



Agenda

Meeting No. 21: Regular Meeting (virtual)

Date/Time: Monday, October 18, 2021, 4:00 pm

Zoom Info: Link: www.zoom.us/j/85127377162
Dial-in: +1 253 215 8782
ID: 851 2737 7162

ITEM	LEAD	DURATION
Call to Order		
1. Review of Meeting Notes of September 20, 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. Puyallup Avenue Design Project Update (Attachment 2)	Mark D'Andrea	15 min.
2. TODAG Progress Report No. 3 – Proposed Edits (Attachment 3)	Lihuang Wung	20 min.
3. TODAG's Next Steps (Attachment 4)	Chair Bahbah Vice-Chair Erickson	30 min.
Communication Items		
1. Future Agenda Items (tentative): a. Tacoma Dome Link Extension b. Puyallup Avenue Design Project c. Bus Rapid Transit Project d. Continued Review of ULI Report and Subarea Plans e. TOD Toolkit and TOD Applications Citywide	Chair Bahbah	1 min.
2. New Business / Closing Comments	Chair Bahbah	2 min.
Adjournment		

Next Meeting:

- Monday, November 15, 2021, 4:00 p.m.



Attachments:

1. Meeting Notes of September 20, 2021
2. Puyallup Avenue Design Project Update (PowerPoint Slides)
3. Progress Report No. 3 – Proposed Edits
4. TODAG Next Steps – Proposed Presentation Outline for City Council Study Session 11/16/21

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

MEETING NO.: 20
MEETING DATE: September 20, 2021

Members Present: Chair Imad Bahbah, Vice-Chair Don Erickson, David D’Aniello, Kerri Hill, Chris Karnes, Janice McNeal, Cathy Reines, Roberta Schur, Laura Svancarek

Visitors: Tina Lee (Pierce Transit), Darin Stavish (Pierce Transit), Jennifer Kammerzell (COT/PW)

Staff Support: Brian Boudet (COT/PDS), Lihuang Wung (COT/PDS), Mary Crabtree (COT/PDS)

ITEM 01: CALL TO ORDER

Chair Imad Bahbah called the meeting to order at 4:04 p.m.

1. The meeting notes of the July 19, 2021, meeting were reviewed.
2. There was no public comment.

ITEM 02: DISCUSSION/ACTION ITEMS

1. Bus Rapid Transit (BRT) Update

- (a) Tina Lee presented an overview of the Pacific Avenue Bus Rapid Transit (BRT) project, including advantages to BRT, a BRT route overview, lane types based on traffic priority, safety improvements, changes to the project maps, updated design development, station features, project funding community outreach, and the project timeline.
- (b) The group discussed roundabout costs and benefits, the savings estimate of the 64th to 84th bus lanes that were trimmed from the project, schedule and budget issues from betterments and utilities, the City departments working with Sound Transit, concerns regarding pedestrian crossing safety at crosswalks near roundabouts, construction schedule and project completion timeline, funding sources, incorporating art within station areas, and the spacing of stations.
- (c) Darin Stavish reviewed the BRT Stream system expansion study, including overviews of Corridors A and B, the Stream system expansion timeline, the Technical Advisory Committee, and study milestones.

2. Debriefing of Comments on TODAG Progress Reports No. 2 and No. 3

- (a) Lihuang Wung presented the Planning Commission’s comments regarding Progress Report No. 2, including overall concurrence with the report; praise for the evaluation criteria; a suggestion that there should be a reference to the L Street overpass; the timing should be now; and the scope should include reviews of industrial land in the vicinity of the station area, Lower Portland Mixed-Use Center, Portland Avenue Corridor Study, and Sound Transit’s program realignment. Mr. Wung outlined the Planning Commission’s comments regarding Progress Report No. 3, stating the document is well thought out; the evaluation criteria is an excellent tool, impartial, with equity factored in; that TOD policy recommendations are expected; questioned how to advance the implementation. He further outlined the Planning Commission’s comments on TODAG’s future, noting that TODAG should request to be reinstated at its presentation to the City Council.

- (b) Jennifer Kammerzell outlined the Transportation Commission's comments regarding Progress Report No. 2, stating that the Commission voted to forward the report to the City Council with two amendments – removing section E Future Considerations and the section regarding the I-5 pedestrian/bicycle bridge span. Ms. Kammerzell reviewed the Transportation Commission's comments regarding Progress Report No. 3 (the "Tacoma TOD Toolkit"), stating that the Commission had several concerns and voted to not approve forwarding the Toolkit to the City Council. She further outlined the Transportation Commission's comments regarding TODAG's future, stating the Commission proposed that TODAG evaluate the member composition and TODAG may need to broaden the scope of the work plan.
- (c) The group discussed next steps, revising Progress Report No. 2 with the amendments and forwarding to the City Council, timeline of the TOD Toolkit, and revising Progress Report No. 3.
- (d) *Chris Karnes moved to empower staff to consolidate the comments from the Planning Commission and Transportation Commission to make appropriate edits to TODAG's Progress Report No. 2 and forward to the City Council. Seconded by Don Erickson. The motion passed.*

