



## Agenda

### Meeting No. 15: Regular Meeting

**Date/Time:** Monday, March 15, 2021, 4:00 pm

**Zoom Info:** Link: <https://us02web.zoom.us/j/84646485001>  
Dial-in: +1 253 215 8782  
ID: 846 4648 5001

ITEM	LEAD	DURATION
<b>Call to Order</b>		
1. Review of Meeting Notes of February 22, 2021 (Attachment 1)		
2. Public Comment (Written comments only; e-mailed to <a href="mailto:planning@cityoftacoma.org">planning@cityoftacoma.org</a> , due by 2:00 p.m. of meeting day)	Vice-Chair Erickson	5 min.
<b>Discussion / Action Items</b>		
1. Debriefing and Follow-up – Sound Transit Program Realignment (from 2/22/21 meeting)	Vice-Chair Erickson and Chair Bahbah	10 min.
2. TOD Roundtable Series, Session #3 – “Placemaking, Design Principles & TOD Examples/Tools” (Attachment 2)	Panelists: Brian Boudet, City of Tacoma Kokila Lochan, VIA Architects Kate Howe, VIA Architects Matt Roewe, VIA Architects	35 min. presentation 25 min. Q-n-A
3. TDLE Portland Avenue Station Area – Conceptual Diagrams and Feedback of Evaluation Matrix (Attachment 3)	Chair Bahbah and Vice-Chair Erickson	10 min.
<b>Communication Items</b>		
1. Puyallup Avenue Design Project – TODAG Letter of Recommendation (2/22/21) (Attachment 4)	Brian Boudet	1 min.
2. Growing Transit Communities Monitoring Reports (Attachment 5)	Lihuang Wung	1 min.
3. Dome District Public Agency Ownership Map (Attachment 6)	Pat Beard, CED	1 min.



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4. TODAG Schedules (Attachment 7)	Brian Boudet	1 min.
5. Agenda Items for Future Meetings (tentative): 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	Chair Bahbah	1 min.
6. Closing Comments / New Business	Chair Bahbah	2 min.

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### Adjournment

#### Next Meeting:

- Monday, April 19, 2021, 4:00 p.m.

#### Attachments:

- Meeting Notes of February 22, 2021
- TOD Roundtable PowerPoints Presentation
- TDLE Portland Avenue Station Area:
  - Portland Avenue Station Concepts (diagrams)
  - Feedback of Station Location Evaluation Criteria and Matrix
- TODAG Letter or Recommendation to the Transportation Commission regarding Puyallup Avenue Design Project (February 22, 2021)
- Growing Transit Communities Monitoring Reports (supplemental information regarding TOD monitoring provided by the Puget Sound Regional Council in response to TODAG member interest):
  - [2017 Report](#) (linked to document)
  - [2019 Report](#) (linked to document)
- Dome District Public Agency Ownership Map (supplemental information provided by CED in response to TODAG member interest)
- TODAG Schedules:
  - TODAG Meeting Schedule (as of 3/11/21)
  - TOD Roundtable Series Schedule

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

**MEETING NO.:** No. 14 (Special Meeting)  
**MEETING DATE:** February 22, 2021

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**Members Present:** Vice-Chair Don Erickson, Adam Cook (in place of Kim Bedier), Cathy Reines, Daren Crabill, Justin Leighton, Evette Mason, Janice McNeal, Kerri Hill, Laura Svancarek, Ryan Givens

**Visitors:** Maggie Moore (Puget Sound Regional Council), Tim Bates (Sound Transit), Tina Lee (Pierce Transit), Andrew Austin (Sound Transit), Matt Shelden (Sound Transit), Jennifer Kammerzell (COT/PW), Pat Beard (COT/CED), Liz Kaster (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**

Vice-Chair Don Erickson called the meeting to order at 4:05 p.m.

1. The meeting notes of January 25, 2021 were reviewed.
2. No public comment.

**ITEM 02: DISCUSSION/ACTION ITEMS**

**1. TOD Roundtable Series, Session #2 – “Regional and Local Policies”**

- (a) Brian Boudet provided background context for the roundtable series.
- (b) Maggie Moore (Puget Sound Regional Council – PSRC) provided an overview of PSRC, its definition of transit-oriented development (TOD), and its role in TOD. VISION 2050 Regional Growth Strategy was presented, setting the context for TOD and leading to PSRC’s view on elements of planning for successful TOD.
  - i. The group members had questions regarding the population loss in the South Sound and the classification of the Tacoma Dome Station.
- (c) Tim Bates (Sound Transit) described Sound Transit’s perspective on TOD including elements of successful TOD, types of TOD, various aspects of TOD projects, as well as their equitable policy and housing approach.
- (d) Tina Lee (Pierce Transit) noted Pierce Transit as local transit provider with three modes of service. She also discussed Pierce Transit service area and long-range plan. Bus Rapid Transit system expansion was mentioned.
- (e) Brian Boudet (City of Tacoma) recapitulated main components of TOD, and explained the City’s growth strategy and coordination with transit agencies. Examples of TOD, both successes and challenges, in Tacoma were provided.
- (f) When asked for the top three elements of successful TOD, Tina Lee specified coordination and access to transit, pedestrian amenities and connectivity. Tim Bates focused on the

overall surrounding neighborhoods of the station, not just the station area. Maggie Moore agreed that the community in the neighborhood was important, also adding housing and commercial options. Brian Boudet put emphasis on integrated station design and diverse housing uses.

(g) The group discussed grant funding for stationary planning.

**2. Sound Transit Program Realignment**

(a) Matt Shelden (Sound Transit) provided an overview of Sound Transit projects during the pandemic and pandemic-related impacts. The realigning expansion plans portion explained revenue sources (most of which were affected by the pandemic), financial changes, and tools used to address the financial challenges.

(b) Criteria for realignment and projects subject to realignment were discussed.

(c) There were questions regarding catalyst projects and property acquisition, particularly in the Tacoma Dome station area.

**3. TODAG Letter of Recommendation regarding Puyallup Avenue Design Project (2/2/21 Draft)**

(a) Lihuang Wung explained background context for the letter, as well as timeline to move it forward.

(b) Jennifer Kammerzell provided updates from the Transportation Commission and next steps for the project.

(c) Changes in the current draft of the letter, compared to the last draft, were outlined.

(d) Laura Svancarek commented that it was important for the transit-only lane to be included in the design, which was mentioned in the draft letter.

(e) A motion was made to approve the final draft of the letter as provided in the meeting agenda packet. The motion was passed with eight votes in support and one abstaining.

**4. TDLE Portland Avenue Station Area – Conceptual Diagrams and Feedback of Evaluation Matrix**

(a) Lihuang Wung briefed the group on the feedback received from the evaluation matrix, and suggested that the group continued discussion on this subject.

**ITEM 03: COMMUNICATION ITEMS**

1. Tentative Agenda for Future Meetings:

(a) TOD Roundtable Series

(b) TDLE – Portland Avenue Station Area (Recommendation – Progress Report No. 2)

(c) Puyallup Avenue Design Project (Recommendation – Progress Report No. 3)

(d) Bus Rapid Transit Project

(e) Continued Review of ULI Report and Subarea Plans

(f) Quiet Zone Update

(g) TODAG Work Plan and Schedule

The meeting was adjourned at 6:10 p.m.

# Transit and great places



Tacoma TOD Advisory Group  
TOD Roundtable Session #3,  
15<sup>th</sup> March 2021  
Kokila Lochan, Kate Howe, Matt  
Roewe, VIA Architecture



# AGENDA

1. Recap TOD basics as they relate to transit-oriented communities and placemaking with design principles (15 mins)
2. Dive into development-oriented transit and components that impact TOD (10 mins)
3. Next steps (5 mins)

One thing  
holds  
**constant...**

**“The best  
form of  
transit is  
simply  
being  
there”**

Amory  
Lovins

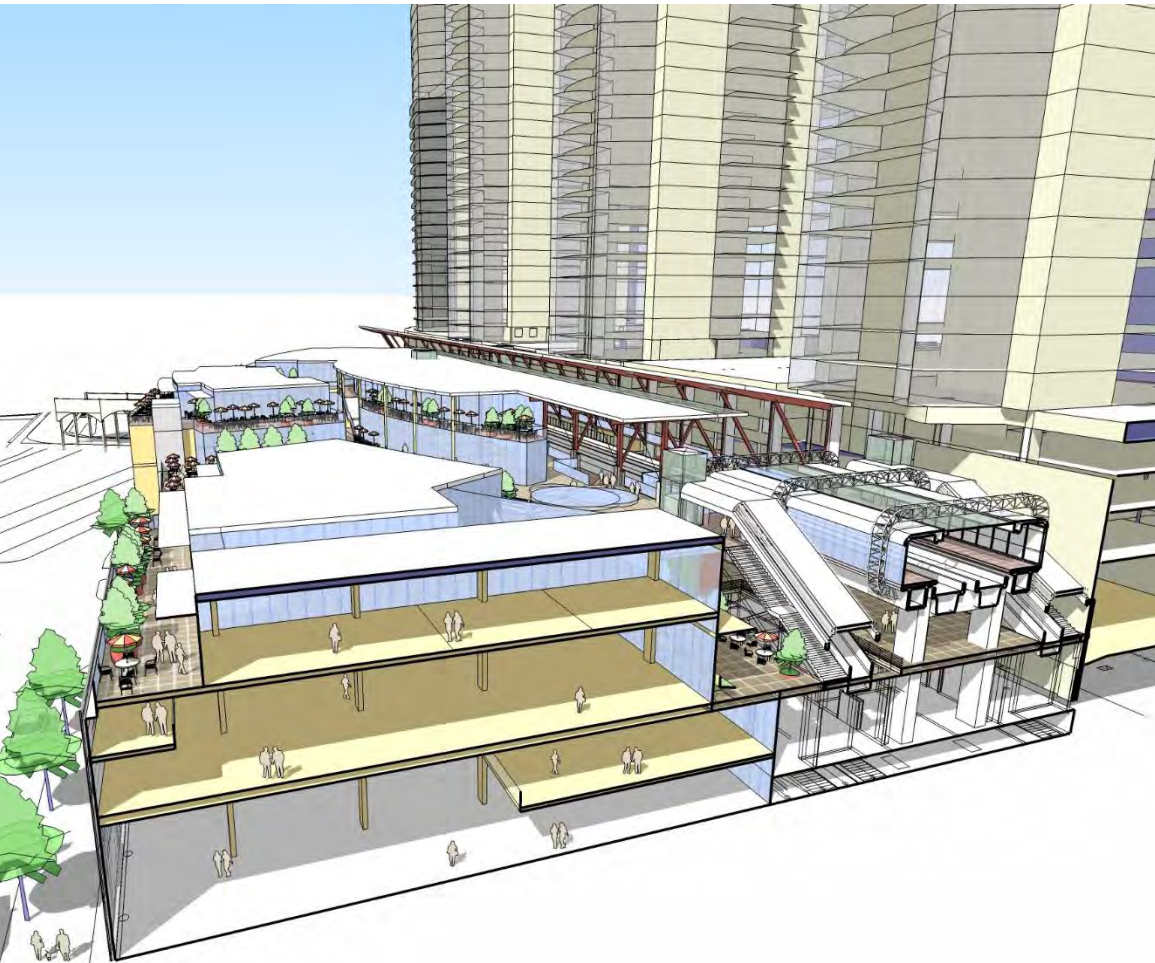


3/16/2021

# Two ways to view the station

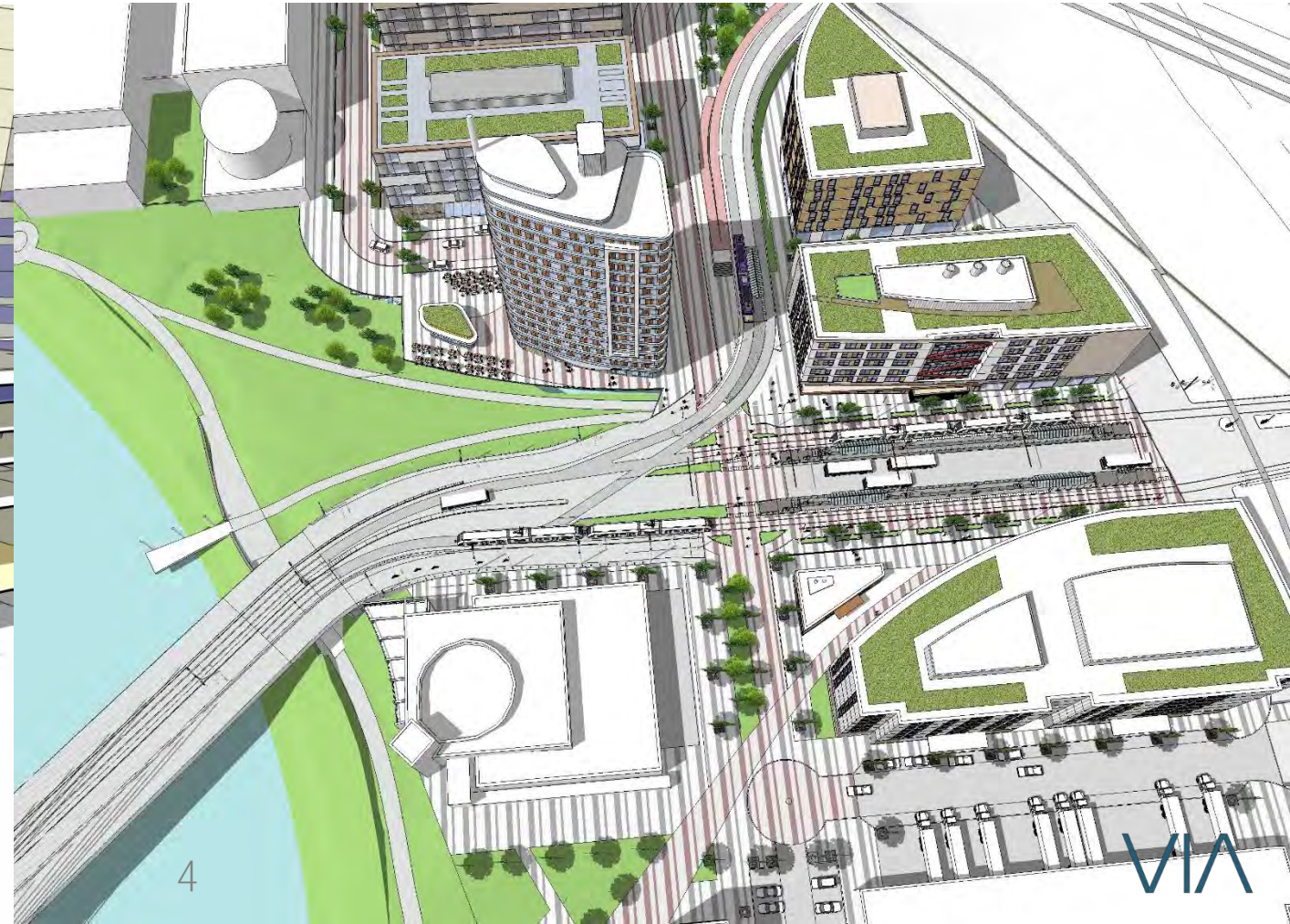
## Development-oriented transit

- Transit facility focus
- View from the station out to edge of ROW



## Transit-oriented development

- Community focus
- View from the community in



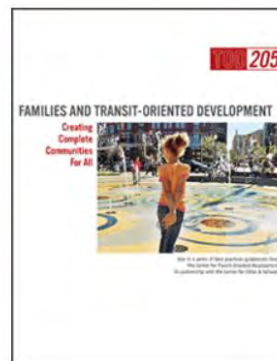
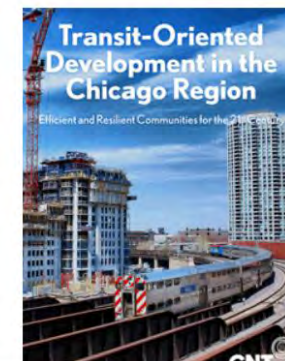
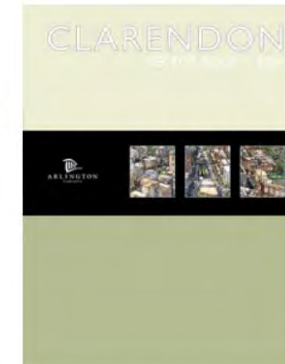
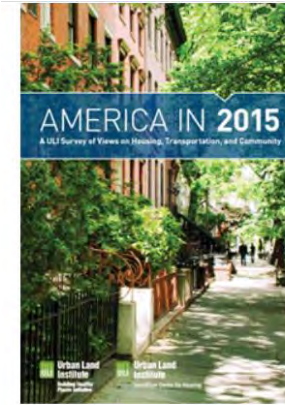


1. Recap TOD basics as they relate to transit-oriented communities and placemaking with design principles

# SHAPING COMMUNITIES WITH TRANSIT

- A key ingredient to the success of transit services and land development is to design both in ways, which are mutually beneficial; integrating transit and land use to ensure successful and well-utilized transit facilities as well as stimulating land development and economic growth.
- Transit-oriented development (TOD) refers to an approach to land use and development that supports transit use.
- At the same time, it is equally important for transit facilities to be well integrated with the surrounding land uses they are intended to serve. This is referred to as development-oriented transit (DOT).

