



Agenda

- Date/Time:** Monday, August 17, 2020, 4:00 pm
- Location:** (Meeting to be conducted virtually)
- Attendees:** TODAG Members, City Staff, Sound Transit, Pierce Transit, VIA-Architecture
- Purpose:** Review Progress Report No. 1 and Work Plan for 2020-2021

To comply with Governor Jay Inslee’s Proclamation 20-28 in response to the COVID-19 pandemic, this meeting will not be conducted in-person. The meeting can be attended remotely at <https://us02web.zoom.us/j/83199542383>, or by dialing +1 (253) 215-8782 and entering the meeting ID 831-9954-2383, when prompted.

Microphones should be muted and cameras turned off for all participants during the meeting, except for presenters and members that would like to speak up.

Public comments on discussion items will NOT be accepted at the meeting. The TODAG encourages citizens to submit comments in writing prior to the meeting, i.e., by 2:00 p.m., on August 17th. Please e-mail your comments to Planning@cityoftacoma.org, put in the subject line “TODAG Meeting 8/17/20”, and clearly indicate which agenda item(s) you are addressing.

ITEM	LEAD	DURATION
Call to Order		
1. Review/Approval of Meeting Notes (January 27, 2020 and February 24, 2020)	Chair Bahbah	5 min.
2. Public Comment (written comments only; see message above)		
Discussion/Action Items		
1. TODAG Progress Report No. 1 – Feedback	Chair Bahbah and Vice-Chair Erickson	20 min.
2. Tacoma Dome Link Extension Update	Sue Comis, Sound Transit	20 min.
3. Pierce Transit Bus Rapid Transit Update	Tina Lee, Pierce Transit	20 min.
Communication Items		
1. TODAG Progress Report No. 1 Briefings:	Chair Bahbah and Vice-Chair Erickson	2 min.
a. Planning Commission (8/19/20)		
b. Transportation Commission (8/19/20)		
c. City Council Study Session (8/25/20)		

2. Future Agenda Items:	Chair Bahbah and Vice-Chair Erickson	10 min.
a. TODAG Work Plan for 2020-2021		
b. TDLE East Tacoma Station Area (WSDOT and Puyallup Tribe input required)		
c. Urban Land Institute (ULI) Report		
d. Dome District Parking and Access Study		
e. TODAG Progress Report No. 2 (to recommend East Tac. Station Area preference)		

3. Closing Comments / New Business	Chair Bahbah	3 min.
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Adjournment

Next Meeting: Monday, September 21, 2020, 4:00 p.m.

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

MEETING NO.: 06-2020
MEETING DATE: January 27, 2020

Members Present: Amber Stanley, Cathy Reines, Chris Karnes, Daren Crabill, David Daniello, Don Erickson, Evette Mason, Imad Bahbah, Janice McNeal, Justin Leighton, Kerri Hill, Adam Cook (for Kim Bedier), Rick Semple, Ryan Givens

Visitors: Sue Comis (Sound Transit), Tina Lee (Pierce Transit)

Staff Support: Brian Boudet (PDS), Lihuang Wung, (COT), Dana Brown (PW), Pat Beard (CED)

Facilitator: Keith Walzak (VIA-Architecture)

ITEM 01: INTRODUCTIONS / ANNOUNCEMENTS

- Meeting called to order at 4:02pm in Room 248 of TMB by Keith Walzak
- No Public Comment
- Announcements: Brian indicated a conflict with the upcoming February meeting date.
- Attendance Correction; Ryan Givens and Chris Karnes were both in attendance at the Dec. 2019 regular meeting.

ITEM 02: CHAIR – CO-CHAIR SELCTION

- Members elected to select 2 Co-chairs. Co-chairs: Imad Bahbah and Don Erickson.

