



Transit-Oriented Development Advisory Group (TODAG)

City of Tacoma | TODAG | Planning and Development Services

City Council Study Session
November 23, 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, TODAG
 - Donald Erickson, Vice-Chair, TODAG
 - Brian Boudet, Planning Manager, PDS

● ● ● TODAG Creation



- **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 Pacific Avenue 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



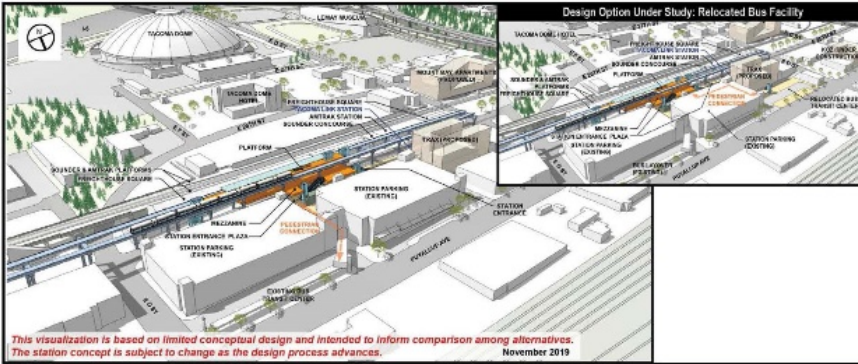
- Progress Report No. 1 – TDLE Tacoma Dome Station Area Evaluation (Jun. 2020)
- Progress Report No. 2 – TDLE Portland Avenue Station Area Evaluation (Oct. 2021)
- Progress Report No. 3 – Tacoma TOD Toolkit (Oct. 2021)
- Letter of Comments – Puyallup Avenue Design Project (Feb. 2021)
- Joint Letter of Comments – ST Program Realignment (Apr. 2021)
- Major projects reviewed and activities conducted:
 - Walking Tour of Tacoma Dome Station Area
 - Roundtable on Portland Avenue Station Area
 - TOD Roundtable Series
 - Bus Rapid Transit Project
 - Quiet Zone

Progress Report No. 1 – Dome Area



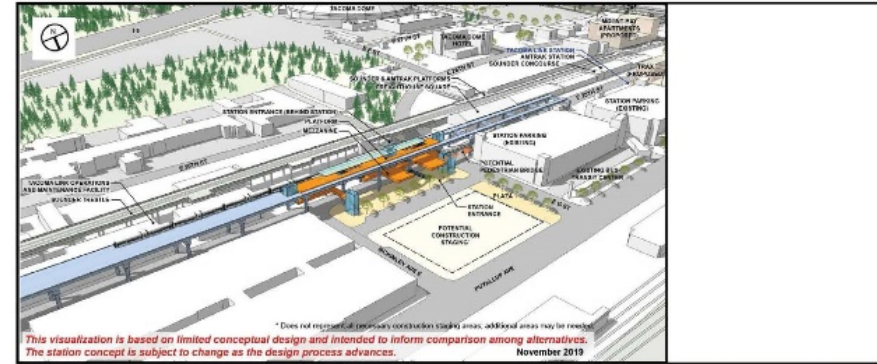
Station Options Reviewed

Tacoma Dome Station Updates TD 25th West



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Tacoma Dome Station Updates TD 25th East



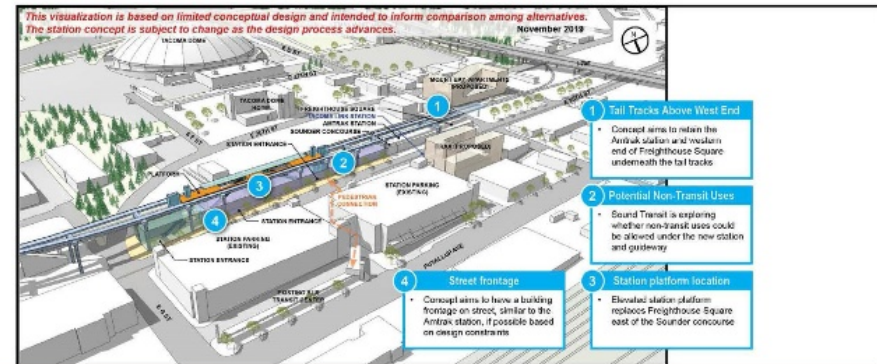
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Tacoma Dome Station Updates TD 26th