There are many TOD resources available with a number of related case studies: e.g. Center for TOD, Reconnecting America, TCRP



# WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

- TOD is a strategy available to help manage growth and improve the quality of life, as TOD provides communities with an alternative to low-density suburban sprawl and automobile-dependent land use patterns.
- TOD seeks to align transit investments with a community's vision for how it wants to grow, creating "livable" mixed-use, denser, walkable communities.
- A successful TOD will reinforce both the community and the transit system.
- In general, people living and working in TODs are more likely to walk, use transit, and own fewer cars. TOD households are twice as likely to not own a car and own roughly half as many cars as the "average" household.
- At an individual station, TOD can increase ridership by 20 to 40 percent and even cause significant change at a regional level.
- People who live in a TOD are five times more likely to commute by transit than other residents.
- Locations next to transit can enjoy increases in land values over 50 percent in comparison to locations away from transit stops.

*"Transit Oriented Development (TOD) is moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."*

*California Department of Transportation TOD Study Technical Advisory Committee, January 2002.*

By implementing TOD and coordinating investments in transportation and land use projects, communities can make significant progress toward improving their quality of life. The extent to which this progress is made depends largely on the type and quality of transit service available as well as the primary characteristic of the TOD.

*Source: North Corridor Station Area Planning, Miami-Dade Transit*

Ten major **benefits** from TOD are:

1. Providing mobility choices
2. Increasing public safety
3. Increasing transit ridership
4. Reducing rates of VMT (vehicle miles traveled)
5. Increasing disposable household income
6. Reducing air pollution and energy consumption rates
7. Helping protect existing single-family neighborhoods
8. Playing a role in economic development
9. Contributing to more affordable housing
10. Decreasing local infrastructure costs

*Note: this list was shared as a reference, but if intended to be included in the White Paper, it should be prioritized for application to Tacoma and re-confirmed with the TODAG.*

# The essential components of TOD

## 1. Greater Density than the Community Average

A key ingredient for walkable communities and support for transit is having sufficient residential densities to reduce walking distances between residences and other destinations, including commercial services, schools, parks, and transit. The following elements contribute to appropriate density for transit supportive land uses:

- Densities that are higher than the community norm are located within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile of transit.
- Structured parking is used rather than surface lots in higher density areas.
- Site design for major projects allows for the intensification of densities over time.

Although one may read about desired density numbers based on ridership levels needed to support certain types of transit service, there is not one-standard density level appropriate and suitable for TOD. What is critical is that the development and transit are linked and that it is convenient and safe for pedestrians to move throughout the TOD. A very dense yet poorly designed development is not a successful TOD.

## 2. A Mix of Uses

One of the most visually distinguishable features of a TOD is the active streetscape, which is oriented towards pedestrians. A mix of uses is required to create multiple destinations around the transit station, which helps to generate pedestrian traffic. An active, lively environment can change the perception of distances, making destinations seem shorter and more walkable. A transit-supportive environment includes a mixture of residential, commercial, service, employment, and public uses making many trips between destinations shorter and more walkable. In addition:

- First floor uses are “active” and oriented to serve pedestrians.
- Multiple compatible uses are permitted within buildings near transit.
- A mix of uses generating pedestrian traffic is concentrated within walking distance ( $\frac{1}{4}$  to  $\frac{1}{2}$  mile) of transit.
- Auto-oriented uses, such as service stations and drive-through facilities, are limited or prohibited near transit.



## 3. Quality Pedestrian Environment

Vibrant communities, with or without transit, are always convenient and comfortable places for pedestrians. There are a number of components that contribute to a quality pedestrian environment:

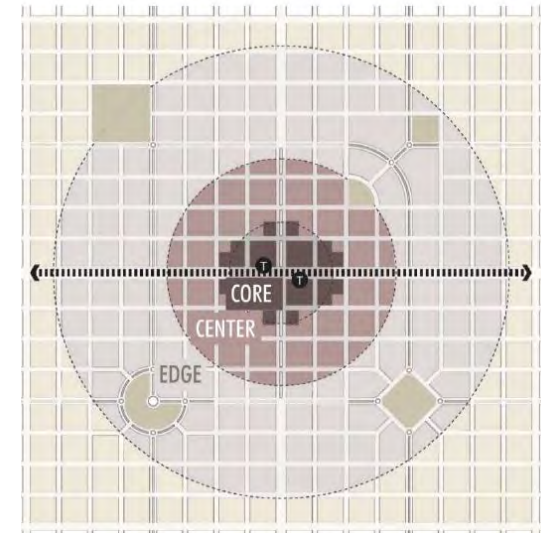
- Buildings and primary entrances are sited and oriented to be easily accessible from the street.
- Buildings incorporate architectural features that convey a sense of place and relate to the street and the pedestrian environment.
- Amenities, such as storefront windows, awnings, architectural features, lighting, and landscaping, are provided to help create a comfortable pedestrian environment along and between buildings.
- The site layout and building design allow direct pedestrian movements between transit, mixed land uses, and surrounding areas.
- Most of the parking is located to the side or to the rear of the buildings.
- Sidewalks are present along site frontages, which connect to sidewalks and streets on adjacent and nearby properties.
- Street patterns are based on an interconnected grid system that simplifies access for all modes.
- Pedestrian routes are buffered from fast-moving traffic and expanses of parking.



## 4. A Defined Center

Transit is particularly successful in communities and neighborhoods that have defined centers, offering multiple attractions and reasons for pedestrians to frequent the area. Having different zones with distinct characteristics also helps to create a sense of place. This sense of place may be created by including at least several of the following attributes:

- The density and buildings are highest in the core near the transit station, moderating somewhat in the center that is within  $\frac{1}{4}$  mile of the transit station, and ultimately transitioning in the edge to match the character of surrounding development approximately  $\frac{1}{2}$  mile from the station.
- Buildings are located closer to the street and are typically taller than the surrounding area.
- Buildings are primarily oriented to the street with windows and main entrances.
- Parking is less predominant, being located to the rear and in parking structures. Parking requirements are reduced in close proximity to transit, compared to the norm.



# TOD Design Principles recommended by TODAG

(1) Multimodal Connectivity

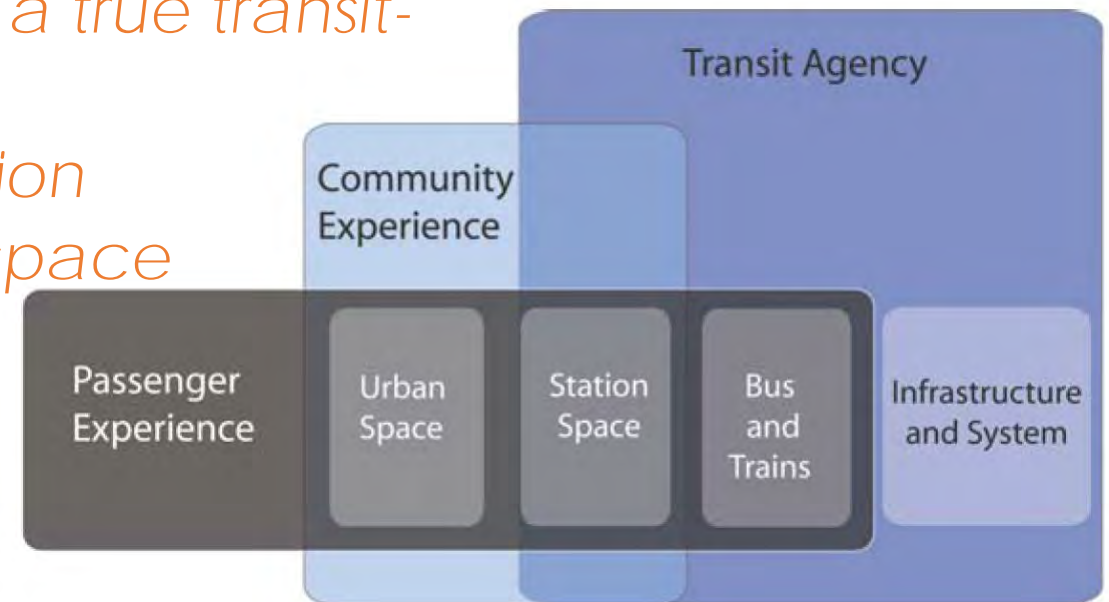
(2) Economic Development Opportunities

(3) Placemaking/Urban Form: **Key criteria include:**

- *opportunities for unique placemaking experiences*
- *enhancing neighborhood identity*
- *establishing the core framework for a true transit-oriented district*
- *opportunities for street level activation*
- *signature amenity space or public space*

(4) Social + Cultural Impacts

(5) Community Benefit



Source: Transport for London

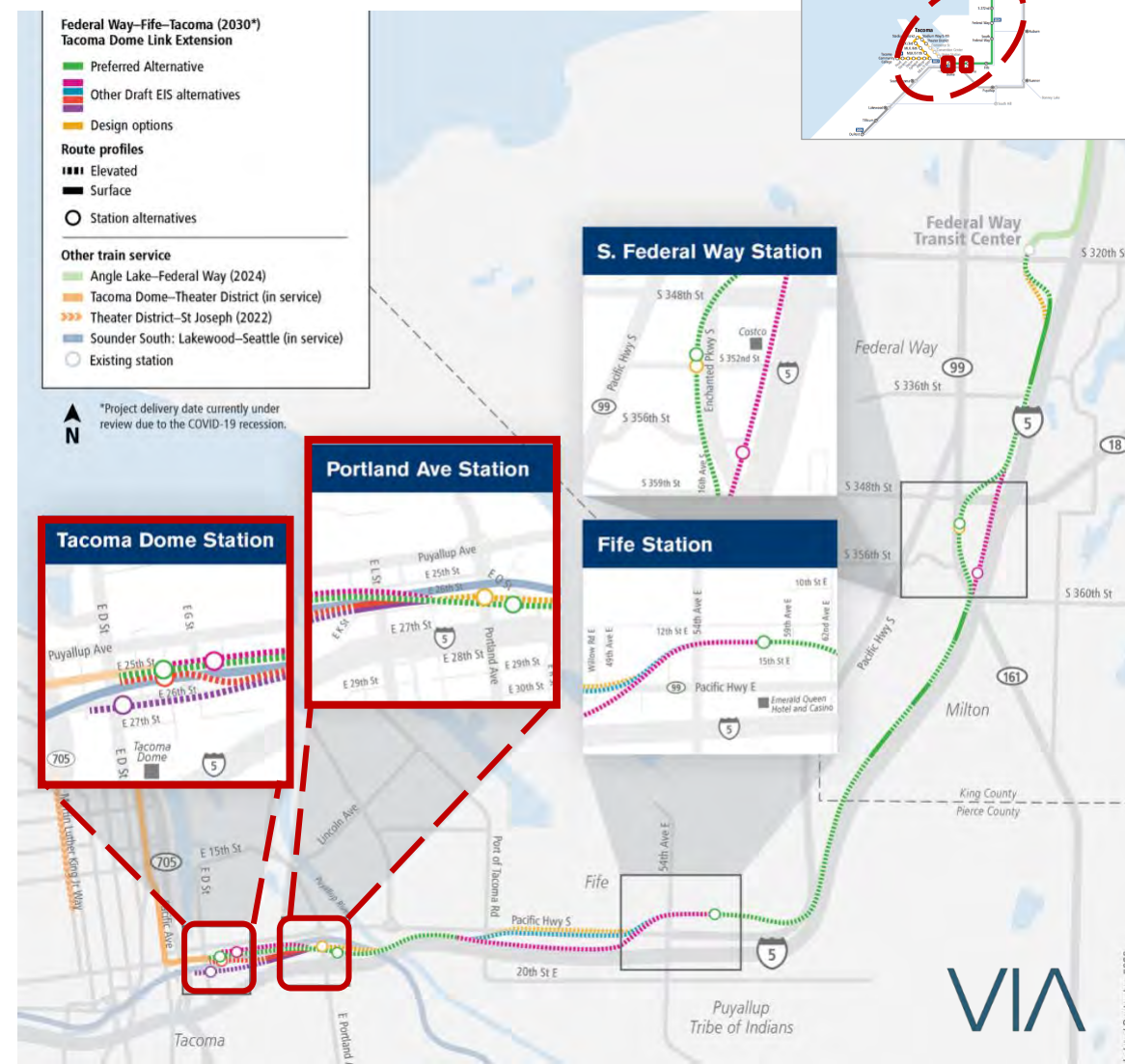


Unlocking the key to each stations identity:

TOD in Region : what is the role of the corridor and specific stations within the broader regional mobility?

TOD in Corridor: what is the relationship between stations?

# REGION CORRIDOR

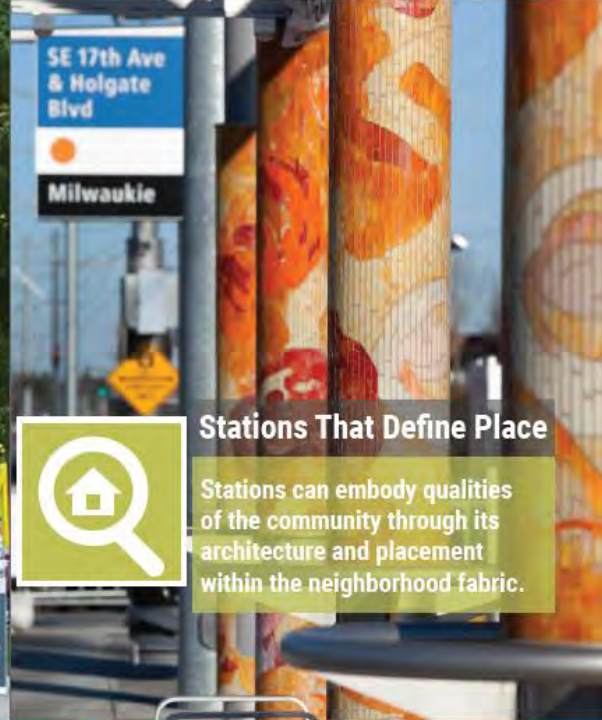






**Stations as Destinations**

The station can be a place that people travel to for the services and opportunities at the station's front doorstep.