ITEM 03: ST CENTRAL LINK STATION CONCEPT INPUT

PORTLAND AVENUE STATIONS (Option A and B)

- Diagram shows a pedestrian connection. Is this proposed as over the freeway?
- Multi-modal connections are critical – need to improve pedestrian connections in vicinity (i.e. sidewalks / pedestrian refuge islands)
- Don't wait for pedestrian improvements / provide improvements now
- Portland Option 'B' – provide opportunities to improve pedestrian connections on both side of Portland Ave.
- ST committing funding for the design of site improvements – actual implementation of improvements is unknown. Local jurisdictions need to work with WSDOT and ST to coordinate.
- Lighting enhancements are needed
- Question; has the Casino committed to providing any funding for infrastructure improvements in the area?
- Unlikely that ST will contribute funding for pedestrian crossing (bridge over I-5)

- Question; will pedestrian movement up and down the station platform be easily accommodated?
- TODAG requested that WSDOT attend future meetings to provide updates on 1-5 improvements such as pedestrian connections under the freeway.
- Proposed 16 ft. wide openings on both sides.
- Pedestrian underpasses should be reasonably accommodated (friendly)
- Pierce Transit: Concern that bus circulation / stop locations may hinder operations. Option 'B' is better in that it does not require transit buses to enter the development block. Bus passenger pick-up and drop-off locations are important.
- Both options provide good redevelopment potential. Option 'A; development potential is somewhat impacted.
- Question; Does ST have mode split data for each location? Safe to assume that more traffic in and around the station will be expected.
- Pedestrian safety east of access should be a priority.
- From a pedestrian circulation perspective, Option 'B; overall is a better option.
- Question; Will future traffic signals and/or signal upgrades be anticipated or programmed for the area? If so, what intersections?
- Generally, need to reconfigure the street / blocks in the area before major transit improvements are realized. Street vacation options should be explored further.
- Access study – defining ingress and egress points on Portland Ave. - is needed. WSDOT should be involved (may be beyond the scope of ST, but ST should be involved).
- The TODAG could (should) advocate for further study. A Portland Ave corridor study is likely needed.

TACOMA DOME STATIONS (Option 1 - 4)

TD 25th Street West

- This is the ST preferred location (prior to Closer to Sounder option development)
- Awkward alignment with cavernous feeling and impacts on the 25th Street corridor
- Overhead structure will create a shadowing effect – negative impact on the street environment below.
- Amtrak Station design includes roll-up doors as façade elevation feature. The shadow effect from the structure above will be detrimental to the intended Amtrak Station street frontage and activation. Negative impacts on placemaking intent.
- This location is considered as the best in terms of proximity to other mode connection points.
- Question; What is the future urban form and density vision for this core area? What zoning change will be need to be considered o help achieve the development vision (for all options).

TD 25th Street East

- Least painful of over street options
- Too far from Tacoma Link / Amtrak and Sounder platform
- Grade change on E 'G' St. south of station
- Economic redevelopment potential with parcel between E 'G' St. and McKinley Ave.
- Good adjacencies to parking
- Run-out (tail tracks) would not cross E 'D' St. – (note, the long-term vision is for the alignment to extend beyond the Tacoma Dome area which would result in shadowing and impacts on adjacent structures).

TD 26th Street

- Bad option for neighborhood
- Covers E 'D' St.
- Will not necessarily help to improve access to the Dome
- Visual impacts on apartment building at 'D' St.
- Significant safety issues with covered walkways
- Taller track system structure over 26th St. due to future crossing over I-705
- Key priority is to ensure connections to other modes. This option is not ideal.

TD Close to Sounder

- This option must retain Amtrak in its new location
- Would be a new ST station concept – to retain existing uses and incorporating new programmed uses. ST has not done this type of development before.
- Optimizes multi-modal connections
- Does not take away real estate while revitalizing the Freighthouse Square. May impact portion of the structure to the west but overall, the opportunity is greater than the negative impacts. Save the west side of Freighthouse Square – the most iconic segment/corner of the structure. Redevelop FS as a new contemporary, mixed use station facility.
- Narrow lots to the east are challenging sites, but are developable.
- Station could be a catalyst project
- Tail track (400 ft. length) would not extend over E 'D' St. Note, assume future needs and ST 4 that would extend the tracks east and under I-705.
- Keeps 25th St. corridor open.

SUMMARY INPUT

PORTLAND AVENUE OPTIONS

Based on the defined Design Principle, **Portland Ave. Option 'B'** was determined to meet the criteria the best.

