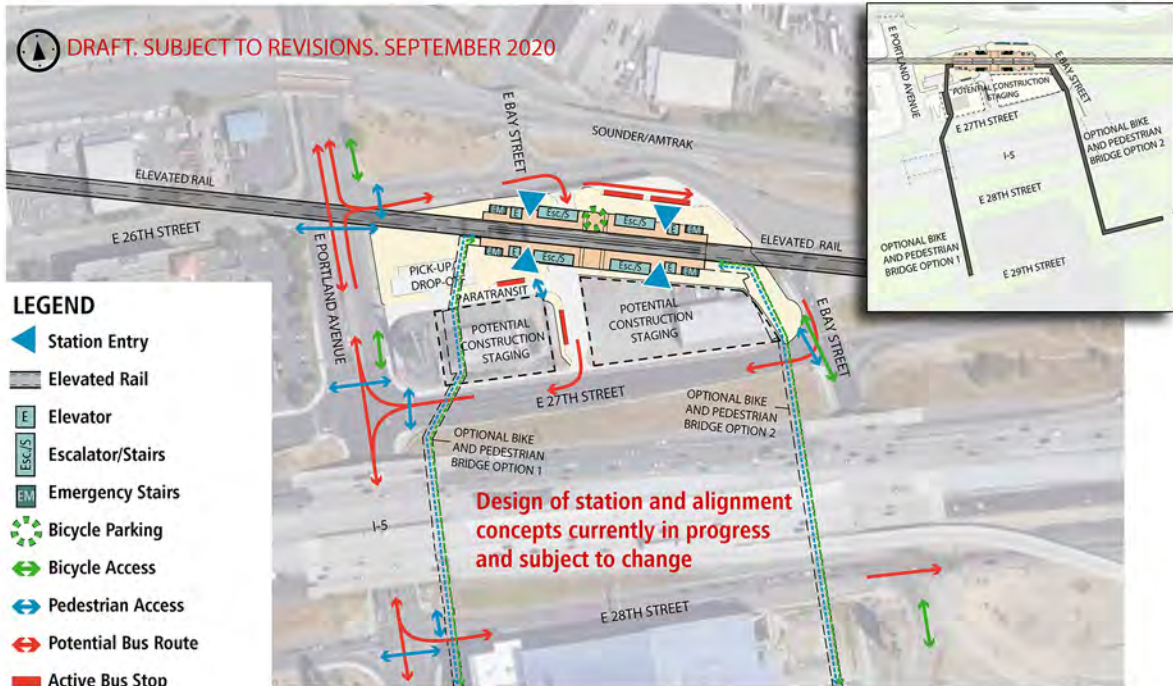
1. Survey says, generally, the “Span” option would perform better than the “Block” option. Do you agree?
2. Do you have different scoring methods to suggest that might tell the story differently or tell a different story?
3. Do you have any additional comments, different thoughts, or new information that have not been mentioned?
4. What would you like to do next?
 - Continue to do the evaluation?
 - Modify the matrix and the scoring system and do it again?
 - Wrap it up for now and wait for Sound Transit’s next move(s)?
 - Write a report (to document the progress)?
 - Make a recommendation (to Sound Transit, the City Council, and/or the Transportation Commission)?

###

(Attachments: Portland Avenue Station Location Options – 3 Diagrams)



DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020



LEGEND

Station Entry

Elevated Rail

Elevator

Escalator/Stairs

Emergency Stairs

Bicycle Parking

Bicycle Access

Pedestrian Access

Potential Bus Route

Active Bus Stop

Design of station and alignment concepts currently in progress and subject to change

TACOMA PORTLAND AVENUE STATION DESIGN CONCEPT AND CIRCULATION



DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020



LEGEND

- Station Entry
- Elevated Rail
- Elevator
- Escalator/Stairs
- Emergency Stairs
- Bicycle Parking
- Bicycle Access
- Pedestrian Access
- Potential Bus Route
- Active Bus Stop

Design of station and alignment concepts currently in progress and subject to change



TACOMA PORTLAND AVENUE SPAN STATION OPTION DESIGN CONCEPT AND CIRCULATION

Portland Avenue: Ped/Bike Bridge Options

Portland Avenue Station



Portland Avenue Span Station Option





City of Tacoma
Transportation Commission

April 30, 2021

Kent Keel, Chair
Sound Transit Board of Directors
401 S. Jackson Street
Seattle, WA 98104
(Sent to: emailtheboard@soundtransit.org)

Re: Comments on 2021 Sound Transit Program Realignment

Dear Chair Keel:

The City of Tacoma Transportation Commission (Commission), Bicycle and Pedestrian Technical Advisory Group (BPTAG), and Transit-Oriented Development Advisory Group (TODAG) respectfully submit our recommendations on the proposed realignment of schedules and plans for Sound Transit projects.