**Stations That Define Place**

Stations can embody qualities of the community through its architecture and placement within the neighborhood fabric.



**Stations as Connections**

The station can be a point of arrival into the community for people, designed to help connect people to where they need to be.



**Stations That Add to Place**

Stations can create new plazas and landscape features that are places for people to enjoy, stay, and linger.



Station Characteristics: *allow a basic understanding of a station at a glance. The sum of characteristics establishes an easily discernible pattern, allowing for different stations to be compared.*

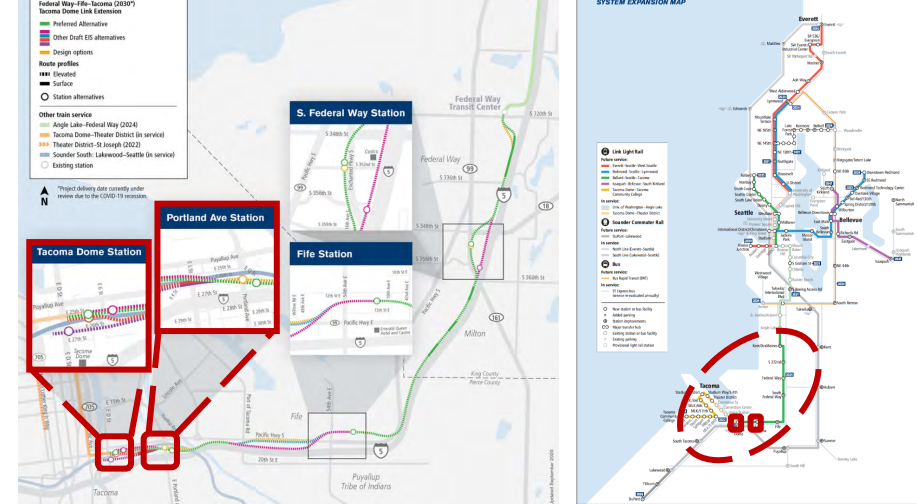
Ridership	Mode	Origin/ Destination	Future potential

Unlocking the key to each stations identity:

TOD in Region : what is the role of the corridor and specific stations within the broader regional mobility?

TOD in Corridor: what is the relationship between stations?

TOD in Community: How will the station add value? How will it be a place?



# CORRIDOR REGION COMMUNITY

Portland Avenue Station



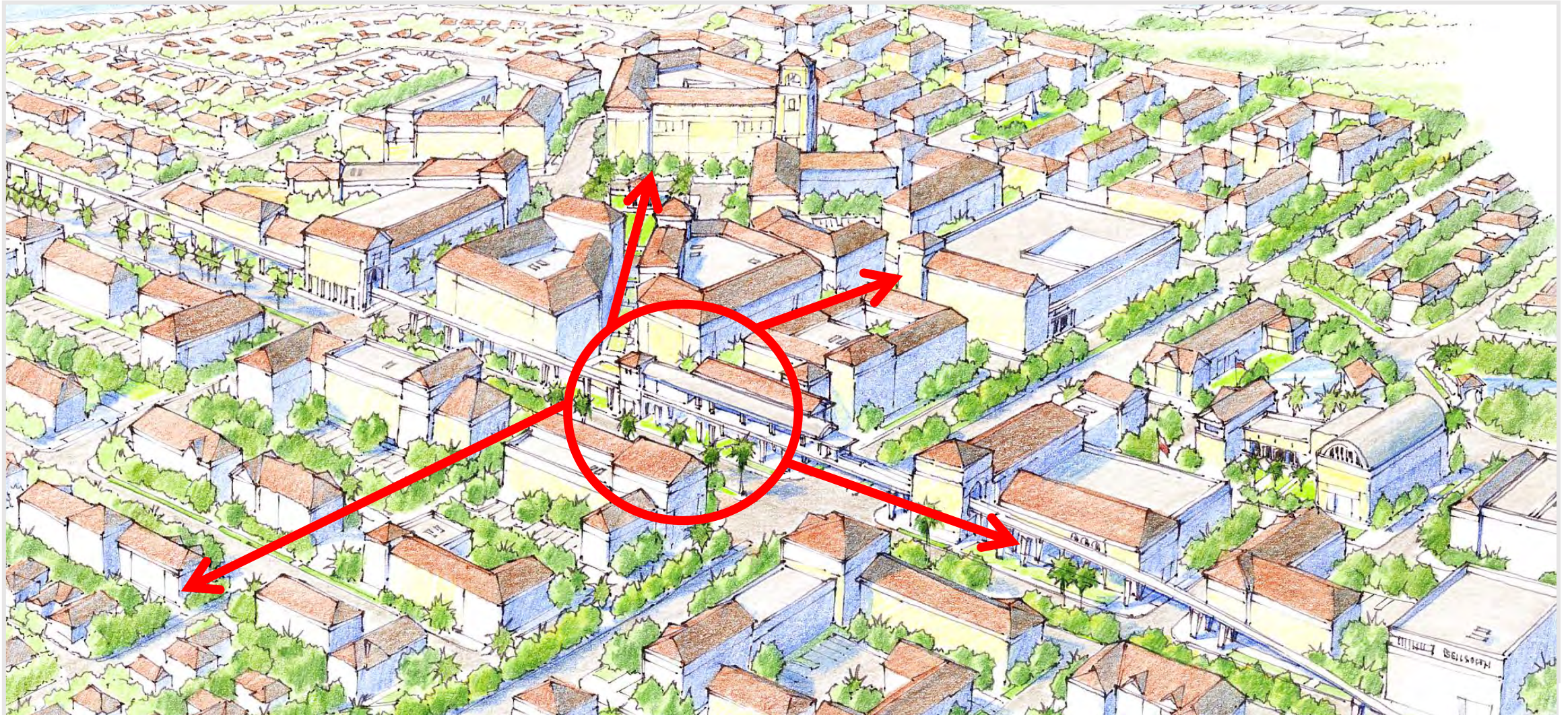
Portland Avenue Span Station Option



# What happens here?

How does the station **fit** into the community?

How does the station **interface** with the community?



# Placemaking at Stations

*Places to come back to,  
not just to leave from*

Four different strategies:

1. Station as a place
2. Station invisible/  
complements place
3. Development defines place
4. Development serves place

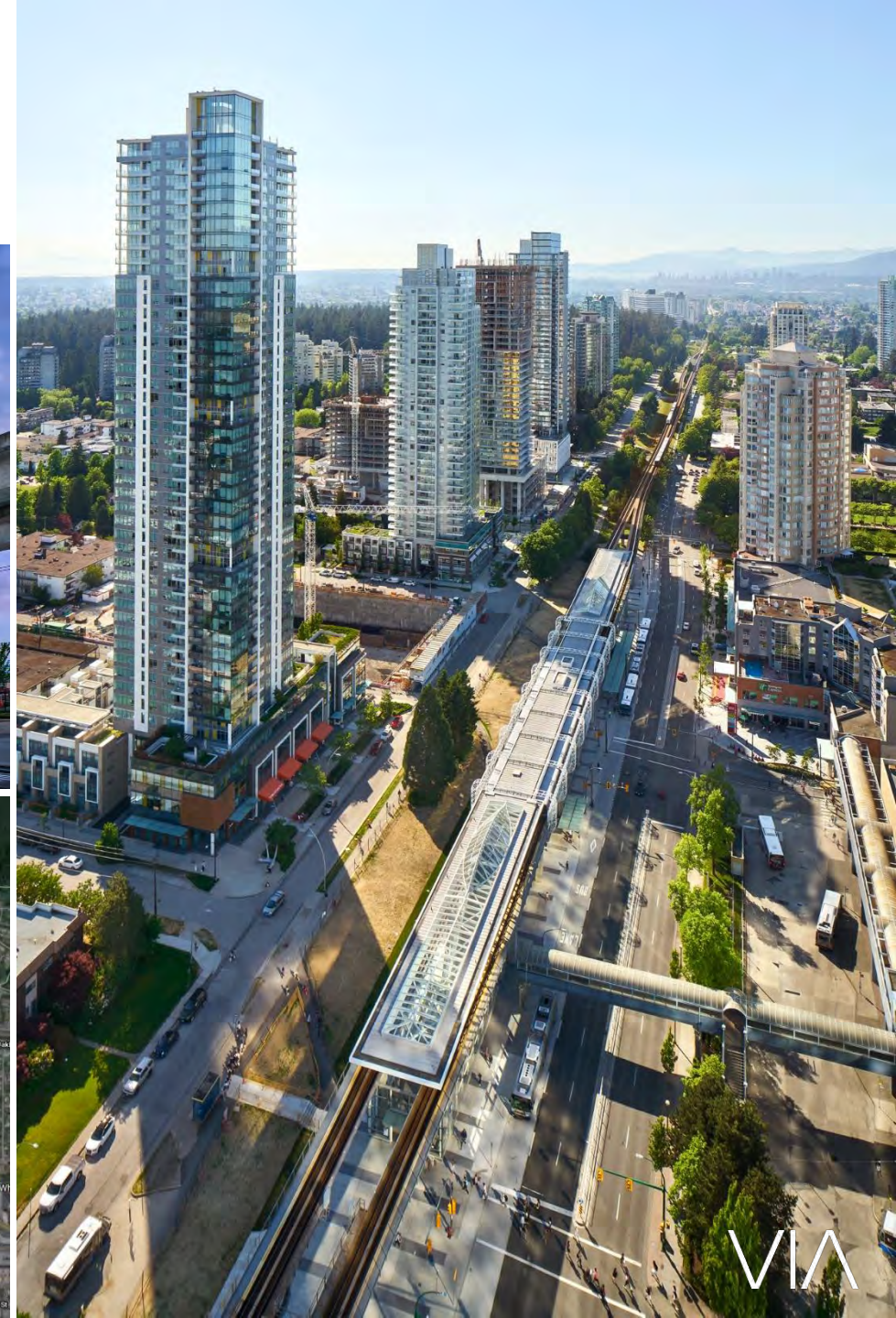
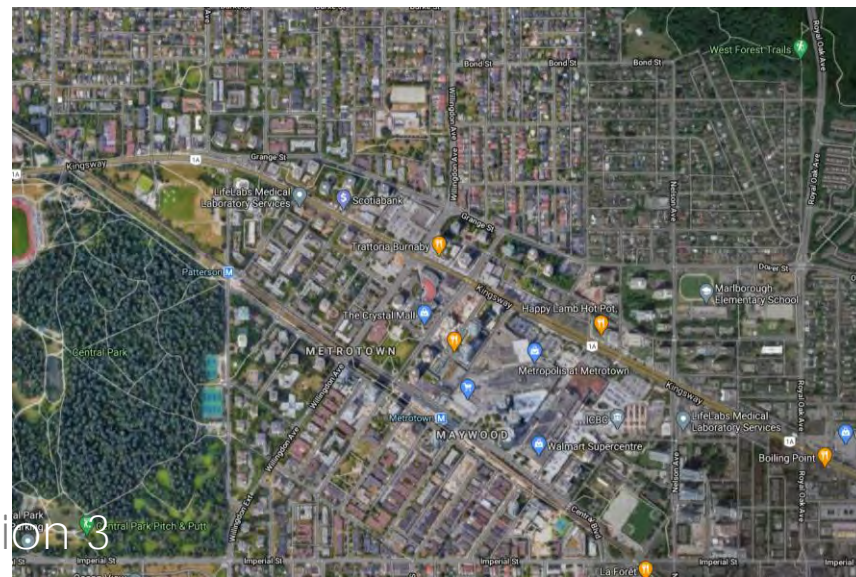


# 1. Station as place

Metrotown, Vancouver BC

Station canopy retrofit resulted in dramatic architecture that defines place:

- Plaza with high passenger capacity
- Major bus transfer and interchange
- Bus to rail transfer
- Mall and surrounding mixed use development



# Metrotown, Vancouver BC



# 2. The invisible station

## Pioneer Courthouse Square, Portland

- One of the top 10 best American public places
- Two LRT stops designed as part of the square, (now expanded to three)
  - Station budget turned over to Friends of Pioneer Sq
- Transit integral part of the sense, smell, sight, feel of the square



# 3. Development defines place

Roundhouse/ Yaletown,  
Vancouver, BC

- Re-use of historic asset
- Catalyst community center for waterfront district of 1,000 units
- Need for station, public realm, park, grocery store

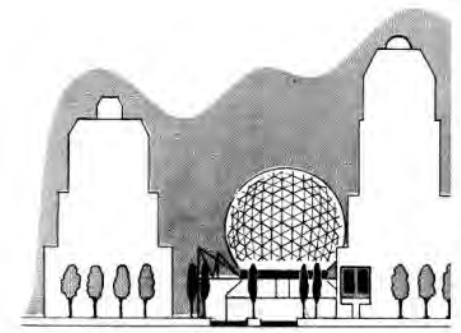




# 4. Development serves place

## Main St/Science World, Vancouver BC

- Expo as the destination – reason for station location
- 9 acres underutilized rail yards
- Transit station and alignment through property
- Connections to Pacific Central (CN/Amtrak) station
- Development integrated with station
- Transit serves community