- **Multi-Modal Connectivity:** Best served with the over Portland Avenue option
- **Economic Development:** Land development opportunities are optimized with the over Portland Avenue option

TACOMA DOME OPTIONS

Based on the five defined Design Principle, Close to Sounder Option was determined as a priority.

Multi-Modal Connectivity

Exceeds Expectations

- Provides the best opportunity for safe pedestrian connections and access to multiple modal options in the area

Economic Development

Meets Expectations

- E. 'G' St development opportunities are retained
- Limits any negative impact and retains key land parcels

Placemaking + Urban Form

Meets Expectations

- Provides a unique urban experience integrating the Freighthouse Square
- Opportunity to create a safe and enjoyable pedestrian feel
- Potential for developing an integrated and iconic station design
- Least impactful urban form w/greatest potential for creating something unique
- Options over streets creating shadowing affect are least preferred

Social + Cultural

Meets Expectations

- Amtrak Station open door façade design is best utilized with this option
- Allows for street level activation opportunities
- Opportunity to retain/regenerate Freighthouse Square as a destination place

Community Benefit

Meets Expectations

- Public spaces under track system are important spaces
- Group consensus that the west end of the Freighthouse Square could be modified as a community benefit

Next steps

The TODAG members instructed the Co-Chairs to work with city staff to develop a 'preliminary recommendations letter' to be forwarded to the Transportation Commission for consideration with copies distributed to Sound Transit, City Council, Planning Commission and other appropriate groups. It is understood that the recommendation is preliminary and is based on the information available at this time. Additional opportunities will be made available to the TODAG to continue to review and provide input into the process.

ITEM 04: FUTURE AGENDA ITEMS (HOT TOPICS)

- TODAG group Site Tour: Feb 24th from 4-5PM. Meet on site.
- Co-Chair to meet w/Brian to define next agenda items for March
- Review ULI-TAP recommendations for the Dome District
- TODAG 2020 Work Plan

Meeting ended at 6:00pm

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

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

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

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

Staff Support: Lihuang Wung (COT)

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

1. Chair Imad Bahbah and Vice-Chair Don Erickson called the meeting to order at 4:10pm at Koz at the Dome, 304 Puyallup Avenue (thanks to Nancy).
2. No Public Comment.
3. Tour – The group toured the area bounded by E. ‘C’ St., E. 25th St., E. ‘G’ St., and E. 26th St., and made stops at the following locations:
 - (a) Koz at the Dome – Toured a studio unit and the rooftop of this new apartment community centrally located near transit options and attractions.
 - (b) 25th and C Streets – Discussed development potentials near the intersection, especially the NW and SW corners.
 - (c) Tacoma Link Station – Reviewed TRAX, a planned Transit-Oriented Development (TOD) mixed-use project next to the station, and some of its design features (e.g., pedestrian and bicycling accessibility, cultural development, and place-making).
 - (d) Amtrak Station – Viewed the architectural design features (e.g., the sliding and vertical lift doors, and the mural), and how they are intended to enhance the passenger rail experience in the Pacific Northwest.
 - (e) Rooftop of Tacoma Dome Station (West Garage) – Overlooked the Dome District, and envisioned the alignments and stations of alternatives TD 25th West, TD 25th East, TD 26th, and TD Close-to-Sounder.
 - (f) Entrance to Tacoma Dome Station (East Garage) – Scanned 25th St. and the Freighthouse Square building, and envisioned the placement, scale, bulk, and effects of tracks, columns, and stations of alternatives TD 25th West and TD Close-to-Sounder.
 - (g) 25th and G Streets– Viewed the Sound Transit’s trestle/viaduct, envisioned the TD 25th East station, and discussed the impacts to the U-Haul Storage structure and parcel.
 - (h) 26th and D Streets– Envisioned the TD 26th station.
 - (i) Celebrity Cake Studio (314 E. 26th St.) – Envisioned the effects of TD 26th tracks and station from the perspective of a small business, and enjoyed about 80 pieces of all-you-can-eat cakes (thanks to David).

ITEM 02: DEBRIEFING

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

ITEM 03: NEXT STEPS

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

Meeting adjourned at 6:10pm.