3. TODAG's Next Steps

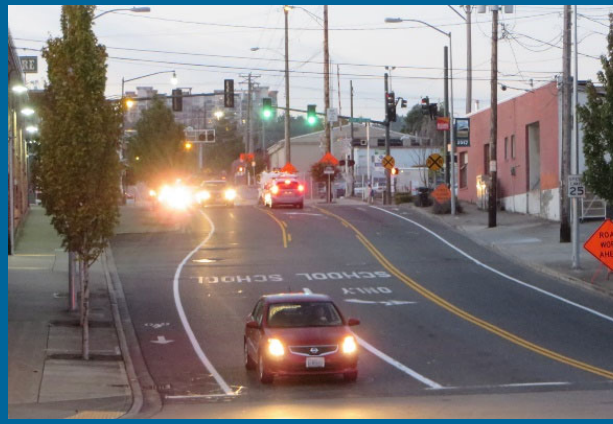
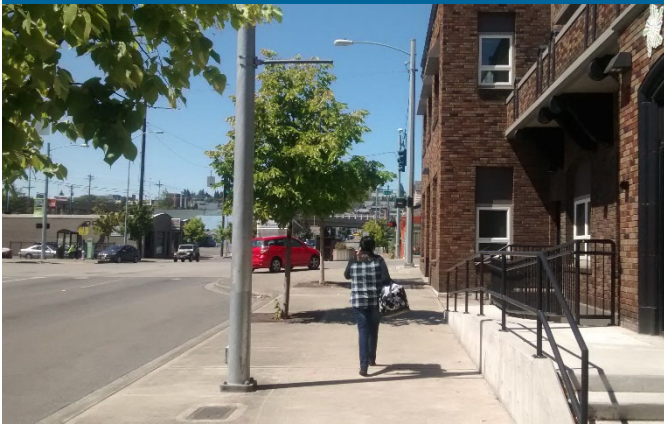
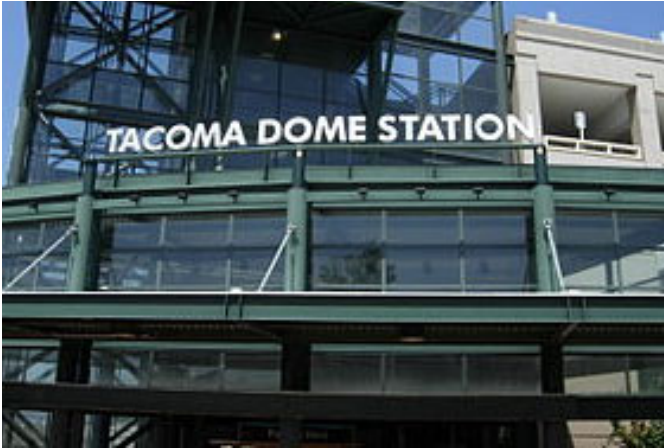
- (a) Mr. Wung outlined TODAG's next steps, noting that the group previously reviewed the document and there was a general consensus to follow Option B – "Mission Carried on".
- (b) The group discussed clarifying the recommendations, the importance of TODAG's work, and providing further feedback to staff.

ITEM 03: COMMUNICATION ITEMS

1. "Transformational Development: Breaking Down Barriers to TOD"

- (a) Brian Boudet stated it is an upcoming webinar and information on how to join can be found on the agenda.

The meeting was adjourned at 6:12 p.m.



Puyallup Avenue Transit/Complete Street Improvement Project October '21 Update

Transit-Oriented Development Advisory Group (TODAG)
October 18, 2021



Project Summary



From S. C Street to Portland Avenue:

- 1.2 Miles of reconstructed/channelized heavy-haul roadway
- Support multi-modal use and create an inviting space for all
 - HOV/transit, freight, sidewalks, bicycle facilities, landscaping, parking, etc.
- New/interconnected signals, APS, ped scale lighting, etc.

Design Criteria Summary

Segment 1: Neighborhood District - Pacific Ave to E. D St.

- Maximize parking by:
 - Maintaining curb-side parking (no net loss along Puyallup Ave, if possible)
 - Added angle parking along side streets, to the extent possible
- Wide sidewalks w/ walkable, pedestrian friendly amenity zones
- Protective street-edge landscape / street-tree buffer
- Pedestrian safety (lighting, CPTED)

Segment 2: TOD District - E. D St. to E. G St.

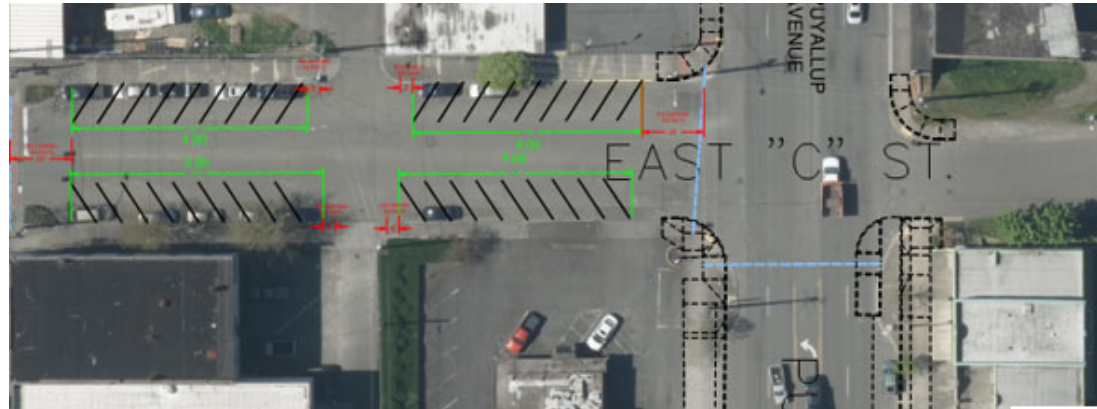
- Same 4 bullets as in the Neighborhood District
- Ease of crossing and access to transit
- If available, consider TLDE improvements / connections in relation to Puyallup Ave design
- Long term – Develop recommendations regarding use and timing of HOV / transit lane



Design Criteria Summary




Segment 3 - Industrial District - E. G St. to Portland Ave.