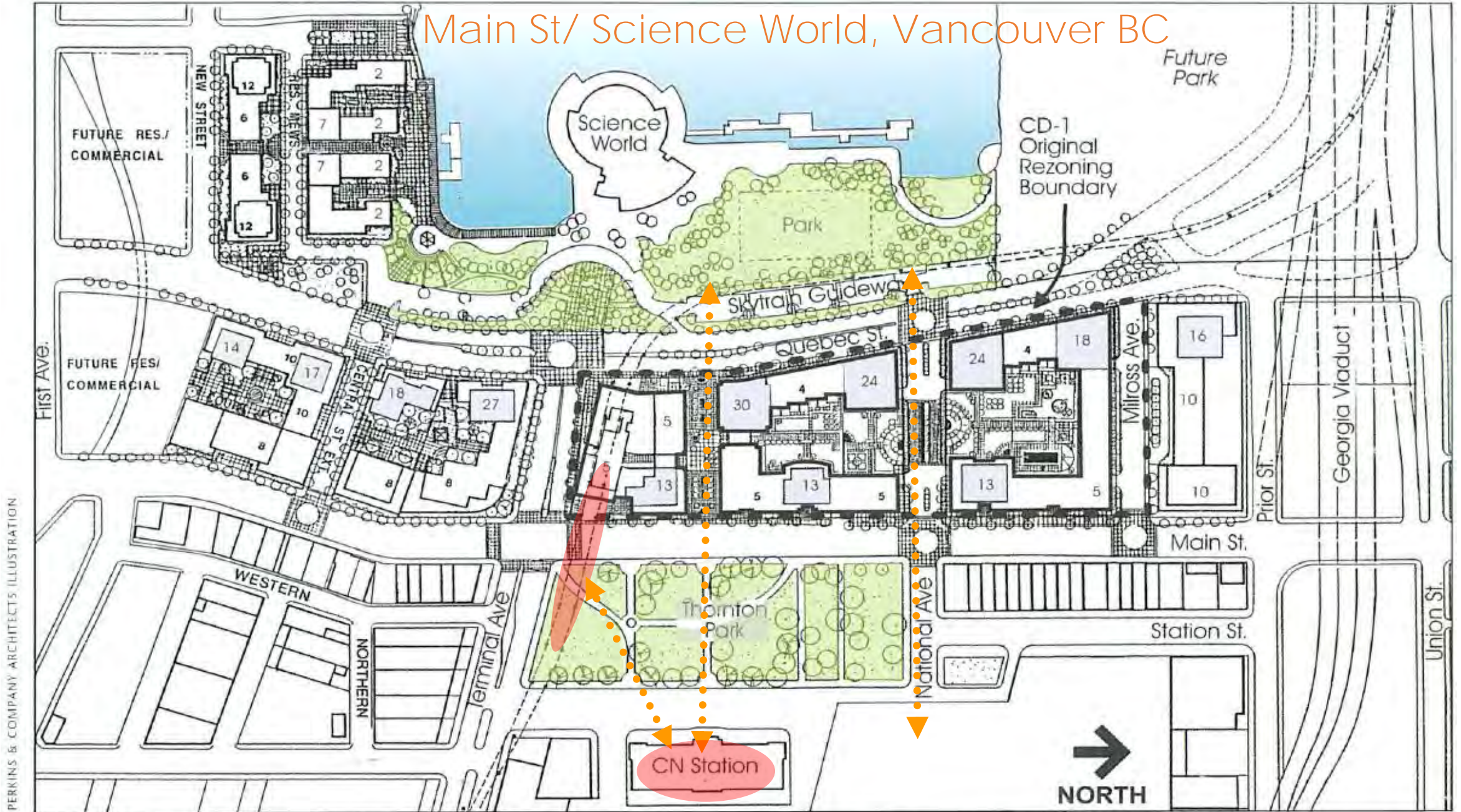


Original Station: 1986



Associated Development: 1990

# Main St/ Science World, Vancouver BC



Original Site Context plan (1989) envisages Citygate within the future Southeast and Northeast False Creek context

2. Dive into development-oriented transit and design elements that impact TOD

# Transit system: typical design elements



4.2 Stations and Platforms

4.6 Overhead Structures

4.10 Park & Rides

4.5 Walls

4.9 Stormwater Features

4.3 Trackway and Alignment

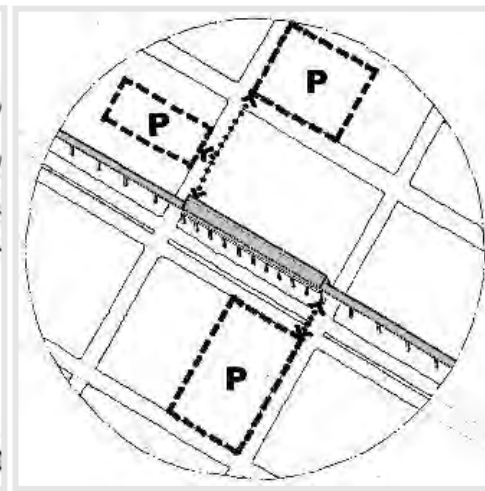
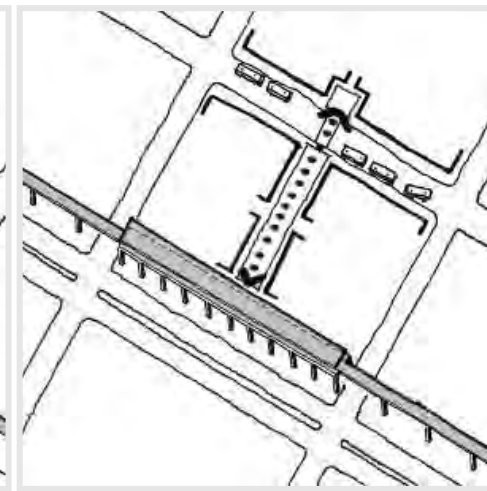
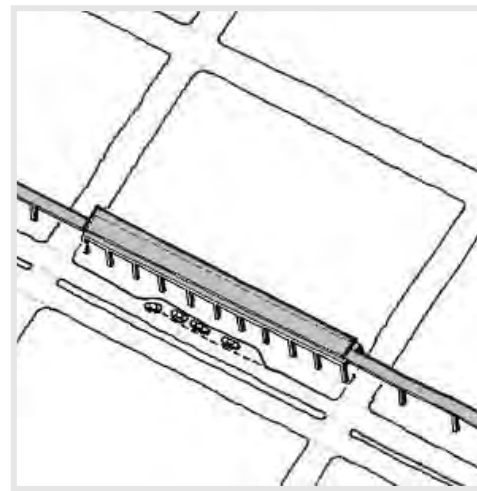
4.4 Operations Facilities

4.8 LRT Intersections

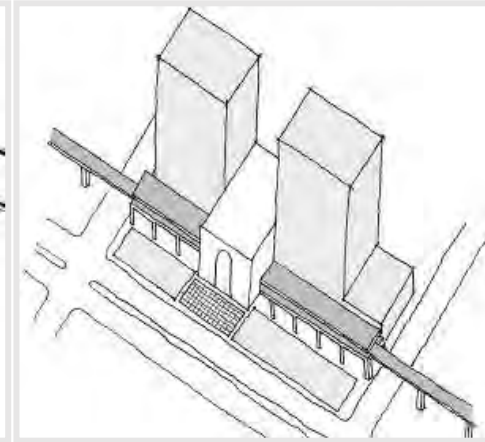
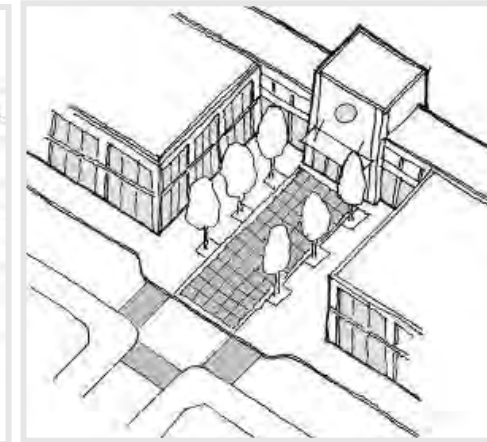
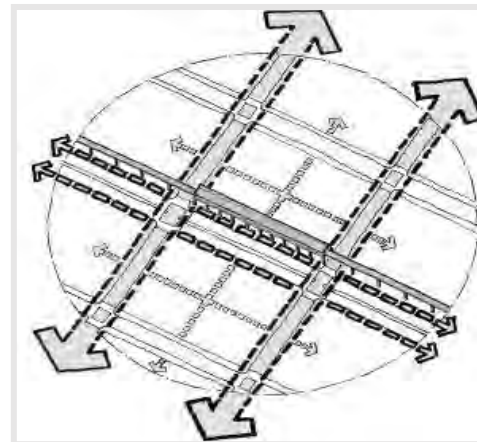
4.7 Bike Lanes and Protected Intersections

# Design Elements

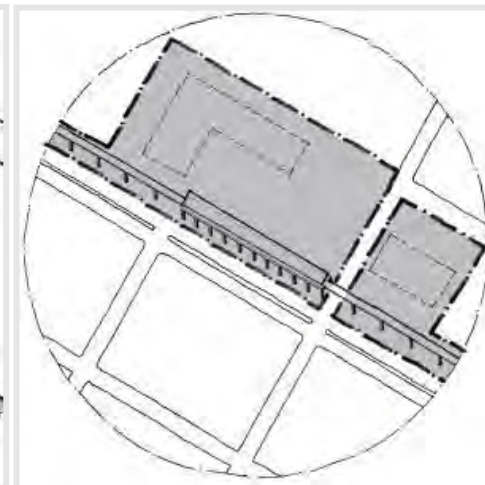
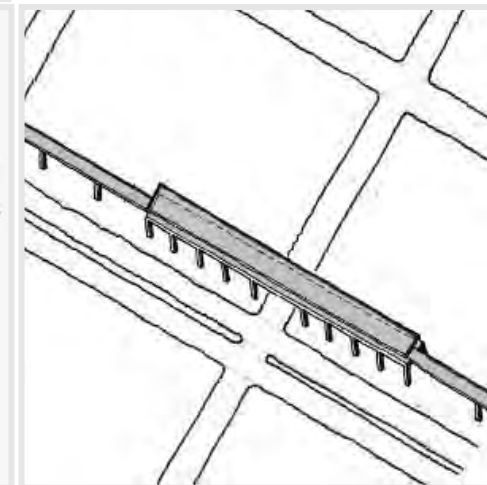
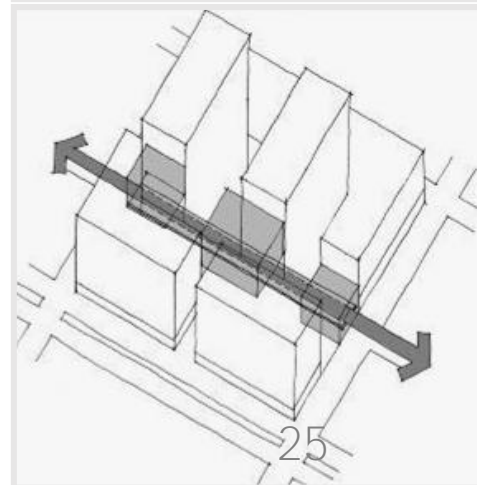
1. Transportation



2. Placemaking



3. Development



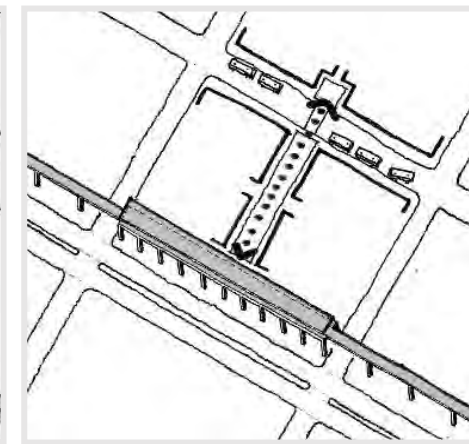
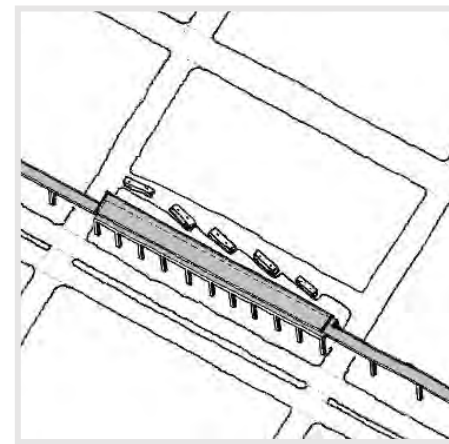
# 1. Transportation: Key guidelines

- Avoid creating barriers between station and community
- Minimize traffic and pedestrian conflicts
- Disperse Parking

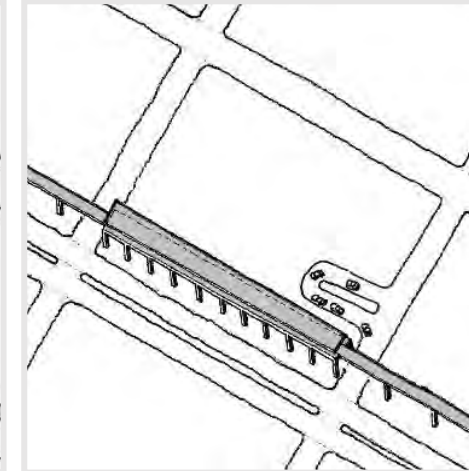
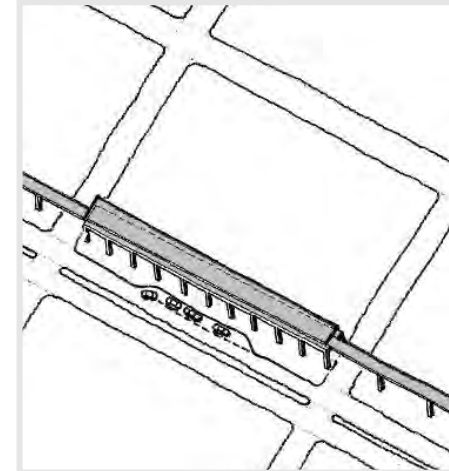


# 1. Transportation

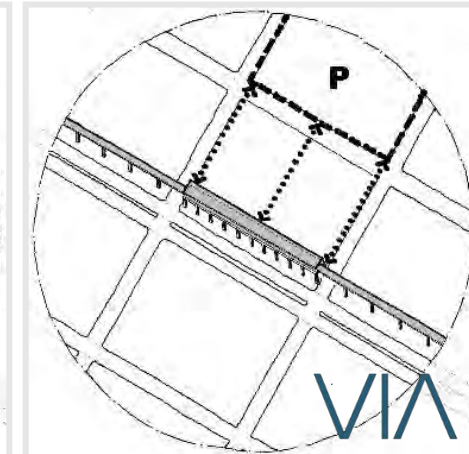
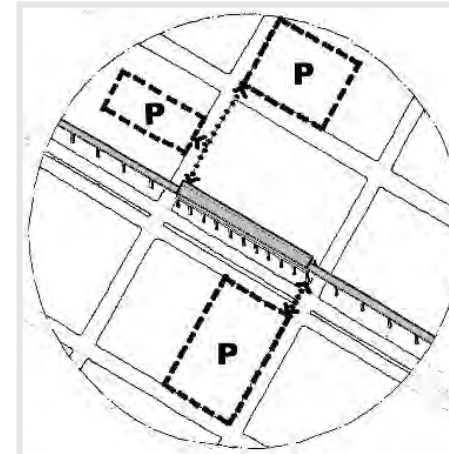
a) Bus transfer : Avoid having buses be a barrier to linking station to development