Sound Transit provided presentations to the Commission on March 17, 2021, BPTAG on March 22, 2021, and TODAG on February 22, 2021. The presentation included a discussion of the proposed realignment schedule and potential tools to address the funding gap for Sound Transit 2 (ST2) and Sound Transit 3 (ST3).

Keep Commitments Intact

We are pleased to see Sound Transit's commitment to Tacoma as part of ST2 and ST3 packages that include significant investments in new regional transit connections, increased service, and infrastructure improvements that will make it easier for people to access transit by walking and rolling. Key among these are:

- Construction of the Tacoma Dome Link Extension (TDLE)
- Access improvements at the South Tacoma Sounder Station, Tacoma Dome Station, and new Portland Avenue Station
- Sounder expansion projects
- Construction of an extension of Tacoma Link to Tacoma Community College
- A planning study to explore extension of Central Link to the Tacoma Mall Regional Growth Center
- Completion of Hilltop Tacoma Link Extension (which we understand is not under consideration for realignment)

Ensure Equity

The highest impact of these is TDLE, which will bring the Central Link from South Federal Way to Fife, East Tacoma and the Tacoma Dome. We believe the highest consideration for Sound Transit should be equity – serving BIPOC, moderate- to extremely low-income people, and transportation disadvantaged groups. Tacoma leads the region in diversity and economic disparities. Many people are heavily dependent on transit service – the number of people we have employed at the airport and in service industries, factories, etc., working swing shift and graveyard is just a typical example.

When in operation, the TDLE will bring efficient, frequent and reliable Central Link service to the City of Tacoma, the Port of Tacoma, and the Puyallup Tribe of Indians. It is particularly worth noting how close in proximity both stations, particularly Portland Avenue Station, are to Salishan, one of the oldest and larger housing projects in the region. The terminal of the current phase of TDLE, the Tacoma Dome Station, is a truly multimodal transportation hub that integrates Link, Sounder, Amtrak, BRT, local and regional bus services, as well as Greyhound. With respect to equity and affordability, the Greyhound, as an example, provides connections to national destinations, Mexico and Canada, and offers discounts to students, veterans, and people experiencing homelessness (if they get tickets through a church or other means).

Light rail would be truly transformational. Pierce County has long awaited TDLE and has been diligently paying taxes in the meantime. The residents of Tacoma-Pierce County deserve to see a return on their investment without delay.

Complete the Spine

We applaud Sound Transit for applying “Completing the Spine” as one of the criteria to the evaluation of program realignment. Completing the spine can be best exemplified in the completion of the TDLE, which will connect the existing Tacoma Link (in operation since 2003) and its Hilltop Extension (opening in 2022) to the Central Link. Without this project, the “TL+HE” system would continue to operate as “a limb off of the tree.” On the contrary, and as one would expect, completing the TDLE and completing the spine of Link will substantially solidify the return on direct and indirect investments, including the investments by Sound Transit (on the system development), by the City of Tacoma (on transportation, economic development, and housing), by prospective developers (on future transit-oriented development projects), and by people (on choosing to reside or work close to ST systems).

While it is important to close the financial gap (realignment), it is equally if not more important to close the system gap (completing the spine) and the service gap (equity). One option currently under consideration by the Sound Transit Board is potentially deferring parking structures to support the financial viability of the ST3 plan. We support further exploration of this concept to fulfill construction of the regional light rail spine.

Promote Transit-Oriented Development

We would like to highlight the City of Tacoma's longstanding commitment to creating a transit-oriented development (TOD) neighborhood around the Tacoma Dome Station, one of the true multi-modal transit hubs of the Puget Sound region. A huge amount of work has been done or is underway to proactively put the planning and zoning in place (i.e., the South Downtown Subarea Plan/EIS, Puyallup Avenue Corridor Redesign, infill housing strategies, and Pierce Transit's Bus Rapid Transit project) to bring this TOD vision to reality. The private market is responding to this vision, as witnessed in the recent and planned significant private development investments in this area. Pulling back on the commitments made about the TDLE could significantly undermine this progress and the real regional vision of transit-focused growth which is happening in the Dome District.