- Gateway to Tacoma
- Maintain parking
- Consider higher freight use / improvements in this part of the corridor
- Improved sidewalks and signage
- Consider bicycle connections to destinations beyond Portland Avenue
- Protective street-edge landscape / street-tree buffer
- Pedestrian safety (lighting, CPTED)



Status/Schedule

- July '21 – Received WSDOT approval for use of design funds
- Aug '21 – Kick-Off meeting with WSDOT
- Aug-Nov '21 – Advertise/Award survey contract
- Oct '21 – Coordinate internal staff/TODAG update
- Nov '21 – Issue call for design support services

	2021		2022						2023
	Oct	Nov/Dec	Jan/Feb	Mar/April	May/June	July/Aug	Sept/Oct	Nov/Dec	Jan/Feb
Survey									
Outreach/Design/Permitting/ROW									
Pursue Construction Funding									

Thank You!





To: Transit-Oriented Development Advisory Group (TODAG)
From: Lihuang Wung, Planning Services Division
Subject: **Proposed Edits to TODAG Progress Report No. 3**
Date: October 14, 2021

At the last meeting on September 20, 2021, the TODAG reviewed the Transportation Commission's comments and suggestions made in August-September 2021 on the TODAG Progress Report No. 3 – Tacoma TOD Toolkit. The TODAG requested staff to modify the Toolkit to properly address and incorporate the Commission's comments. The TODAG further suggested that the Toolkit, substantially as is, is a valuable document and should be forwarded to the City Council in a timely manner.

Provided below are a summary of the Transportation Commission's comments and suggestions, staff's responses, and proposed edits to the report where appropriate. Upon the TODAG's concurrence with staff's proposed edits, the report will be finalized accordingly and forwarded to the City Council. Attached for the TODAG's approval is a draft cover letter prepared for that purpose.

1. The toolkit should lead with equity. How does this plan advance racial equity?

Staff's Response:

Equity is a very important factor in achieving a successful TOD. Staff believes this has been properly addressed in the Toolkit. The Toolkit states that "TOD represents a critical opportunity to strive for social equity" ("Introduction" section, p. 4), identifies "Increased social equity" as one of the TOD objectives ("Community Benefit" section, p.16), and suggests that the City "Integrate an equity-rooted approach into the City's upcoming Transportation Master Plan update which positions the city to take a leadership role in the advancement of TOD." ("Looking Forward" section, p. 22).

Proposed Edits to Report:

None.

2. Consistency with PSRC – How does this toolkit complement or support PSRC Transit Supportive Planning Toolkit and Growing Transit Communities Strategy?

Staff's Response:

The Growing Transit Communities Strategy (GTCS) developed by the Puget Sound Regional Council (PSRC) in October 2013 calls for regional and local actions that respond to the challenges and opportunities in transit communities and represent major steps toward implementing the growth strategy in VISION 2050. The GTCS contains 24 strategies, guided by the People + Place Implementation Typology.

The Transit Supportive Planning Toolkit (TSPT) developed by the PSRC's Growing Transit Communities Partnership in December 2013 builds on the GTCS and provides a resource for communities to incorporate transit-supportive elements in their updated



comprehensive plans. The TSPT suggests three primary strategies, i.e., coordinating land use and transportation, supporting multimodal mobility, and connecting people to transit.

Staff acknowledges that, as alluded to in the “Introduction” section of the Toolkit (p. 4), the thought process leading to the development of the five TOD principles (i.e., multimodal integration, economic development, placemaking and urban form, social and cultural vibrancy, and community benefit) builds upon a number of universal TOD principles that were drawn from various sources. Those sources, as footnoted in this section, include 1) *Measuring Benefits of Transit Oriented Development*, Mineta Transportation Institute, 2014; 2) *Transit Oriented Communities: a Blueprint for Washington State*, Transportation Choices Coalition, 2009; and 3) *The Growing Transit Communities Strategy*, Puget Sound Regional Council, 2013.

Staff believes that the Toolkit is inherently consistent with the PSRC’s TOD related strategies and should work as an important tool for the City of Tacoma to implement those strategies.

Proposed Edits to Report:

Staff proposes adding a reference to the TSPT to footnote #3 in the “Introduction” section (p. 4), as follows:

“3) *The Growing Transit Communities Strategy* [and the Transit Supportive Planning Toolkit](#), Puget Sound Regional Council, 2013.”

3. Incorporation into the Comprehensive Plan and Implementation – How does this complement or support the Transportation Maser Plan or other City policies (Subarea Plan, Affordable Housing)?

Staff’s Response:

The overall growth vision and development scheme of the City of Tacoma can be represented with the concept of “Mixed-Use Centers and Corridors”, as prescribed in the One Tacoma Comprehensive Plan. Fulfilling this vision requires the promotion and accomplishment of transit oriented development, multimodal transportation systems, appropriate housing densities, and other needed infrastructures, facilities and utilities, as called for in various elements of the One Tacoma Plan.

Staff understands that the Toolkit is intended to be an implementation strategy of the One Tacoma Plan and help realize many relevant goals and policies, such as, but not limited to, the following:

- Promote future residential and employment growth in coordination with transit infrastructure and service investments. (Goal UF-9, Urban Form element p. 2-47)
- Promote transit-oriented or transit-supportive development and provide incentives for development that includes specific TOD features. (Policy 6.8, Transportation Master Plan, p. 66)
- Promote transit supportive densities along designated corridors that connect centers, including duplex, triplex, cottage housing, and townhouses. (Policy H-3.3, Housing element, p. 5-12)

Proposed Edits to Report:

None.

4. The Evaluation Criteria is a good framework, but doesn't provide guidance on what is a priority. Add a prioritization or weighting system.