b) Pick up and drop off: Avoid having automobiles interrupt pedestrian flow



c) Parking: Avoid letting parking dominate the station

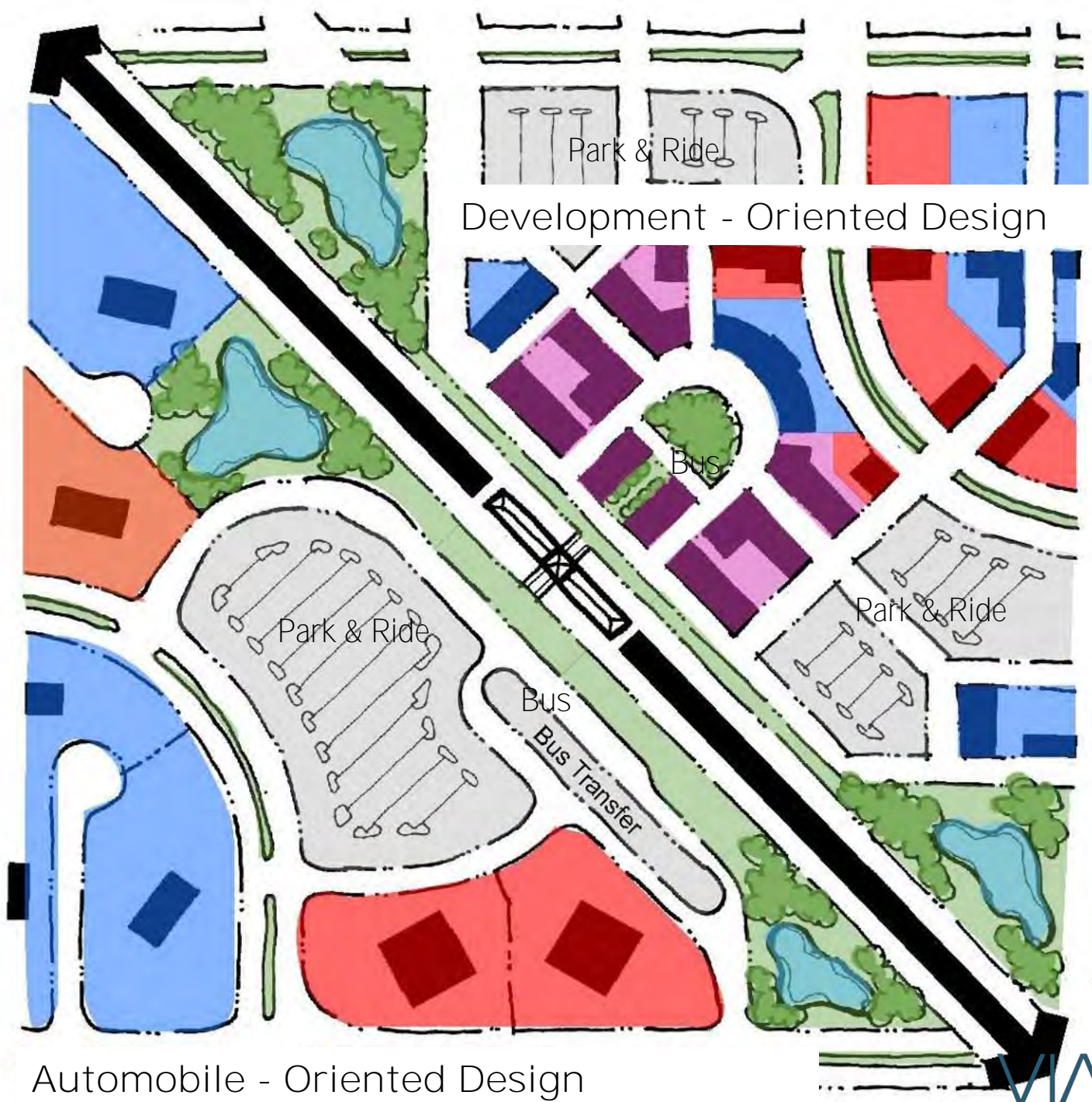


# 1. Transportation

## Auto-oriented or Development-oriented?

Both designs:

- Same land uses
- Same transit
  - ✓ Rail station
  - ✓ 800 Park & Ride
  - ✓ 12 Bus Transfer
- Same cost
- One encourages TOD at the station
- One separates the station from the community





# 1. Transportation

- Buses integrated into public realm and streetscape
- Allow for easy, direct and visible access
- Parcels accommodate parking adjacent to station, but with sufficient development surrounding station



Example from Coquitlam TOD study

# 1. Transportation

## Parking as a Win/Win

River Rock

Entertainment &

Hospitality Paid For Skytrain

Commuter Garage



# 1. Transportation : the best form of transit is being there

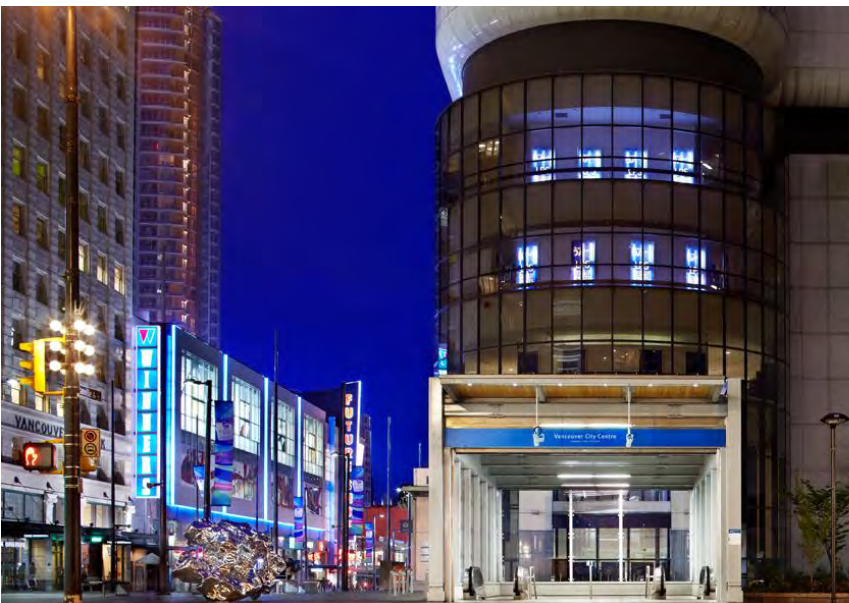
## Thoughts

- Understand the **choice** of mobility
- Being clear about the **desired hierarchy** of transit
- Inside every vehicle **is a pedestrian**
- Punctuating transitions between transit modes with **open space**
- Incremental change



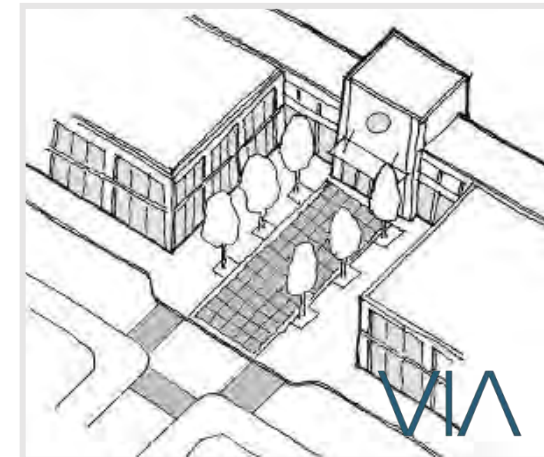
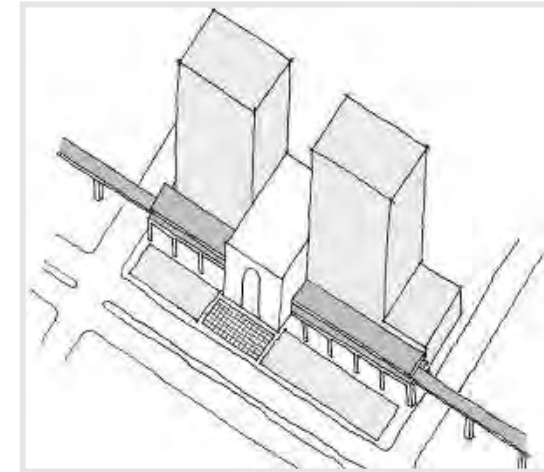
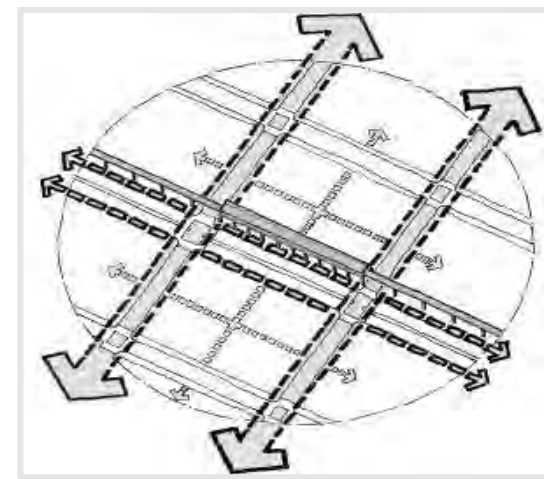
## 2. Placemaking: Key guidelines

- Capture the largest ped/bike shed
- Create an inviting “front door”
- Maximize pedestrian amenities



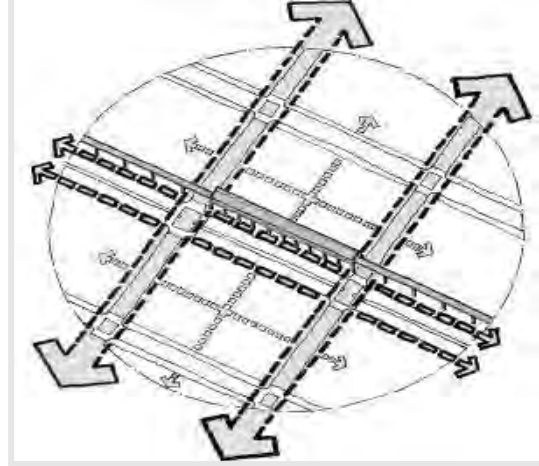
## 2. Placemaking

- a) Pedestrian/bike access: Network of clear, convenient and attractive routes to station
- b) Station entry: Locate “front door” & size entry plaza
- c) Station elements: consider all users and interface - shelter, seating, lighting, information, bike parking



## 2. Placemaking

a) Pedestrian/bike access: Network of clear, convenient and attractive routes to station

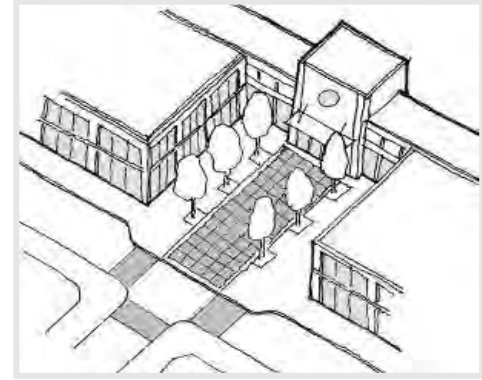


*Hurontario, Mississauga*



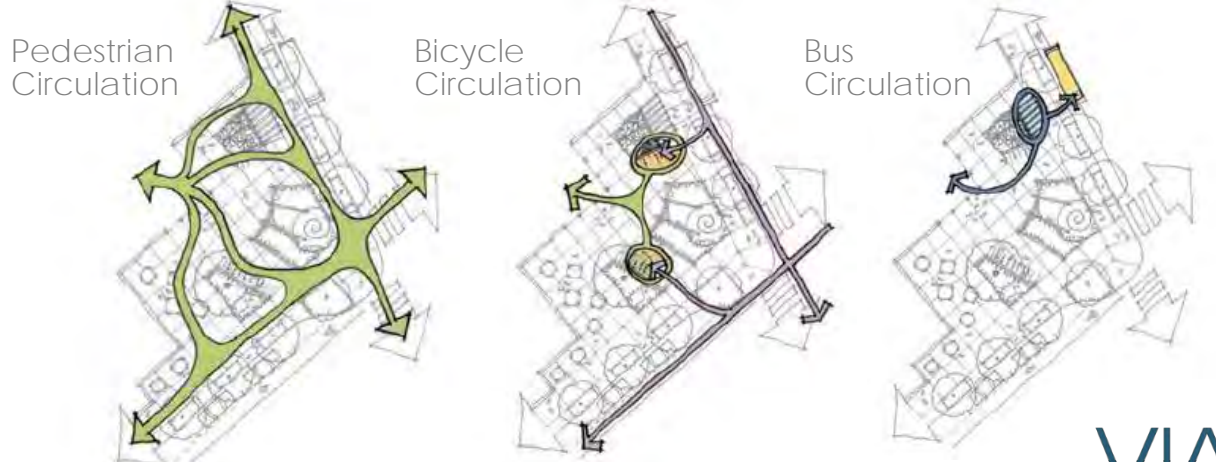
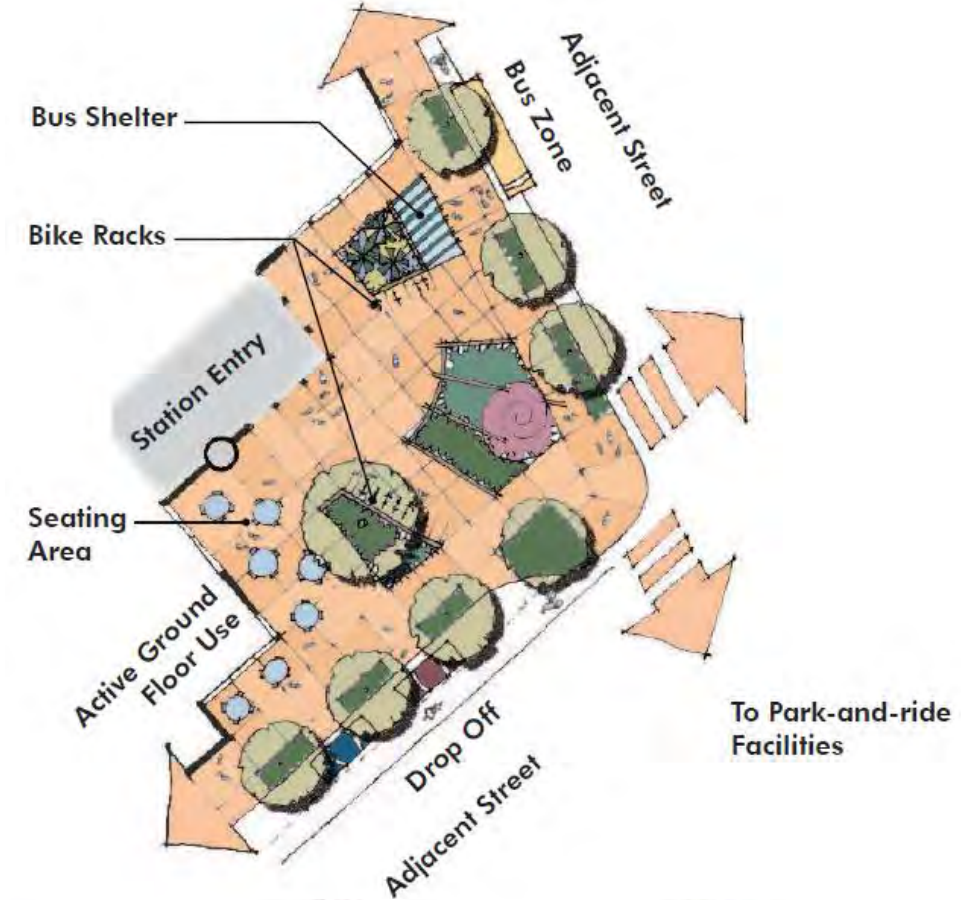
## 2. Placemaking

b) Station entry: Locate “front door” & size entry plaza



# 2. Placemaking

c) Consider how users interface with system elements: shelter, seating, lighting, information, bike parking etc.