9

Tacoma Dome Station Updates TD Close to Sounder



6

●●● Progress Report No. 1 – Dome Area



Evaluation Methodology:

1. TOD Design Principles and Evaluation Matrix
2. Visioning Exercise and Discussions
3. Walking Tour of the Dome Area (February 24, 2020)
4. 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
 - Urban Land Institute Report – Dome District TOD
 - Amtrak Station Design Context
 - South Downtown Subarea Plan and EIS

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:

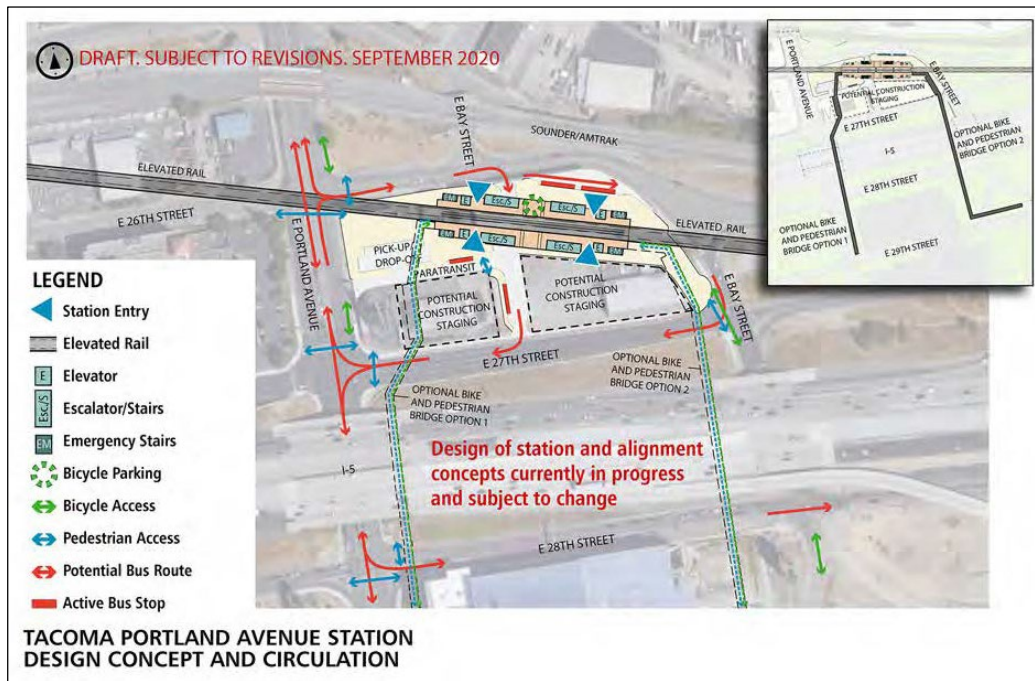
(previously presented at City Council Study Session, August 25, 2020)

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., station-area planning, massing analysis, public/private partnership strategies, and capital/financing strategies.)

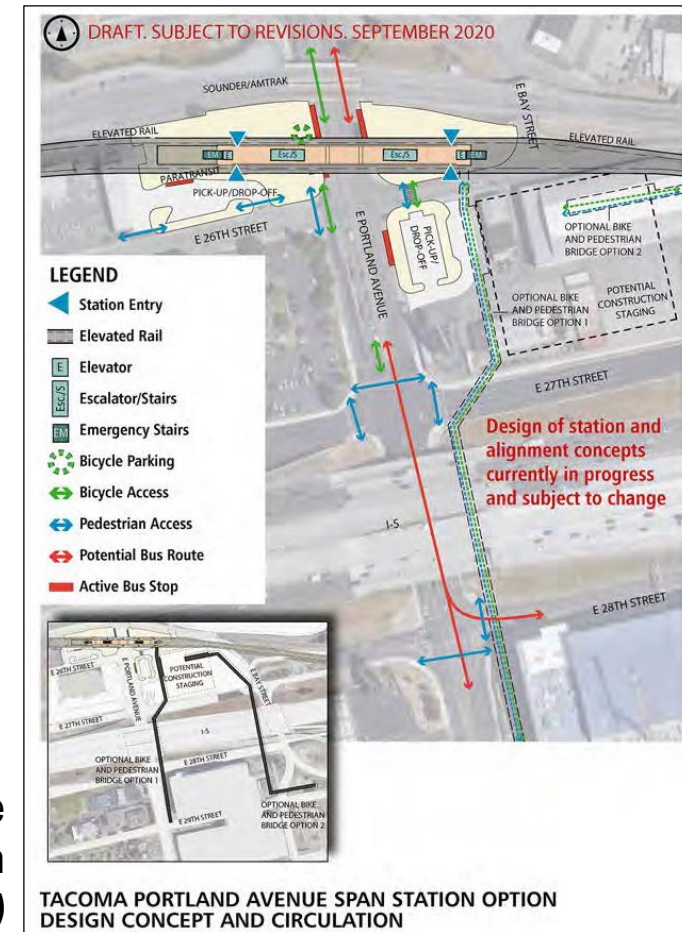
● ● ● Progress Report No. 2 – Portland Ave.