Staff's Response:

There is a general guidance on how the Evaluation Criteria ("matrix") is to be used, as described in the "Evaluation" section (p. 18), as follows:

"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."

In fact, the matrix has been used effectively, and tested with three weighting systems, in the evaluations of the Tacoma Dome Link Extension project's Tacoma Dome Station Area and Portland Avenue Station Area, as documented in the TODAG's Progress Reports No. 1 and No. 2, respectively.

Proposed Edits to Report:

Staff suggests that the following statement be added to the "Evaluation" section (p. 18):

"The TODAG has recently tested the matrix and the evaluation criteria in its review and evaluation of the Tacoma Dome Link Extension (TDLE) project's Tacoma Dome Station Area and Portland Avenue Station Area, as documented in its Progress Reports No. 1 (June 2020) and No. 2 (October 2021), respectively. A combination of three weighting systems (numerical scoring, graphical illustration, and qualitative testimony) was applied and proved to be fairly indicative of the group's general consensus on the subjects under review."

If you have any questions, please contact Lihuang Wung, Senior Planner, Planning and Development Services, at lwung@cityoftacoma.org or (253) 591-5682.

Attachment:

1. Draft Cover Letter to the City Council re: Progress Report No. 3



~~July 19~~October 18, 2021

The Honorable Mayor and City Council
City of Tacoma
747 Market Street, Suite 1200
~~Jane Moore and Gerrit Nyland, Co-Chairs~~
~~Tacoma Transportation Commission~~
~~747 Market Street, Room 644~~
Tacoma, WA 98402

RE: TODAG Progress Report No. 3 – “Tacoma TOD” Toolkit

Honorable Mayor Woodards and Members of the City Council,
~~Dear Co-Chairs Moore and Nyland,~~

On behalf of the Transit-Oriented Development Advisory Group (TODAG), we are ~~forwarding~~ submitting for your consideration the attached Progress Report No 3 – “Tacoma TOD” Toolkit ~~to the Transportation Commission for review and consideration.~~

The TODAG has issued Progress Reports No. 1 in May 2020 and No. 2 in ~~July~~October 2021, summarizing our current thoughts and recommendations concerning Sound Transit’s Tacoma Dome Link Extension (TDLE) project. As documented in both reports, we have established the following TOD Design Principles as the primary tool to evaluate TDLE’s Tacoma Dome and Portland Avenue station areas: (1) Multimodal Connectivity and Integration, (2) Economic Development Opportunities, (3) Placemaking and Urban Form, (4) Social and Cultural Vibrancy, and (5) Community Benefit.

The “Tacoma TOD” Toolkit is Progress Report No. 3. It is a document that reflects our deliberations, through a 3-session TOD Roundtable, of these design principles and their applicability in the City of Tacoma. It is a whitepaper that offers a baseline measure as the first step in growing great places that promote transportation choices, housing and employment opportunities, cultural vibrancy, and resilient communities. More importantly, it is a multi-purpose platform for evaluating TOD implementation strategies.

As a toolkit, the “Tacoma TOD” document:

- Elaborates the benefits, evaluation criteria, implementation strategies, and “What does it mean for Tacoma?” associated with each of the five TOD Design Principles;
- Establishes evaluation criteria organized in a matrix that serves as a framework for community stakeholders to measure anticipated benefits of plans, investments, and policy changes pertaining to or having an effect on TOD;
- Provides a platform to help the City and its community members partner with transit agencies, private developers, and other stakeholders to organize communication to decision makers and confirm City and community values;



- Suggests practical ways to align drivers, mitigate risks, define roles and responsibilities, and clarify the decision making process and project timeline that are critical to implementing a successful TOD; and
- Recommends projects worth pursuing and highlights the role the City and its departments can take over the life of these multi-year and phased projects.

In anticipating transit oriented communities in Tacoma, the “Tacoma TOD” Toolkit provides for what we might envision in such communities as well as a way to create an ongoing dialogue that helps leverage forthcoming transit and transportation investments. We recommend that:

1. The City Council should adopt the “Tacoma TOD” Toolkit as an implementing strategy of the One Tacoma Comprehensive Plan.
2. The toolkit should be utilized to its best and fullest potential, in manners such as but not limited to:
 - a. Use the toolkit in the continued review (by TODAG or its successor, community groups, and stakeholders) of the TDLE, the Bus Rapid Transit project, and the Puyallup Avenue Design Project;
 - b. Make the toolkit available for every developer making an inquiry with the City for potential project development in the TOD neighborhood;
 - c. Add the toolkit to the guiding principles or review tools used by the Transportation Commission, the Planning Commission, and other appropriate citizen’s advisory groups and staff members; and
 - d. Share the toolkit with other jurisdictions and stimulate constructive dialogues about TOD principles, TOD projects, and TOD neighborhoods.
3. The toolkit should be well utilized, maintained, and kept current by appropriate advisory group(s) and/or staff team(s) as assigned by the City Council.

The City Council’s Resolution No. 40303 (April 16, 2019) requires 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~~ The Transportation Commission has reviewed the draft ~~our Progress Report No. 3~~ “Tacoma TOD” Toolkit to the Transportation Commission in August-September 2021 and ~~soliciting~~ provided feedback from the Commission ~~comments and suggestions, which have been addressed in the attached final version.~~ We are confident that the toolkit is consistent with and will help realize all TOD-related policies of the One Tacoma Comprehensive Plan. We are also requesting that the Commission, upon completing your review, forward this report to the City Council for its consideration.