### 3. Development: key guidelines

- a) **Station location:** define the most important, intense place
- b) **Integrating development:** potential as a (joint) development catalyst
- c) **ROW acquisition:** acquire most important sites for demonstration projects



# ETOD Catalyst Innovation District

Academic, Arts, Campus  
Biotech Engineering  
& Product Manufacturing  
Uses

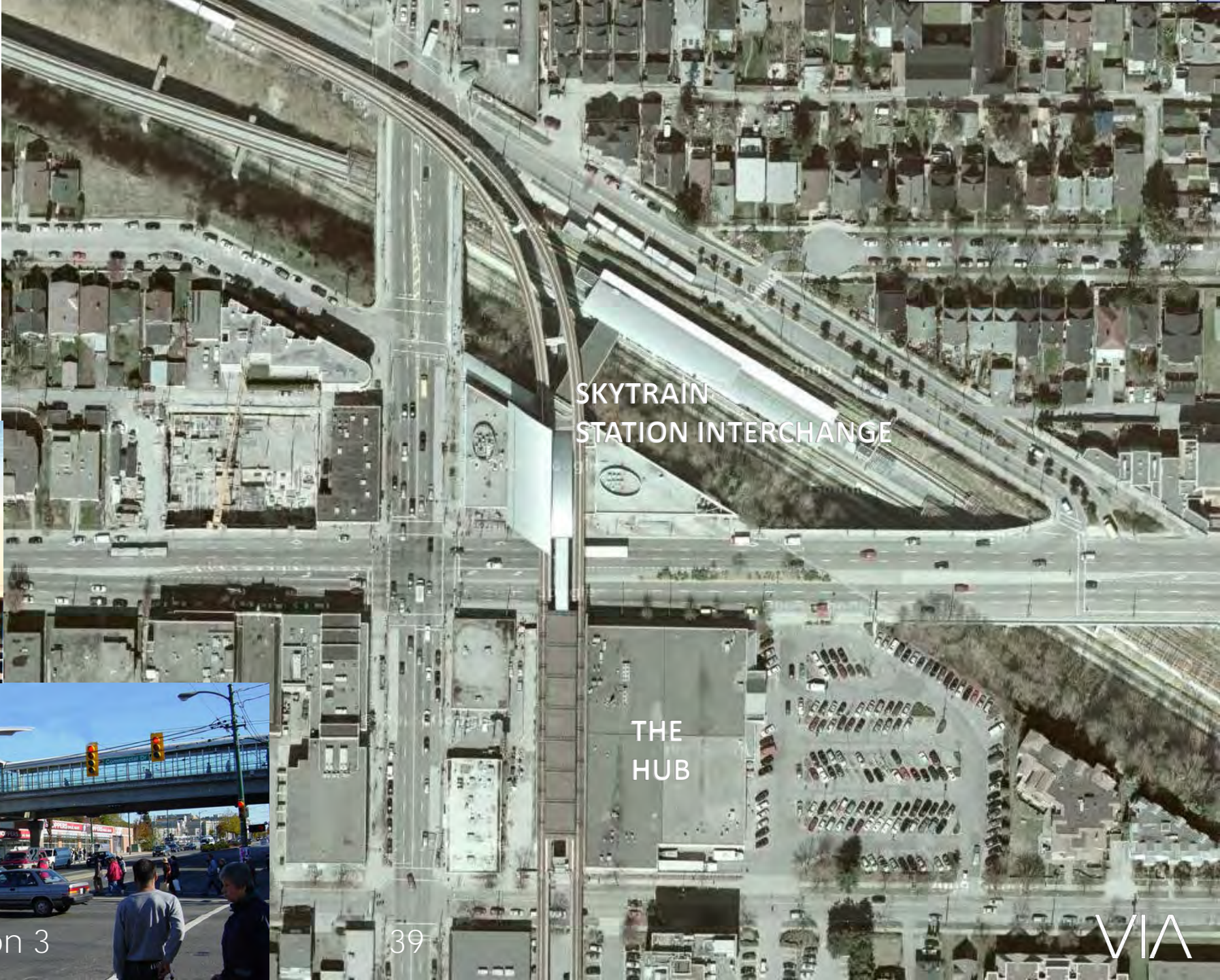


Emily Carr University of  
Arts & Design,  
Vancouver



Broadway/Commercial is a good example of phased integration

- with the addition of a new alignment + rapid bus line scaled within an existing neighborhood.
- Broadway Station was built in 1985 on part of the original Expo Line



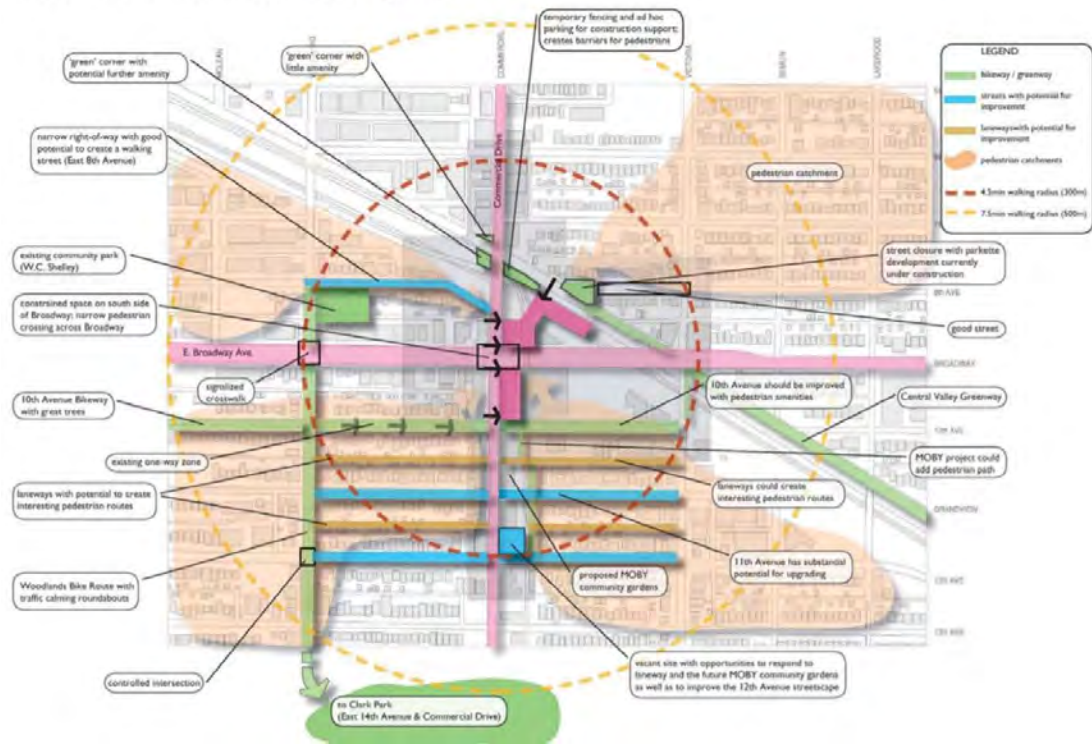


- Buses on city streets
- At-grade retail and improved pedestrian environment
- Multiple entrances and improved access
- Neighborhood scale development

# 3. Development

Plan for action, but know that timing is key to success!

Figure 3-12 Neighbourhood Catchment Planning and Design Issues



2006 Broadway/Corridor Transit Village Plan: Issues and opportunities



2006 Broadway/Corridor transit Village plan concept

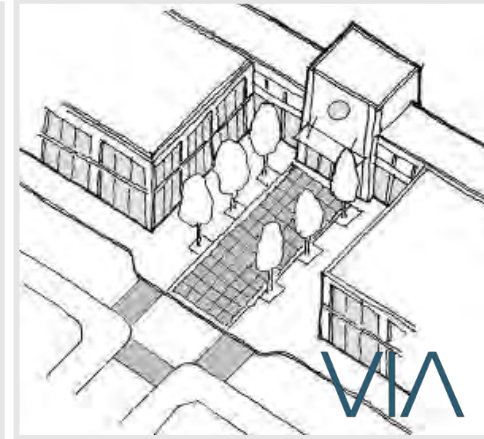
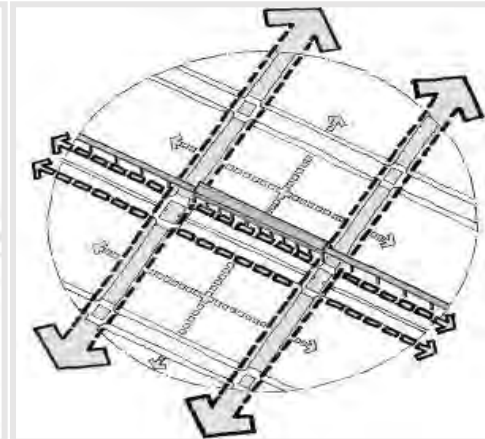
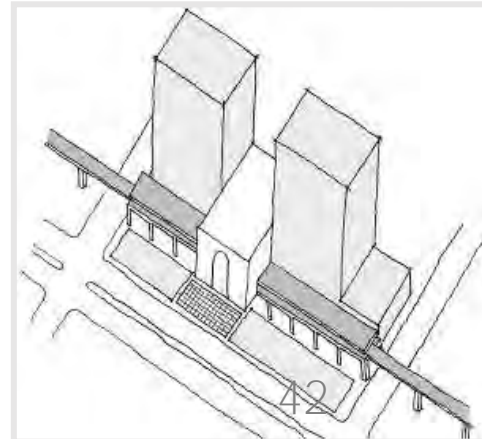
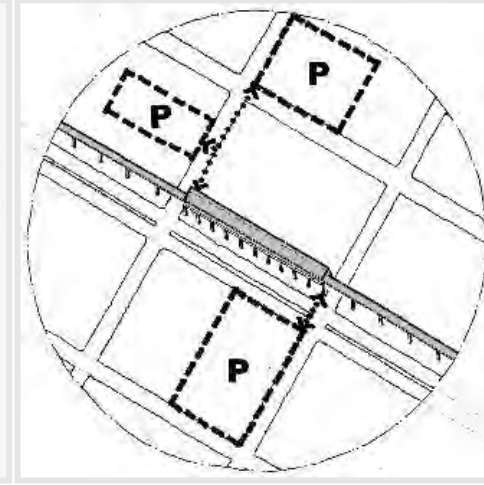
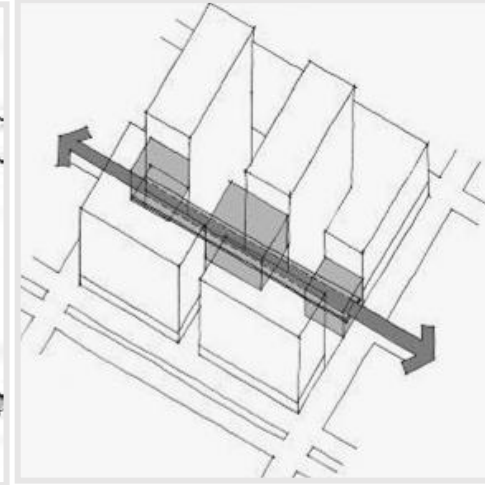
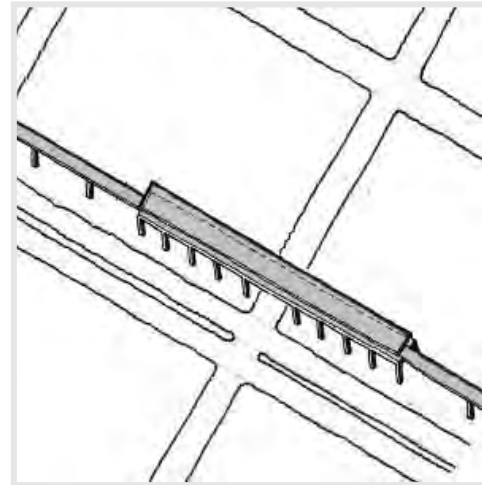
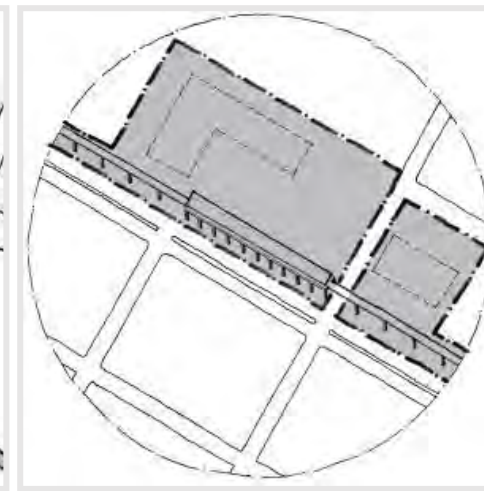
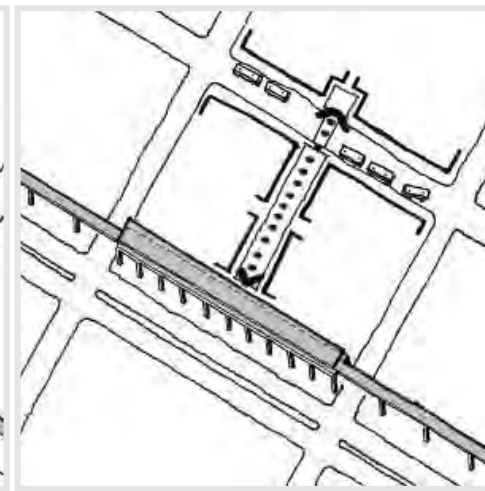
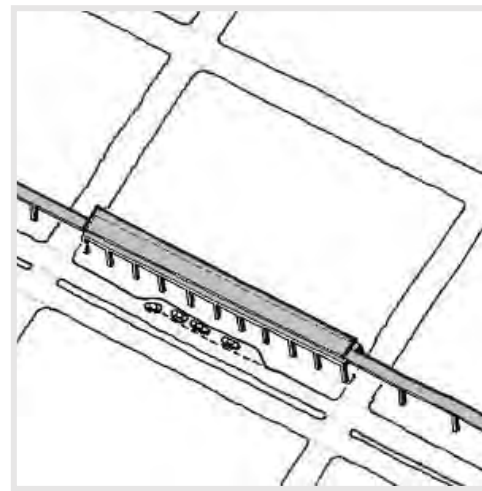


Sept 2020 Broadway/Corridor redevelopment artists rendering (Perkins + Will)



# An integrated solution will:

- Solve for transit & development
- Use the coming of transit to enhance the corridor
- Realize the community's vision