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	STATION OPTIONS	Scoring Methods*	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 - 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"> Increased social equity City's Equity Index and Equity Map Dome District vision / character Affordable housing Local retail / small businesses Civic space Programmed community events <ul style="list-style-type: none"> Street fairs / farmers market
A. PORTLAND AVENUE STATION	Tally		● 1 ● 5 ○ 4	● 0 ● 7 ○ 3	● 1 ● 6 ○ 3	● 0 ● 8 ○ 2	● 1 ● 6 ○ 3
	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
Legend			● Station concept exceeds expectations (Weight: +2 pt's)	● Station concept meets expectations (Weight: +1 pt)	○ Station concept falls short of expectations (Weight: -1 pt)		

Design Principles

Criteria & Factors

Graphical Weighting System

Numerical Weighting System

●●● 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 various jurisdictions, the Puyallup Tribe, and the community.

Progress Report No. 3 – TOD Toolkit

The “Tacoma TOD Toolkit” is a unique product of TODAG that —

- Documents the TODAG’s deliberations and thought processes.
- Articulates TOD Design Principles and their applicability to Tacoma.
- Establishes criteria for evaluating TOD projects, plans, investments and policies.
- Suggests practical ways to implement a successful TOD.
- Provides a communication platform between TOD stakeholders and decision makers.

TOD Design Principles:

Multimodal Connectivity and Integration

Economic Development Opportunities

Placemaking + Urban Form

Social + Cultural Vibrancy

Community Benefit

●●● Progress Report No. 3 – TOD Toolkit

TODAG Recommends that the “Tacoma TOD Toolkit” be –

- Adopted by the **City Council** as an implementing strategy of the One Tacoma Comprehensive Plan.
- Used by **staff and committees** as a guiding principle to review TOD projects and investments.
- Made available to **developers** interested in project development in TOD neighborhoods.
- Shared with **jurisdictions** to stimulate constructive dialogue about TOD.
- Well utilized, promoted and kept current by a **champion** assigned by the City Council.





Puyallup Avenue Design Project



Puyallup Avenue Transit/Complete Street Improvement Project (from South C Street to Portland Avenue):



Segment 1: Neighborhood District

Segment 2: TOD District

Segment 3: Industrial District

- 1.2-mile 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, accessible pedestrian signals, pedestrian scale lighting, etc.

	2020	2021	2022	2023
Alternative Development	[Blue arrow from 2020 to 2022]			
Survey			[Blue arrow from 2021 to 2023]	
Design/Permitting/ROW			[Blue arrow from 2022 to 2023]	
Pursue Funding	[Blue arrow from 2020 to 2023]			

TODAG Reviews → ▲▲▲▲▲▲▲▲

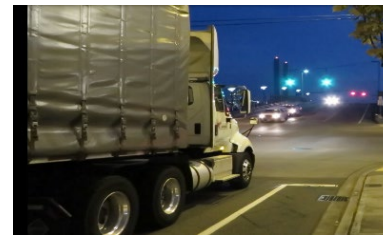
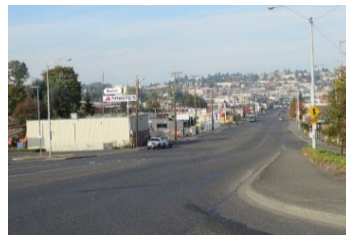
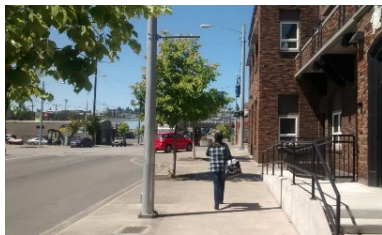
← We Are Here