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

Respectfully,



Imad H. Bahbah, AIA
Chair



Donald K. Erickson, AICP
Vice-Chair

Enclosure:

- TODAG Progress Report No. 3 – “Tacoma TOD” Toolkit, ~~July~~ October 2021

c. Elizabeth Pauli, City Manager

Brian Boudet, Planning Manager, Planning and Development Services Department

Tacoma Planning Commission

Tacoma Transportation Commission



To: Transit-Oriented Development Advisory Group (TODAG)
From: Lihuang Wung, Planning Services Division
Subject: **Proposed Study Session Presentation Outline**
Date: October 12, 2021

Attached for the TODAG's review and comment at the next meeting on October 18, 2021 is the draft PowerPoint presentation prepared for use at the City Council study session on November 16, 2021. Chair Bahbah, Vice-Chair Erickson and staff will provide an accomplishment report to the City Council and seek the Council's direction on the path forward.

In preparation for the presentation, the TODAG has reviewed and discussed options of what its next steps could and should be at previous meetings on July 19 and September 20, 2011. Additional comments were solicited during the week after the September 20th meeting, and the following is a summary of feedback received:

Daren Crabill:

- Membership composition suggestion:
 - 3 Design Professionals
 - 3 Real Estate / Financial Professionals
 - 4-6 Community Members (No more than 2 from any single district)
- Much of TODAG to this point was TOD 101. It may be more beneficial to the City to recruit more members with successful TOD experience.

Donald Erickson:

- Call out the 3 projects (TDLE, BRT, and Puyallup Avenue Design) in presentation.
- Make sure the "meeting less frequently" under "Option B" is clarified.

Kerri Hill:

- Clarify the representation and other concerns so that moving forward we are more representative of the make-up of our city from all areas and with a firm eye toward equity and anti-racism.
- It is so important that we are hearing a wide array of voices and not solely those of business interests or only one neighborhood, especially from those who use transit for the bulk of their transportation and live a TOD lifestyle, younger people who will live with our decisions beyond our life spans, various income and educational levels, mobility, etc.
- We should also be actively committed to and engaged in broad community outreach and putting the voices of everyday Tacomans as well as the region into our collective work.
- Need some clarification as to who our new council liaison will be with CM Thoms terming out. Hopefully it is someone with an eye to both our history and our future and who can champion the staff funds necessary for all of your hard work.

Chris Karnes:

Suggesting an Evolving TODAG, moving from **Multiple Transit Projects** to a **Transit Program**:

1. **Group organization:** No Council approval needed. A **task force** is a standard practice within operating procedures of commissions. This task force could be constituted by motion of the Planning and Transportation Commissions with equal representation, with the option to add more non-commission residents to provide representation.



- Governed by Robert's Rules of Order.
 - Findings of the task force go to Transportation and Planning Commissions for concurrence and integration into normal processes: Public Comp Plan amendments, Capital Facilities, Six Year Transportation Plan.
 - Group may sunset after adoption of the transit program, with handoff to a permanent program manager with oversight of projects absorbed by the Transportation Commission.
2. **Concept Scope of Work:** Monitor and contribute to Sound Transit and Pierce Transit capital projects in development over next 18 months; during that time develop a long range transit master plan to guide future project development (ST4, etc.).
 - Identification of the city's most important transit corridors that carry high ridership today, as well as potential new ridership markets that will emerge as Tacoma grows in jobs and new residents
 - Selection of transit modes —such as bus rapid transit, light rail, or street car—that would work best on those corridors
 - Integration of transit capital facilities and services with walking and biking infrastructure, and using transit to make great places
 - Enhancement of bus transit performance through roadway investments
 - Coordination with Pierce and Sound Transit to create an equitable, seamless, fully integrated, frequent and user friendly network of transit services
 - Land use and urban design considerations for affordable housing and Transit Oriented Development
 - Public engagement on issues surrounding transit and mobility without a personal vehicle
 3. **Staffing:** Dedicated new "Transit Program Manager" in Planning and Development Services in charge of assisting the Planning and Transportation Commissions with transit policy, enforcing concurrence of transit program implementation with transit agencies, other departments in the City of Tacoma and Tacoma Public Utilities as set by the Comprehensive Plan and other Council resolutions.
 4. **Funding:** Funds set aside from the Transportation Benefit District to develop a transit master plan as a part of the regular transportation element update.

Cathy Reines:

- For the group to continue to have credibility, it has to be formal and meetings, while could be less frequent, should be at least every other month.
- There needs to be some additional members that represent the communities. However, on occasion, it seems like the community gets outvoted.
- Any clarification that can be provided by the council would be advantageous and appreciated.
- There would be advantages to specific project advisory committees, especially if the committee if comprised of additional neighborhood members. It is the individuals that live and work in these communities that can provide the greatest information regarding project impacts.
- The Toolkit represented a strong set of guidelines to drive future decisions, and I was very disappointed that document did not get approved to move forward to the Council.

Rick Semple:

- The TODAG should be continued and made a permanent group.
- Frequency of meetings should definitely be "as needed" but deciding who determines when the need exists is critical. Co-chairs would be the appropriate to decide when a meeting is needed. Staff should be able to notify the co-chairs as well as members that an issue or issues exist that could benefit from TODAG.
- The scope of work should be to address how City of Tacoma policy and code can be used to encourage TOD principles, as outlined by VIA, to be wisely and appropriately applied to pending development.

- The TODAG was initiated in response to the unrepresentative way Sound Transit and Pierce Transit were dominating the very few involved entities in the Dome District. So, NO, assigning TODAG to existing CBC's, such as the Dome District Business Group, to be a voice did not and will not work.
- We were assured that someone with TOD experience and enthusiasm would be hired to replace Ian Munce in the Planning Department. To my knowledge, that has not happened. Alternatively the Transportation Commission is not the appropriate body to incorporate the mission of the TODAG. They have a different and sometimes conflicting focus and set of goals.
- Until there is a new set of players, either from the immediately local development community or hired by the Planning Department, I believe the current group is the most interested and has the most knowledge of the issues and potentials of the Dome District and the evolving TOD in it.