# 3. Next steps

# So.. what time is this Place?













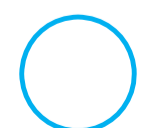




# ST CENTRAL LINK EXTENSION I CONCEPTUAL STATION/ LOCATION INPUT

## CITY OF TACOMA TODAG (FEB 22, 2021)

DESIGN PRINCIPLES	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
STATION LOCATION OPTION	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Integrated multi-modal design</li> <li>• Multi-modal transfers</li> <li>• Pedestrian + bike access</li> <li>• Safety + security</li> <li>• Legibility, wayfinding + navigation</li> <li>• Traffic management                             <ul style="list-style-type: none"> <li>- Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events</li> </ul> </li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Development / redevelopment opportunities adjacent to station locations                             <ul style="list-style-type: none"> <li>- ST surplus properties</li> <li>- Adjacent private development parcels</li> </ul> </li> <li>• Future infill development types                             <ul style="list-style-type: none"> <li>- Mix of uses, housing</li> </ul> </li> <li>• Employment opportunities</li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Placemaking experiences                             <ul style="list-style-type: none"> <li>- Streets, civic spaces</li> </ul> </li> <li>• Iconic architectural response (station design)</li> <li>• District / neighborhood identity</li> <li>• Signature amenity space or other public spaces                             <ul style="list-style-type: none"> <li>- Portland Ave. and Dome District station</li> </ul> </li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Culturally sensitive resources                             <ul style="list-style-type: none"> <li>- Historic structures</li> </ul> </li> <li>• Street level activation</li> <li>• Puyallup Tribe Trust Lands</li> <li>• Public art opportunities</li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Dome District vision / character</li> <li>• Affordable housing</li> <li>• Local retail / small businesses</li> <li>• Civic space</li> <li>• Programmed community events                             <ul style="list-style-type: none"> <li>- Street fairs / farmers market</li> </ul> </li> </ul>
A. PORTLAND AVENUE STATION	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• Better integration of different transit modes.</li> <li>• Easier multimodal transfers for high-volume bus transfers.</li> <li>• Safer, fewer bus patrons required to cross Portland for connection to Link Station.</li> <li>• Less impact on throughput on Portland: No in-lane bus stops, lower ped crossing volumes (but one additional crossing compared to Span station)</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• Redevelopment, in particular amenities like child care, grocery/pharmacy/dry cleaners can be integrated into station location—no-one has to cross the street.</li> <li>• Provides on-site employment opportunities and maintains capacity for industrial/manufacturing-compatible development along Puyallup Ave (new manufacturing/maker spaces, job training, etc.) that can support and grow family wage industrial jobs in the Tideflats.</li> <li>• Development opportunities are bounded by I-5 and the BNSF railyard/705, with corresponding noise and air quality impacts. Housing development could unnecessarily introduce environmental injustices that do not exist today.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• Larger contiguous site provides greater opportunity for placemaking through integration of signature amenity civic space, iconic architecture, and neighborhood identity with the opportunity of providing on-site amenities and a shorter, more direct connection to the casino/south of I-5 area that can be integrated into the development of the south western lay down site.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• Greater opportunity for public art both on site and the ped 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.</li> <li>• Opportunity to serve as a small commercial center (satellite) for housing on Tribal property and areas south of I-5.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• Opportunity to serve as a small commercial center (satellite) near housing south of I-5.</li> <li>• Site provides the opportunity for programmed community events—similar to the Link Capitol Hill station which provides civic space and will host a farmer’s market.</li> <li>• ST can write requests for development proposal to ensure that community benefits are integrated.</li> </ul>
B. PORTLAND AVENUE SPAN STATION	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• Less integration of different transit modes.</li> <li>• Multimodal transfers for high-volume bus transfers less convenient.</li> <li>• More bus patrons required to cross Portland for connection to Link Station, not as safe. Also true to a lesser amount for pick-up/drop-off on south side of 26<sup>th</sup>.</li> <li>• Higher impact on throughput on Portland: In-lane bus stops, higher ped crossing volumes (but one less crossing compared to other station)</li> <li>• Would require longer bridge to the casino/south of I-5 area</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• Less opportunity for integration of amenities like child care, grocery/pharmacy/dry cleaners.</li> <li>• Bigger contiguous space for private development.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• Long, skinny site provides fewer opportunities for integrated development and iconic architecture with civic element.</li> <li>• Little opportunity for integration of bridge to the casino/south of I-5 area.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• Opportunity for street level activation on Puyallup. However, this is the industrial end of Puyallup, with less likelihood for high quality connections to both the west and south.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>



STATION CONCEPT FALLS SHORT OF EXPECTATIONS













STATION CONCEPT MEETS EXPECTATIONS



STATION CONCEPT EXCEEDS EXPECTATIONS

**DESIGN PRINCIPLES**

**STATION LOCATION OPTION**

	<b>MULTI-MODAL CONNECTIVITY</b> THINK ABOUT... <ul style="list-style-type: none"> <li>• Integrated multi-modal design</li> <li>• Multi-modal transfers</li> <li>• Pedestrian + bike access</li> <li>• Safety + security</li> <li>• Legibility, wayfinding + navigation</li> <li>• Traffic management                             <ul style="list-style-type: none"> <li>- Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events</li> </ul> </li> </ul>	<b>ECONOMIC DEVELOPMENT</b> THINK ABOUT... <ul style="list-style-type: none"> <li>• Development / redevelopment opportunities adjacent to station locations                             <ul style="list-style-type: none"> <li>- ST surplus properties</li> <li>- Adjacent private development parcels</li> </ul> </li> <li>• Future infill development types                             <ul style="list-style-type: none"> <li>- Mix of uses, housing</li> </ul> </li> <li>• Employment opportunities</li> </ul>	<b>PLACEMAKING + URBAN FORM</b> THINK ABOUT... <ul style="list-style-type: none"> <li>• Placemaking experiences                             <ul style="list-style-type: none"> <li>- Streets, civic spaces</li> </ul> </li> <li>• Iconic architectural response (station design)</li> <li>• District / neighborhood identity</li> <li>• Signature amenity space or other public spaces                             <ul style="list-style-type: none"> <li>- Portland Ave. and Dome District station</li> </ul> </li> </ul>	<b>SOCIAL + CULTURAL</b> THINK ABOUT... <ul style="list-style-type: none"> <li>• Culturally sensitive resources                             <ul style="list-style-type: none"> <li>- Historic structures</li> </ul> </li> <li>• Street level activation</li> <li>• Puyallup Tribe Trust Lands</li> <li>• Public art opportunities</li> </ul>	<b>COMMUNITY BENEFIT</b> THINK ABOUT... <ul style="list-style-type: none"> <li>• Dome District vision / character</li> <li>• Affordable housing</li> <li>• Local retail / small businesses</li> <li>• Civic space</li> <li>• Programmed community events                             <ul style="list-style-type: none"> <li>- Street fairs / farmers market</li> </ul> </li> </ul>
<b>A. PORTLAND AVENUE STATION</b>	Your Vote (pick one and delete the others):  Your Note:	Your Vote (pick one and delete the others):  Your Note:	Your Vote (pick one and delete the others):  Your Note:	Your Vote (pick one and delete the others):  Your Note:	Your Vote (pick one and delete the others):  Your Note:
<b>B. PORTLAND AVENUE SPAN STATION</b>	Your Vote (pick one and delete the others):  Your Note:  Staff Note: The commenter provided the following comments in the e-mail that transmitted this matrix:  I did not submit any notes because I did not have the opportunity to retour the site or do the community outreach I had hoped to accomplish before the deadline. While I feel more strongly about the non-span location after the Port of Tacoma presentation, as well as a stronger hope for excess land post-project, I feel that the pedestrian safety benefits and not having to cross Portland Avenue were very strong in the span model, particularly with so many youth in the neighborhood and the high speeds, and frequent intoxication which people travel in the area. But other than that I really have no strong preference, feel that there will be community benefit with both locations, particularly if we can magically have the funding for the pedestrian/bike access which sadly seems doubtful but, miracles, and still wish it was on the other side of the freeway.	Your Vote (pick one and delete the others):  Your Note:	Your Vote (pick one and delete the others):  Your Note:	Your Vote (pick one and delete the others):  Your Note:	Your Vote (pick one and delete the others):  Your Note:



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS

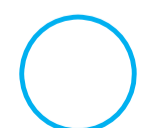


STATION CONCEPT EXCEEDS EXPECTATIONS

# ST CENTRAL LINK EXTENSION I CONCEPTUAL STATION/ LOCATION INPUT

## CITY OF TACOMA TODAY (FEB 22, 2021)

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A. PORTLAND AVENUE STATION	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>The complicated bus circulation exacerbates an already difficult station location for pedestrians. Kiss and Ride is well integrated.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>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.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>Not great opportunities for placemaking.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>None.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>None apparent.</p>
B. PORTLAND AVENUE SPAN STATION	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p> <p>Better in-line pulloffs for bus stop connections. Pickup and dropoff at the west station entrance appear easier to navigate than then pickup dropoff requiring riders to cross the street. Possible less crossing of Portland Ave for pedestrians since there is entrance access on either side. Safer?</p>	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p> <p>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.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>No great opportunities for placemaking. Only redeeming quality is the visual impact of it crossing Portland Ave.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>None.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>None apparent.</p>



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS

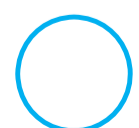


STATION CONCEPT EXCEEDS EXPECTATIONS

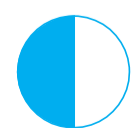
# ST CENTRAL LINK EXTENSION I CONCEPTUAL STATION/ LOCATION INPUT

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A. PORTLAND AVENUE STATION	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note: The station location will be problematic for transit users to transfer to south bound buses (they have to cross a busy street after departing the train)</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note: The station completely consumes a key potential infill site that could be used for infill housing, commercial services, or employment uses</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>
B. PORTLAND AVENUE SPAN STATION	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p>



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



STATION CONCEPT EXCEEDS EXPECTATIONS

Comments from Chris Karnes, Tacoma Planning Commission - Public Transportation  
5 March 2021  
Evaluation of Portland Avenue Station options

## Tacoma Portland Avenue Station (option 1):

### Multimodal connectivity

Connections, direct and safe, legible wayfinding, bike/ped safety security, parking, traffic management

Indirect for transit: Requires a route deviation to E 26th and East Bay Street for PT Route 41, costing local transit resources and exhausting limited commute time for riders

Unsafe for pedestrians: Requires an at-grade crossing of E Portland Avenue at E 26th or E 27th Street. Traffic volume is 28,693 vehicles per weekday

(<https://ta.cosmices.com/24Hour/view/3fb4bbe6e08d7f4d519b3b88542c967d>)

May exacerbate traffic issues and lead to transit delay due to clockwise traffic flow on to exit ramp arterial on East 27th. Adding more traffic to this corridor with the proposed circulation may be detrimental.

Limited pickup/drop-off area. No parking.

Bicycle access is currently nonexistent. It would require fitting in an additional facility underneath the Sounder tracks along Portland Avenue.

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 in both cases may be resources better spent on at-grade improvements to access for bicyclists and pedestrians

Station adequately designed for paratransit users

### Economic development:

Redevelopment, new mixed use or housing, and job opportunities

Some redevelopment potential: Two small parcels would be potentially available for redevelopment opportunity

Limited geographic impact: Due to the placement of the station, less opportunity for redevelopment would be available due to geographic boundaries presented by Sounder Tracks, East Portland Avenue, Interstate 5 and the Puyallup River

Some job access: Access to Tribal property and job center is supported

### Placemaking / Urban Form

Unique space, iconic architecture, district identity, signature public space

Station is couched away, setback from the main street, limiting its the visual profile

Run of the mill architecture, similar to Mt. Baker Station in Seattle will not differentiate this station from others in operation on LINK  
Public space is dispersed and limited in size

Social/Cultural

Cultural sensitive resources, street level activation, future public art

Smaller station public space allows for less public art  
Activation of one sides of Portland Avenue limits benefits  
Community Benefit:

District vision and character, programmed events, local businesses

Limited public space tracks with other objectives

Limited accessibility tracks with other objectives

Limited safe access to Eastern side of Portland Avenue 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

**Overall rating Tacoma Portland Avenue Station:**

Key: 0 (Empty circle), 1 (Half circle), 2 (Full circle)

**Multimodal connectivity: 0**

**Economic development: 1**

**Placemaking and urban form: 0**

**Social and Cultural: 1**

**Community Benefit: 1**

# Tacoma Portland Avenue Span Station (option 2):

## Multimodal connectivity

Connections, direct and safe, legible wayfinding, bike/ped safety security, parking, traffic management

Direct for transit: Route 41 can stay on-route, improving access for economically disadvantaged riders and predominant Pierce Transit ridership demographics (i.e. people with disabilities, seniors, students and people of color)

Safe for pedestrians: Eliminates the need for at-grade crossing of E Portland Avenue. Highly accessible from both sides of Portland Avenue.

No added traffic impacts to East 27th Street

Pickup/Dropoff areas provisioned

Bicycle access can potentially be facilitated via side streets (East 26th)

On-street angled parking could help to expand access in East Portland Ave area on side streets

Center platforms are more easily understood by riders.

Prominent location for station allows easier wayfinding.

Station adequately designed for paratransit users

Potentially duplicative bus platform northbound at E 26th Street

Bridges in both cases may be resources better spent on at-grade improvements to access for bicyclists and pedestrians

## Economic development:

Redevelopment, new mixed use or housing, and job opportunities

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.

Broader geographic impact: Spanning Portland Avenue enables access to a wider extent of developable land on East 26th and East 27th Streets east of Portland Avenue

Some job access: Similar access to Tribal property and job center is supported

## Placemaking / Urban Form

Unique space, iconic architecture, district identity, signature public space

Station is prominent; it and trains will be seen by all traffic crossing Portland Avenue

Station will be more akin to Angle Lake Station, which has a strong visual presence in Seatac

Public space is larger in this configuration and mostly about the Sounder track berm. It's also on the Northern side of the tracks, which means it will be shaded space much of the year. The larger size of public space, along with the provision of escalators and stairs should bridge the space on both sides, allowing for events to feasibly take place or for public art to be prominently displayed.



Opening up Eastern side of Portland Avenue potentially allows City of Tacoma to reinstate a regular street grid by splitting superblocks at more regular intervals (e.g. East M Street)  
A pedestrian bridge north-south across Sounder tracks would help to broaden access on the eastern side of Portland Avenue

#### Social/Cultural

Cultural sensitive resources, street level activation, future public art

Larger station public space allows for more public art

Activation of both sides of Portland Avenue enhances civic vitality

District vision and character, programmed events, local businesses

More abundant public space tracks with other stated objectives

More station accessibility tracks with other stated objectives

More prominent station allows for easier wayfinding and enhancement of district character

Safe access to Eastern side of Portland Avenue enhances potential for redevelopment and support of local retail with residential redevelopment

If included, single use pedestrian bridges will pull activity off of the street

#### **Overall rating Tacoma Portland Avenue Span Station:**

Key: 0 (Empty circle), 1 (Half circle), 2 (Full circle)

**Multimodal connectivity: 2**

**Economic development: 2**

**Placemaking and urban form: 1**

**Social and Cultural: 1**

**Community Benefit: 2**

## Wung, Lihuang

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**From:** rick semple <ricksemple@mac.com>  
**Sent:** Monday, March 8, 2021 4:56 PM  
**To:** Wung, Lihuang  
**Cc:** Don Erickson; Imad Bahbah; Janice McNeal; Boudet, Brian  
**Subject:** Re: TODAG - Evaluation of Portland Ave Stations (homework due 3/10/21)

Dear Lihuang,

I have followed with interest the East Tacoma Station design for many years and have always, and still do, believe that this station is NOT necessary.

Regardless of the placement of the station, one block away from another location: There are NO local clientele, no parking, and with the tribe not ready and eager to fund a pedestrian access from their casino to this station, there is no close-by neighborhood benefit.

I understand that councilperson Ushka wants this station as a concession for not getting the “little link” route to Shalishan, but this is not a good reason to spend time and money while making the whole route less efficient. Sue Comis of sound transit provided ridership projections of 60 riders southbound per day and 880 riders northbound....

This is not a compelling reason to spend millions of dollars to buy land and construct a station at either of the proposed locations.

**I vote 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.

thank you for your attention to this.

sincerely,  
rick semple

On Mar 4, 2021, at 2:58 PM, Wung, Lihuang <[lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)> wrote:

TODAG Members,

As mentioned at your last meeting on February 22<sup>nd</sup>, we will continue to discuss the TDLE Portland Avenue Station Area at the next meeting on March 15<sup>th</sup>. We need a solid base for the discussion, and that is your evaluation of the station alternatives, using the evaluation criteria and matrix, as attached, and following the instructions as provided in the e-mail bellow.

Please turn in your homework by Wednesday, March 10, 2021. I will compile them and get the agenda packet out on March 11<sup>th</sup> or 12<sup>th</sup>.

Thank you.

### Lihuang Wung

Senior Planner  
City of Tacoma – Planning & Development Services (PDS)  
(253) 591-5682

[PDS Customer Survey](#)

*[\(Please take the survey to help us improve our customer service.\)](#)*

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*Staff Note:*

*The subsequent pages showing earlier communication from staff to TODAG members are not essential to this documentation and have been truncated.*

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**From:** Wung, Lihuang  
**Sent:** Thursday, February 11, 2021 3:53 PM



Tacoma

City of Tacoma

Transit-Oriented Development Advisory Group

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February 22, 2021

Jane Moore and Gerrit Nyland, Co-Chairs  
Tacoma Transportation Commission  
747 Market Street, Room 644  
Tacoma, WA 98402

RE: Puyallup Avenue Transit/Complete Street Improvement Project

Dear Co-Chairs Moore and Nyland,

On behalf of the Transit-Oriented Development Advisory Group (“TODAG”), I am expressing our support for the City of Tacoma’s effort in accepting the \$2.1 million grant awarded to the City through the Puget Sound Regional Council’s (“PSRC”) competitive regional process to fund the design phase of the Puyallup Avenue Transit/Complete Street Improvement Project (“Project”).