Maintain Access Funding

We also urge Sound Transit to prioritize active transportation access as realignment proceeds. Sound Transit is investing billions of dollars to extend critical transit services throughout the region. Making it safer and easier to walk and roll, ride a bike, and take local transit to access regional transit hubs is a cost-effective strategy to make the most of these investments. Current conditions around the South Tacoma Sounder Station, Tacoma Dome, and the sites being considered for the future Portland Avenue Station include disconnected infrastructure, lack of ADA access, and unsafe crossings. We want to ensure that accessing transit is safe and inviting for community members who cannot or do not drive, and that those with a choice also find it easy and convenient to leave their car at home. We urge Sound Transit to maintain the full budget allocations for the Tacoma Dome and South Tacoma access projects, ST3 station access allocations, and system access funds and that the timeline for these investments remain on-track.

Continue to Invest in Sounder

Additionally, while the new light rail extensions and active transportation connections are essential and exciting, we also hope Sound Transit continues to invest in the Sounder as a core service. ST3 included capital projects and rolling stock to expand Sounder trains and stations between Lakewood and Seattle from the existing 7-car configuration to 10 cars. However, post-COVID conditions, where employers are exploring greatly expanded remote work and flexible scheduling options, may change capacity requirements and bring about the need to reevaluate the phasing of Sounder capital projects. While focusing on completing the regional light rail spine, Sound Transit should take the opportunity to identify and better understand the effect of new remote work policies from private and public employers on Sounder ridership and capacity before moving forward with Sounder capacity projects.

The importance of Sound Transit's investments in the South Sound region is manifest and incontestable and the scope and timeline of these projects should not be compromised. We appreciate the opportunity to add our voice to this process. The Transportation Commission, Bicycle and Pedestrian Technical Advisory Group, and Transit-Oriented Development Advisory Group have been working hard to implement the Transportation Master Plan for Tacoma that is not only visionary but also realistic. We hope that continuing the strong partnership between Sound Transit and the City will assist our community in realizing these goals.

Sincerely,



Jane Ann Moore, Co-Chair
Transportation Commission



Gerrit Nyland, Co-Chair
Transportation Commission



Jennifer Halverson-Kuehn, Chair
Bicycle & Pedestrian Technical Advisory Group



Imad H. Bahbah, Chair
Transit-Oriented Development Advisory Group

cc: Mayor Victoria Woodards
Councilmembers, Tacoma City Council
Elizabeth Pauli, Tacoma City Manager
Anna Petersen, Chair, Tacoma Planning Commission

Tentative TODAG Meeting Scheduling
May 11, 2021

	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21
Project Schedules														
Sound Transit – TDLE	Station Access Outreach			Station Access Feedback						(DEIS issued in 2022)				
Pierce Transit – Pacific Ave. BRT	60% Design Outreach						SEPA Determination			90% Design Outreach				
Tacoma – Puyallup Ave. Redesign	Project & Outreach Review				Grant Review (internal)			Concept Alternative Development				Design Phase Begins		
TODAG Meetings														
TDLE	TDLE – Update		TDLE – Station Access; Open House thru 10/28	TDLE – Portland Ave. Station Multi-jurisdictional Discussion	TDLE – Portland Avenue Station Debrief	TDLE – Portland Avenue Station Discussion	Sound Transit Program Realignment; TDLE – Portland Avenue Station Discussion	TDLE – Portland Avenue Station Discussion	Letter on Sound Transit Program Realignment; TDLE – Portland Avenue Station Discussion	TDLE – Portland Avenue Station Discussion				
BRT	BRT – Intro			BRT – Open House 12/10	BRT – Update									
Puyallup Ave.		Puyallup – Intro	Puyallup – Check-in	Puyallup – Check-in	Puyallup – Grant Acceptance	Puyallup – Grant Acceptance Letter of Recommendation							Puyallup – Check-in	
TOD Roundtable						1/25 ECONOMIC DEVELOPMENT/ FINANCE / DEVELOPER	2/22 REGIONAL / COMPREHENSIVE PLAN POLICY	3/15 URBAN DESIGN / PLACEMAKING	4/19 FRAMEWORK FOR WHITEPAPER/ TOOL KIT	5/17 DRAFT WHITEPAPER	6/21 FINAL WHITEPAPER			
Other		Dome District Parking and Access	ULI TAP – Review Report							Quiet Zone Update				

TODAG - TOD ROUNDTABLE SCHEDULE TACOMA, WA