If you have any questions, please contact Lihuang Wung, Senior Planner, Planning and Development Services, at lwung@cityoftacoma.org or (253) 591-5682.

Attachment:

1. Draft PowerPoint Presentation for City Council Study Session on November 16, 2021



TODAG Agenda 10/18/21

**Attachment 4:
Draft Presentation for
City Council Study Session**

TODAG

Progress Reports and Path Forward

City of Tacoma | Planning and Development Services

City Council Study Session
November 16, 2021



●●● Agenda



- About the Transit-Oriented Development Advisory Group (TODAG)
- Progress Reports
- Milestones of Major Projects
- Future Work Plan
- The Path Forward (Council Direction Requested)
- Presenters:
 - Imad Bahbah, Chair of TODAG
 - Donald Erickson, Vice-Chair of TODAG
 - Brian Boudet, Planning Manager, PDS

● ● ● TOD Advisory Group



- **Establishment** – City Council Resolution No. 40303 (4/16/19)
- **Duties (Assignments)** – Review major transportation investments that create TOD opportunities in neighborhoods and business districts:
 - Sound Transit’s Tacoma Dome Link Extension (TDLE)
 - Pierce Transit’s Bus Rapid Transit (BRT)
 - City’s Puyallup Avenue Design Project
- **Coordination** – “Proposals by the TODAG will be forwarded to and reviewed by the Transportation Commission for concurrence with adopted transportation and land use plans and policies”
- **Term** – Resolution assumes a 24-30 month operating schedule

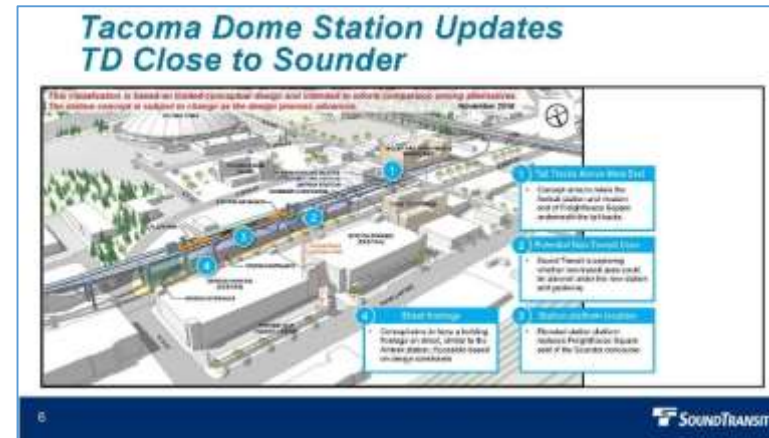
●●● TODAG Accomplishments



- Progress Report No. 1 – TDLE Tacoma Dome Station Area Evaluation (June 2020)
- Progress Report No. 2 – TDLE Portland Avenue Station Area Evaluation (October 2021)
- Progress Report No. 3 – Tacoma TOD Toolkit (October 2021)
- Letter of Comments – Puyallup Avenue Design Project (February 22, 2021)
- Joint Letter of Comments – ST Program Realignment (April 30, 2021)
- Major projects reviewed and activities conducted:
 - Walking Tour of Tacoma Dome Station Area
 - Multi-Jurisdictional Roundtable on Portland Avenue Station Area
 - TOD Roundtable Series
 - Bus Rapid Transit Project
 - Quiet Zone

Progress Report No. 1 – Dome Area

Station Options Reviewed:



●●● Progress Report No. 1 – Dome Area



Evaluation Methodology:

1. TOD Design Principles and Evaluation Matrix.
2. Visioning Exercise and Discussions
3. Review of Documents and Case Studies:
 - TDLE Station Design Concepts
 - Sound Transit ST3, TDLE and Tacoma Hilltop Link Expansion
 - Station Design Best Practices – Design Principles and Case Studies
 - Tacoma Dome Area Visioning
 - ULI Report – Dome District TOD
 - Amtrak Station Design Context
 - South Downtown Subarea Plan and EIS
4. Walking Tour of the Dome Area (February 24, 2020)

TOD Design Principles:

Multimodal Connectivity and Integration

Economic Development Opportunities

Placemaking + Urban Form

Social + Cultural Vibrancy

Community Benefit

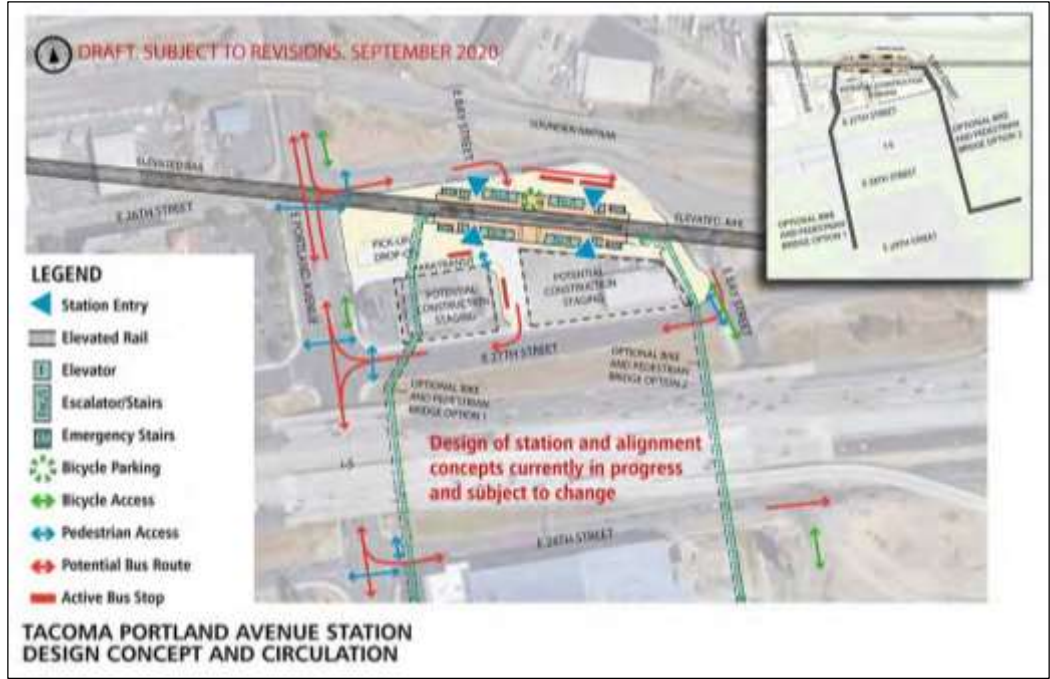
●●● Progress Report No. 1 – Dome Area

Conclusions and Recommendations:

1. Incorporate TOD Design Principles into the TDLE's EIS process.
2. Tacoma Dome Station Area:
 - Preferred Alternative – “Close-to-Sounder”.
 - Considerations over existing private property – air-rights; public/private partnerships; development agreements.
 - Promote pedestrian-oriented uses at street level, with possible mixed-use office/housing uses above.
3. Future Considerations:
 - Involve Puyallup Tribe and WSDOT in TODAG review process.
 - Pursue planning to promote TOD (e.g., subarea planning, massing analysis, public/private partnership strategies, and capital/financing strategies.)

●●● Progress Report No. 2 – Portland Ave

Station Options Reviewed:



Portland Avenue Station Option
 (“Non-Span Option”)



Portland Avenue Span Station Option
 (“Span Option”)

Progress Report No. 2 – Portland Ave

Evaluation Method and Criteria:

DESIGN PRINCIPLES		MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT OPPORTUNITIES	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL IMPACTS	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 	
STATION OPTIONS	Scoring Methods*						
	A. PORTLAND AVENUE STATION	Tally	● ₁ ◐ ₅ ○ ₄	● ₀ ◐ ₇ ○ ₃	● ₁ ◐ ₆ ○ ₃	● ₀ ◐ ₈ ○ ₂	● ₁ ◐ ₆ ○ ₃
		Weighted	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	
		Weighted	9	9	9	5	9
		● Station concept exceeds expectations ◐ Station concept meets expectations ○ Station concept falls short of expectations					

Design Principles

Criteria / Factors

Talley of Votes by TODAG Members

Keys:
 • “Full Moon”
 • “Half Moon”
 • “Empty Moon”

●●● Progress Report No. 2 – Portland Ave



Conclusions and Recommendations:

1. The Span Option is generally more preferable than the Non-Span Option.
2. Either option brings about significant TOD opportunities and benefits, and comes with concerns and issues.
3. The I-5 Overpass is an indispensable means of getting pedestrians and bicyclists across I-5 and connecting the station area with the area south of I-5. A feasibility study should be conducted early on.
4. A focused, station-area planning effort should be undertaken, in collaboration with multiple jurisdictions and the community.

●●● Progress Report No. 3 – Toolkit



What It Is and What It Does –

- **Whitepaper** – It documents the TODAG’s deliberations and thought processes.
- **Principles** – It elaborates on TOD Design Principles (i.e., “What do they mean for Tacoma?”):
- **Evaluation** – It establishes criteria for evaluating TOD projects, plans, investments and policies.
- **Implementation** – It suggests practical ways to implement a successful TOD.
- **Communication** – It provides a platform between TOD stakeholders and decision makers.
- **It is a TOOLKIT.**

TOD Design Principles:

1. Multimodal Connectivity and Integration
2. Economic Development Opportunities
3. Placemaking + Urban Form
4. Social + Cultural Vibrancy
5. Community Benefit

●●● Progress Report No. 3 – Toolkit



Toolkit Best Utilized –

- **City Council** – Adopt the Toolkit as an implementing strategy of the One Tacoma Comprehensive Plan.
- **Staff Teams and Committees** – Use the Toolkit as a guiding principle to review major transportation investments and TOD projects.
- **Developers** – Make the Toolkit available for every developer making an inquiry with the City for potential project development in the TOD neighborhood.
- **Jurisdictions** – Share the Toolkit with other jurisdictions and stimulate constructive dialogues about TOD.
- **Champion** – The Toolkit should be well utilized, promoted and kept current by a champion assigned by the City Council.

Milestones of Major Projects



Yr	2020					2021												2022					
Mo	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6
TDLE	• Station access outreach				• Station access feedback							• Prep for DEIS						DEIS					
BRT	• 60% Design Outreach							• SEPA Determination				• 90% Design Outreach • Finalize environmental review					• Design • Property acquisition						
Puyallup Ave.	• Project review • Outreach			• Grant review		• Concept alternative development				• Coordinate with WSDOT • Survey contract • Design contract						• Design/Permitting • Outreach • Pursue construction funding							
TODAG Reviews*	Blue	Blue	Blue	Blue	White	Blue	Blue	Blue	Blue	Blue	Blue	Blue	White	Blue	White	White	White	White	White	Blue	Blue	Blue	Blue
	Green	White	White	Green	Green	Green	White	White	White	White	White	White	White	Green	White	White	White	Green	White	White	Green	White	White
	White	Orange	Orange	Orange	Orange	Orange	White	White	Orange	White	White	White	White	White	Orange	White	White	White	Orange	White	White	Orange	White

* Indicating TODAG's reviews of the 3 major projects only; not showing other activities.