●●● Puyallup Avenue Design Project



TODAG's Recommendations (February 2021):

1. Adhere to TOD Design Principles
2. Recognize three distinct districts
3. Provide pedestrian oriented amenities
4. Provide protected bicycle connectivity
5. Designate a Business Access and Transit (BAT) lane
6. Employ traffic calming measures
7. Accommodate short-term, on-street parking
8. Ensure safe and efficient freight mobility
9. Maintain consistency with the One Tacoma Comprehensive Plan



TOD Design Principles:

Multimodal Connectivity and Integration

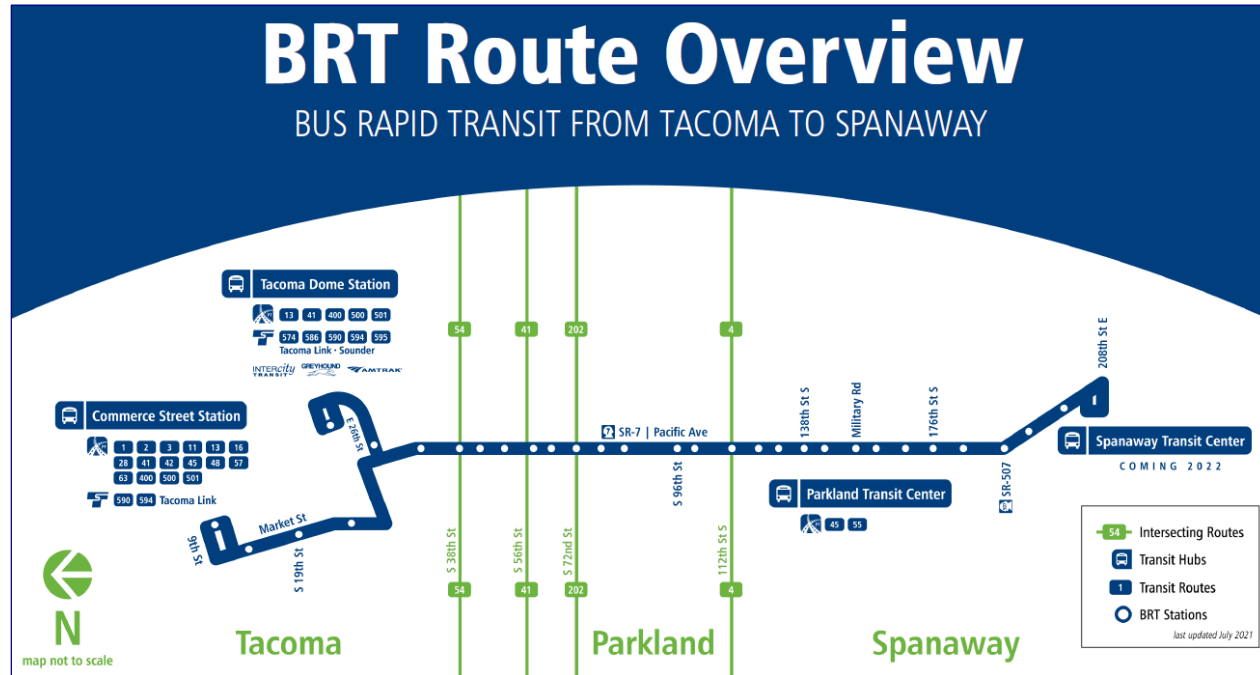
Economic Development Opportunities

Placemaking + Urban Form

Social + Cultural Vibrancy

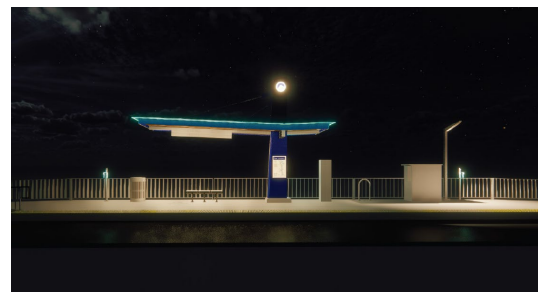
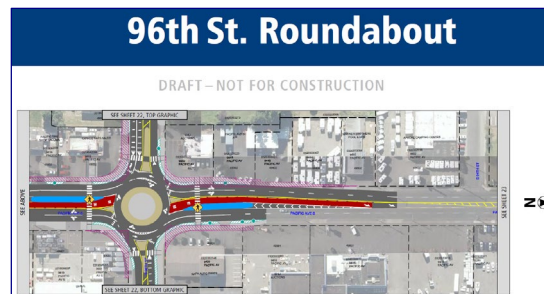
Community Benefit

● ● ● Bus Rapid Transit (BRT)



TODAG's Comments:

- Pedestrian crossing safety near roundabouts
- Wayfinding at stations with connecting routes
- Roundabout costs and benefits
- Incorporating art at stations

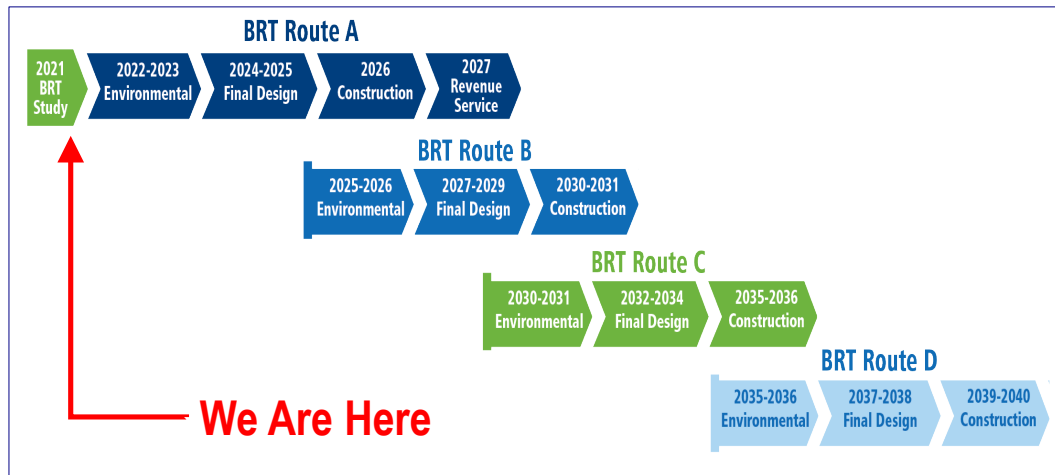


● ● ● Bus Rapid Transit (BRT)



BRT Stream System Expansion Study

Project Timeline



Milestones of Major Projects



Yr	2020		2021			2022		
TDLE	<ul style="list-style-type: none"> Station access outreach 	<ul style="list-style-type: none"> Station access feedback 	<ul style="list-style-type: none"> Prep for DEIS 			<ul style="list-style-type: none"> DEIS 		
BRT	<ul style="list-style-type: none"> 60% Design Outreach 		<ul style="list-style-type: none"> SEPA Determination 	<ul style="list-style-type: none"> 90% Design Outreach Finalize environmental review 		<ul style="list-style-type: none"> Design Property acquisition 		
Puyallup Ave.	<ul style="list-style-type: none"> Project review Outreach 	<ul style="list-style-type: none"> Grant review 	<ul style="list-style-type: none"> Concept alternative development 	<ul style="list-style-type: none"> Coordinate with WSDOT Survey contract Design contract 		<ul style="list-style-type: none"> Design/Permitting Outreach Pursue construction funding 		
TODAG Reviews*								

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

We Are Here

●●● Future Work Plan



TODAG Work Plan for 2020-2021 and beyond:

A. TODAG Review Items:

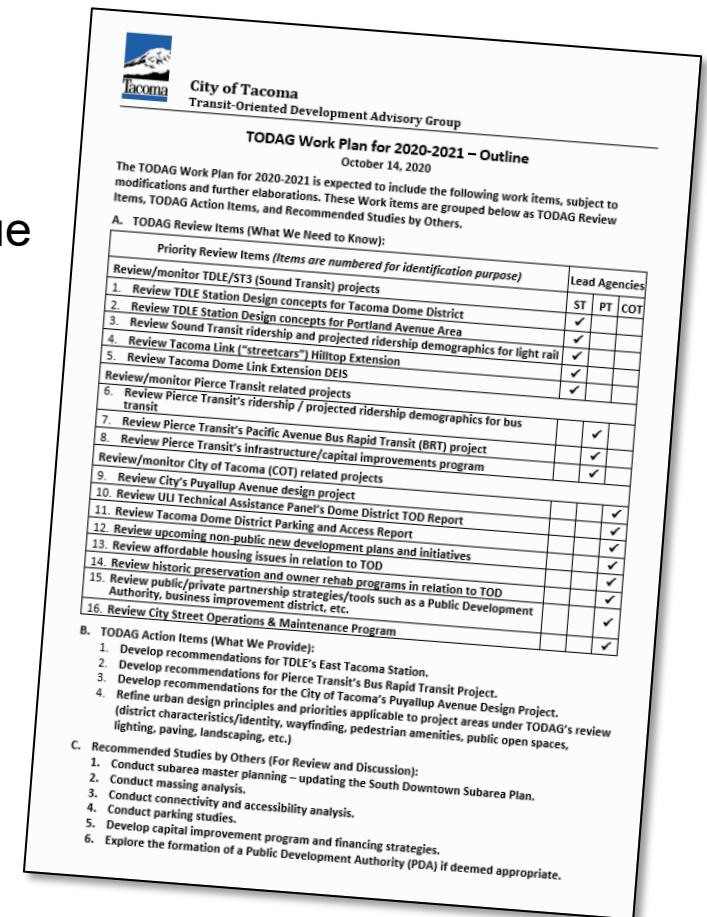
- TDLE, BRT, Stream System Expansion Study, Puyallup Avenue Design Project, and other TOD projects

B. TODAG Action Items:

- Develop recommendations on projects
- Refine TOD Principles and Criteria for city-wide application

C. Recommended Studies (for example):

- Station-area master planning
- Massing analysis
- Connectivity and accessibility analysis
- Parking studies
- Capital improvement program and financing strategies
- Potential formation of a Public Development Authority (PDA)



●●● TODAG's Outlook



In TOD implementation, TODAG can continue to:

- Provide vision, value and means/platform
- Build consensus, momentum and status/credibility
- Expand knowledge base
- Bridge land use and transportation
- Promote equitable transit-oriented development
- Identify and recommend strategies, actions and projects
- Unique and broad membership, expertise and collaboration

●●● The Path Forward



The City Council is recommended to consider a resolution to:

1. Acknowledge the TODAG's accomplishments.
2. Approve the TODAG's Progress Report No. 3 – "Tacoma TOD Toolkit" as an implementation strategy of the One Tacoma Comprehensive Plan.
3. Authorize the TODAG to continue operating through the end of 2022 with the current membership structure and staffing support.
4. Clarify the TODAG's reporting protocol.

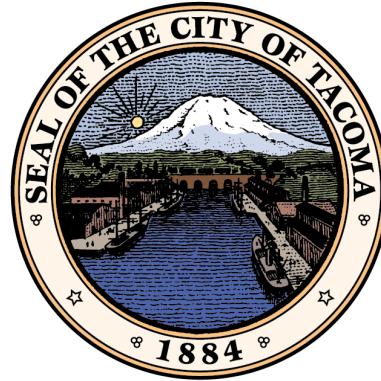
For example: "The TODAG's proposals shall be submitted to the City Council for consideration. Prior to such submittal, proposals shall be reviewed by the Planning Commission and the Transportation Commission, or their designated representatives, for consistency with the One Tacoma Comprehensive Plan."

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●●● The Path Forward (continued)



5. Reassess the TODAG's status in late 2022 as part of the development of the City's 2023-2024 Biennial Budget. The assessment should inform the decision for the potential reconstitution of the TODAG, and should include the following actions:
 - Reconfirm the City's needs for the TODAG;
 - Review and update the TODAG's scope of work;
 - Solidify membership structure by establishing composition and positions, number of members, eligibilities and qualifications, term limits, appointment process, and operating procedures;
 - Clarify departmental responsibilities for staffing support for the TODAG; and
 - Identify and allocate operating funds for the TODAG.



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