The successful completion of the Project is an integral part of making South Downtown Tacoma a truly multimodal, interconnected, transit-oriented development (TOD) district, and will help capitalize the future investments of Pierce Transit’s Bus Rapid Transit (BRT) and Sound Transit’s Tacoma Dome Link Extension (TDLE) projects.

We understand that by accepting the grant, the City is committed to constructing the Project as originally scoped in the grant application. Through our review and discussion of the Project over the last few months, we believe it is imperative that the Project needs to factor in the community’s interests and concerns and the original scope of work may be subject to modifications accordingly. Therefore, we strongly recommend that the City, upon accepting of the grant, allow adequate flexibility through the design phase of the Project to ensure our concerns and recommendations are addressed to the fullest extent possible. In addition, we offer the following design principles and priorities for the City’s consideration and incorporation into the final design of the Project:

1. **TOD Design Principles** – The Project provides significant opportunities, if designed appropriately, to substantially create TOD Neighborhoods (not just TOD projects). To help realize this vision and expected outcome, we recommend that the design of the Project adhere to the following TOD design principles that we have developed and endorsed and are also using for evaluating the BRT and the TDLE projects:
  - (1) Multimodal Connectivity
  - (2) Economic Development Opportunities
  - (3) Placemaking/Urban Form
  - (4) Social + Cultural Impacts
  - (5) Community Benefit



The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 591-5056 (voice) or (253) 591-5820 (TTY).

## Tacoma Transportation Commission

Puyallup Avenue Transit/Complete Street Improvement Project

February 22, 2021

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2. **Three Distinct Districts** – Recognize the three distinct character areas along the Puyallup Avenue corridor and apply distinctive, yet compatible design considerations for these areas. As illustrated in the diagram below, the corridor can be generally divided into the following segments:

- Segment 1 – The Neighborhood District between Pacific Avenue and E. C Street
- Segment 2 – The TOD District between E. C Street and E. G Street
- Segment 3 – The Industrial District between E. G Street and Portland Avenue



3. **Pedestrian Oriented Amenities** – Provide crosswalks and wider sidewalks (at a minimum width of 12 feet, where possible) with appropriate amenities and features, and add attractive street lighting, to ensure a safe, comfortable and friendly walking, shopping, and outdoor dining environment and experience for pedestrians. Implementation of these pedestrian oriented amenities should be prioritized for both Segments 1 and 2, with emphasis on Segment 2 – the TOD District. Further emphasis should also occur around the three intersections at G, D and C streets, as these nodes are at the heart of the Puyallup Avenue corridor, a regional transportation hub, and a gateway to Downtown Tacoma and the Tacoma Dome. Higher pedestrian counts and activity are anticipated in this area, particularly where Puyallup Avenue intersects E. D Street, a designated north-south pedestrian connector between the Tacoma Dome and the Foss Waterway.
4. **Bicycle Connectivity** – Provide protected, connected bicycle lanes along the entire Puyallup Avenue corridor, to the extent possible.
5. **Transit Lane** – Designate a Business Access and Transit (BAT) lane on one side of Puyallup Avenue (likely the south side) to accommodate buses, and as appropriate, higher-occupancy vehicles. Recognize that encouraging and growing transit ridership is key to promoting transit-oriented development, augmenting regional high capacity transit services, enhancing mobility benefits for underserved populations traversing the corridor, and reducing tailpipe emissions.
6. **Traffic Calming** – Apply traffic calming methods and devices, such as narrower traffic lanes, reduced speeds, textured intersections and crosswalks, in the design and traffic operation on the Puyallup Avenue corridor and the adjacent side streets to improve safety for all users. Again, this is especially critical in Segments 1 and 2.

**Tacoma Transportation Commission**

Puyallup Avenue Transit/Complete Street Improvement Project

February 22, 2021

Page 3 of 3

7. **On-street Parking** – To the extent possible and without sacrificing Item #3 above, accommodate short-term on-street parking, load/unload zones, and on-demand and delivery parking along Puyallup Avenue in front of current businesses in Segments 1 and 2 to protect investments already made in this area. Inclusion of diagonal parking along adjacent side streets is also seen as desirable to ensure no net loss of on-street parking in the immediate area.
8. **Freight Mobility** – Ensure safe and efficient freight mobility and truck maneuverability balancing freight needs with Items #3 – #7 above. Recognize that Puyallup Avenue (between E. D St. and Portland Ave.) is identified in the Transportation Master Plan element of the Comprehensive Plan as a Primary Street within Tacoma’s Freight Priority Network.
9. **Adopted Planning Policies** – Maintain consistency with the South Downtown Subarea Plan and the Transportation Master Plan, to the extent feasible and consistent with the priorities in Items #2 – #8 above.

As the Project moves forward, we anticipate that we will be given an opportunity to further elaborate on the above-mentioned design principles and priorities, and continue to be an active sounding board for the Project. We acknowledge that there may be potential adjustments, tradeoffs, and compromises that will need to be considered and accommodated during the design phase and expect these to be made with the concurrence of the TODAG or any successor group representing the Dome District and the Project area.

The City Council’s Resolution No. 40303 that established the TODAG states that “proposals by the TODAG will be forwarded to and reviewed by the City’s Transportation Commission, for concurrence with adopted transportation and land use plans and policies.” We are hereby forwarding to the Transportation Commission our support for the Project’s grant acceptance and our recommendations on supplemental design considerations. We understand the Commission will forward our recommendations to the City Council.

If you have any questions about this recommendation, please contact TODAG’s staff liaison, Brian Boudet, Planning Manager, Planning and Development Services Department, at (253) 573-2389 or [bboudet@cityoftacoma.org](mailto:bboudet@cityoftacoma.org).

Respectfully,



**Imad H. Bahbah**, RA, SARA  
Chair

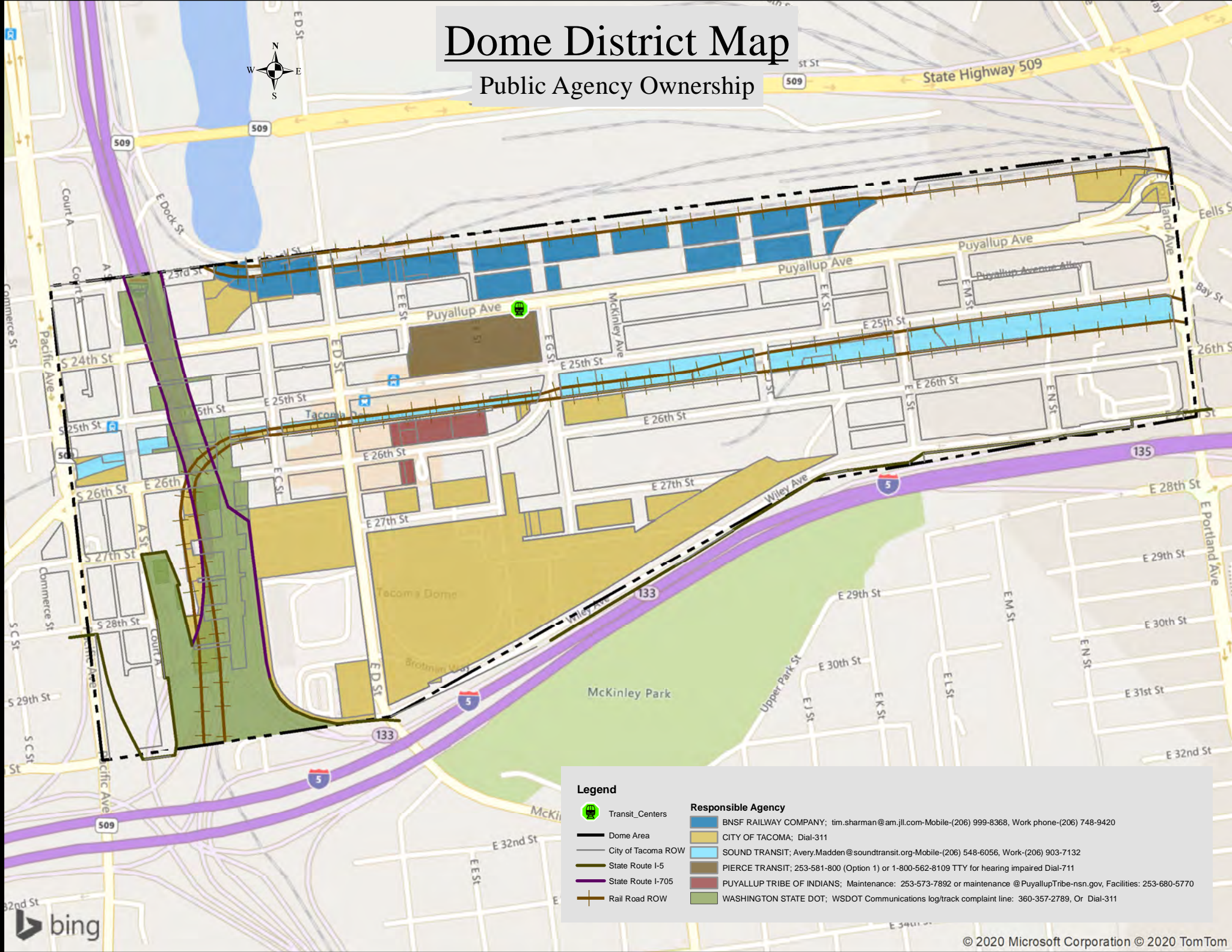


**Donald K. Erickson**, AICP  
Vice-Chair

- c. Councilmember Robert Thoms, Tacoma City Council, District No. 2  
Kurtis Kingsolver, Director, Public Works Department  
Mark D’Andrea, Project Manager, Public Works Department  
Brian Boudet, Planning Manager, Planning and Development Services Department

# Dome District Map

## Public Agency Ownership



### Legend

- Transit\_Centers
- Dome Area
- City of Tacoma ROW
- State Route I-5
- State Route I-705
- Rail Road ROW

### Responsible Agency

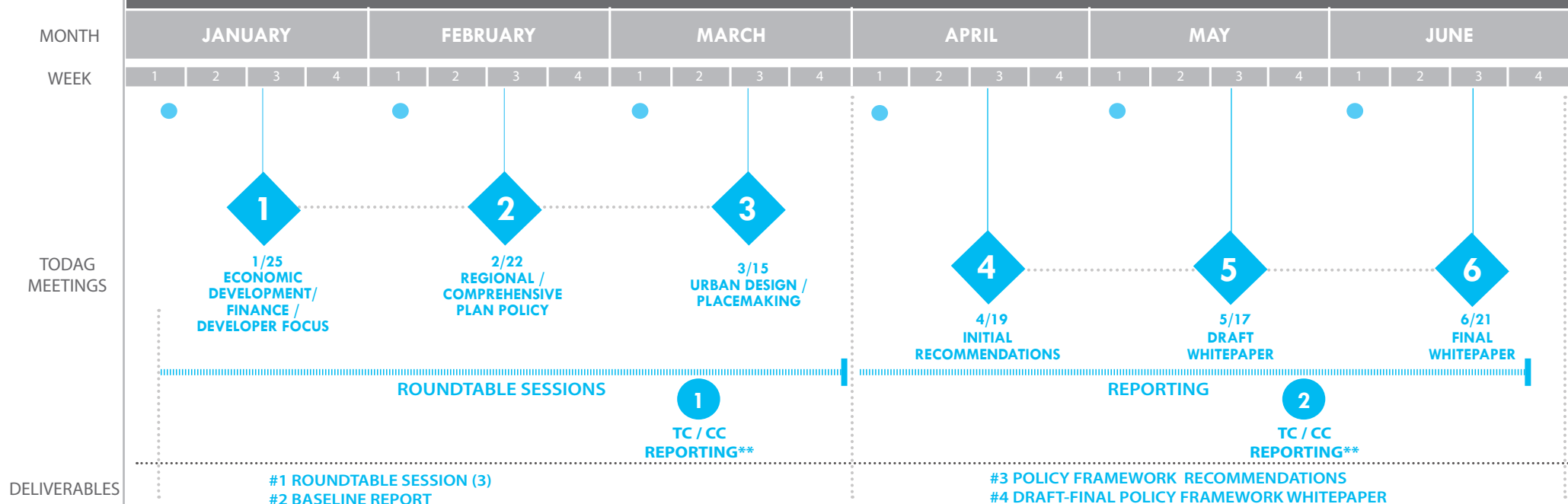
- BNSF RAILWAY COMPANY; tim.sharman@am.jll.com-Mobile-(206) 999-8368, Work phone-(206) 748-9420
- CITY OF TACOMA; Dial-311
- SOUND TRANSIT; Avery.Madden@soundtransit.org-Mobile-(206) 548-6056, Work-(206) 903-7132
- PIERCE TRANSIT; 253-581-800 (Option 1) or 1-800-562-8109 TTY for hearing impaired Dial-711
- PUYALLUP TRIBE OF INDIANS; Maintenance: 253-573-7892 or maintenance @ PuyallupTribe-nsn.gov, Facilities: 253-680-5770
- WASHINGTON STATE DOT; WSDOT Communications log/track complaint line: 360-357-2789, Or Dial-311



**Tentative TODAG Meeting Scheduling**  
*March 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	
<b>Project Schedules</b>															
<b>Sound Transit – TDLE</b>	Station Access Outreach			Station Access Feedback									(DEIS issued in 2022 .....)		
<b>Pierce Transit – Pacific Ave. BRT</b>	60% Design Outreach						SEPA Determination			90% Design Outreach					
<b>Tacoma – Puyallup Ave. Redesign</b>	Project & Outreach Review				Grant Review (internal)			Concept Alternative Development				Design Phase Begins			
<b>TODAG Meetings</b>															
<b>TDLE</b>	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							
<b>BRT</b>	BRT – Intro			BRT – Open House 12/10	BRT – Update										
<b>Puyallup Ave.</b>		Puyallup – Intro	Puyallup – Check-in	Puyallup – Check-in	Puyallup – Grant Acceptance	Puyallup – Grant Acceptance Letter of Recommendation				Puyallup – Check-in			Puyallup – Check-in		
<b>TOD Roundtable</b>						<b>1/25 ECONOMIC DEVELOPMENT/ FINANCE / DEVELOPER</b>	<b>2/22 REGIONAL / COMPREHENSIVE PLAN POLICY</b>	<b>3/15 URBAN DESIGN / PLACEMAKING</b>	<b>4/19 INITIAL RECOMMENDATIONS</b>	<b>5/17 DRAFT WHITEPAPER</b>	<b>6/21 FINAL WHITEPAPER</b>				
<b>Other</b>		Dome District Parking and Access	ULI TAP – Review Report							Quiet Zone Update					

# TODAG - TOD ROUNDTABLE SCHEDULE TACOMA, WA



-  TODAG REGULAR MTG.S / ROUNDTABLE WORKSHOPS
-  \*\* TRANSPORTATION COMMISSION / CITY COUNCIL SESSION - tbd
-  STAFF Prep Strategy Mtg.