●●● Future Work Plan



TODAG Work Plan for 2020-2021 (October 2020):

A. TODAG Review Items (What We Need to Know):

- Review/monitor TOD related projects of Sound Transit, Pierce Transit and City of Tacoma

B. TODAG Action Items (What We Provide):

- Develop recommendations – TDLE, BRT, Puyallup Ave. Design
- Refine and apply TOD Principles and Criteria

C. Recommended Studies by Others (For Review and Discussion):

- Conduct subarea master planning, massing analysis, connectivity and accessibility analysis, parking studies, capital improvement program and financing strategies.
- Explore the formation of a Public Development Authority (PDA) if deemed appropriate.

City of Tacoma Transit-Oriented Development Advisory Group		TODAG Agenda 7/19/21 Attachment 4B		
TODAG Work Plan for 2020-2021 – Outline October 14, 2020				
The TODAG Work Plan for 2020-2021 is expected to include the following work items, subject to modifications and further elaborations. These Work Items are grouped below as TODAG Review Items, TODAG Action Items, and Recommended Studies by Others.				
A. TODAG Review Items (What We Need to Know):				
<i>Priority Review Items (Items are numbered for identification purpose)</i>				Lead Agencies
Review/monitor	TDLE/ST3 (Sound Transit) projects	ST	PT	COT
1.	Review TDLE Station Design concepts for Tacoma Dome District	✓		
2.	Review TDLE Station Design concepts for Portland Avenue Area	✓		
3.	Review Sound Transit ridership and projected ridership demographics for light rail	✓		
4.	Review Tacoma Link ("streetcars") Hilltop Extension	✓		
5.	Review Tacoma Dome Link Extension DEIS	✓		
Review/monitor	Pierce Transit related projects			
6.	Review Pierce Transit's ridership / projected ridership demographics for bus transit		✓	
7.	Review Pierce Transit's Pacific Avenue Bus Rapid Transit (BRT) project		✓	
8.	Review Pierce Transit's infrastructure/capital improvements program		✓	
Review/monitor	City of Tacoma (COT) related projects			
9.	Review City's Puyallup Avenue design project			✓
10.	Review ULI Technical Assistance Panel's Dome District TOD Report			✓
11.	Review Tacoma Dome District Parking and Access Report			✓
12.	Review upcoming non-public new development plans and initiatives			✓
13.	Review affordable housing issues in relation to TOD			✓
14.	Review historic preservation and owner rehab programs in relation to TOD			✓
15.	Review public/private partnership strategies/tools such as a Public Development Authority, business improvement district, etc.			✓
16.	Review City Street Operations & Maintenance Program			✓
B. TODAG Action Items (What We Provide):				
1. Develop recommendations for TDLE's East Tacoma Station.				
2. Develop recommendations for Pierce Transit's Bus Rapid Transit Project.				
3. Develop recommendations for the City of Tacoma's Puyallup Avenue Design Project.				
4. Refine urban design principles and priorities applicable to project areas under TODAG's review (district characteristics/identity, wayfinding, pedestrian amenities, public open spaces, lighting, paving, landscaping, etc.)				
C. Recommended Studies by Others (For Review and Discussion):				
1. Conduct subarea master planning – updating the South Downtown Subarea Plan.				
2. Conduct massing analysis.				
3. Conduct connectivity and accessibility analysis.				
4. Conduct parking studies.				
5. Develop capital improvement program and financing strategies.				
6. Explore the formation of a Public Development Authority (PDA) if deemed appropriate.				

●●● The Path Forward – Outlook



TODAG's Contributions (August 2019 – November 2021):

- Provides vision, value and means
- Builds consensus, momentum and status
- Has acquired substantive knowledge and accomplishments
- Identifies/recommends more to be done, and should/can be done

●●● The Path Forward – Issues



Resolution No. 40303 (April 16, 2019):

- **Premise** – TODAG is considered a “Pilot Program” only; not permanent.
- **Timeline** – 24-30 month operating schedule; no sunset clause.
- **Scope** – Only 3 projects assigned, seemingly focused on the Dome Area only.
- **Membership** – Silent on membership structure (composition, positions, number, eligibility, requirements, term limits, appointment process, or operating procedures)
- **Coordination** – Only with the Transportation Commission; roles not clear
- **Reporting** – No protocol defined
- **Staffing and Resources** – Limited

●●● The Path Forward – Options



Option A – Mission Accomplished:

- TODAG sunsets
- Res. 40303 expires

Option B – Mission Carried-on:

- TODAG continues as is, but perhaps meet less frequently or as needed
- Res. 40303 reauthorized, with the following clarified: scope of work, roles and responsibilities, timeline, membership and appointment, operating procedures, coordination with CBCs, reporting protocol, staffing, and resources

Option C – Mission Handed-over:

- TODAG sunsets
- Establish a successor group by Resolution, or assign TODAG duties to one or more existing CBCs by Resolution or Council Directive

●●● The Path Forward – Recommendations

Option B – Mission Carried-on:

- TODAG continues as is, but perhaps meet less frequently or as needed
- Res. 40303 reauthorized, with the following clarified: scope of work, roles and responsibilities, timeline, membership and appointment, operating procedures, coordination with CBCs, reporting protocol, staffing, and resources





TODAG

Progress Reports and Path Forward

City of Tacoma | Planning and Development Services

**City Council Study Session
November 16, 2021**