Tacoma

City of Tacoma

Transit-Oriented Development Advisory Group

June 15, 2020

The Honorable Mayor and City Council
City of Tacoma
747 Market Street, Suite 1200
Tacoma, WA 98402

RE: Transit-Oriented Development Advisory Group – Progress Report No. 1

Honorable Mayor Woodards and Members of the City Council,

On behalf of the Tacoma Transit-Oriented Development Advisory Group (TODAG), we are submitting our Progress Report No. 1 (attached). This document summarizes and outlines our progress to date and in particular relays our thoughts and recommendations concerning the Tacoma Dome Link Extension (TDLE) project to Sound Transit in a timely manner, as the project is quickly moving into the Draft Environmental Impact Statement (DEIS) process.

The TODAG is a broad-based advisory group established by the City Council on April 16, 2019, per Resolution No. 40303, to review and make recommendations on the various projects impacting regional and local public transportation facilities in neighborhoods and business districts where transit-oriented development (TOD) opportunities are transpiring. We are currently tasked to review three projects, i.e., the TDLE, the Pierce Transit Pacific Avenue Bus Rapid Transit (BRT) project, and the City's pending Puyallup Avenue design project.

Since our first monthly meeting in August 2019, we have been focusing our reviews and deliberations on the TDLE project, for reasons stated in the opening paragraph. Our monthly meeting agendas have consisted of detailed evaluation, presentation and discussion with various organizations, case study analysis, and review and analysis of existing relevant reports and documents. We also conducted a walking tour and on-site discussion of the Tacoma Dome Station Area in February 2020.

To guide our review and assessment of the TDLE project, we developed the following Design Principles, which are based on Sound Transit's Guiding Principles while providing a clearer emphasis on local social, cultural and equity considerations:

- (1) Multimodal Connectivity
- (2) Economic Development Opportunities
- (3) Placemaking/Urban Form
- (4) Social + Cultural Impacts
- (5) Community Benefit

As detailed in the attached Progress Report No. 1, we offer the following preliminary recommendations:

- A. Design Principles** – The above mentioned five Design Principles, along with the respective subsets of criteria, have proven to be a very practical and effective tool that guided us through the review of the TDLE project. We will continue to apply these principles for the review of other TOD related projects. We recommend that Sound Transit incorporate the five Design Principles into the TDLE's EIS process.
- B. Tacoma Dome Station Area** – For the Tacoma Dome Station area, we recommend that the "Close-to-Sounder" alignment and station option be the Preferred Alternative. We believe it exemplifies the optimal realization of the five Design Principles and represents a consensus of our group's deliberations. Conditions exist with this recommendation, as it will involve air-rights



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Mayor and City Council

TODAG Progress Report No. 1

June 15, 2020

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considerations over existing private property or possibly the acquisition of the Freighthouse Square site. Either way this will require the development of public/private partnerships and development agreements. Critical to this option will be the development of interlocal agreements between Sound Transit and the City of Tacoma to ensure that the areas between East 'G' Street and East 'D' Street under the elevated tracts and station above, will be developed with retail and other pedestrian-oriented uses at street-level along the East 25th Street frontage, with possible mixed-use office/housing uses above.

- C. East Tacoma Station Area** – For the East Tacoma Station area, we defer our recommendation at this time, since we feel further study and engagement with the Puyallup Tribe and WSDOT are required for making a sound recommendation. We expect to formulate our recommendations for this station area in a subsequent Progress Report No. 2 in the near future.
- D. Future Considerations** – As we continue to stay engaged in the TDLE and other significant projects, we recommend that the Puyallup Tribe and WSDOT be invited to actively participate in our dialogue and review process, especially at the East Tacoma Station Area. We also recommend that the City of Tacoma build on this unique opportunity and advance TOD in these areas by pursuing and updating effective planning and development activities, such as but not limited to: subarea master planning, massing analysis, connectivity and accessibility analysis, integration of transportation and land use, parking studies, public/private partnership strategies, and capital improvement program and financing strategies.

This Progress Report No. 1 is being forwarded to the City's Transportation Commission, as Resolution No. 40303 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 respectfully soliciting the Commission's feedback on the report. We are confident that our thoughts and recommendations are consistent with all TOD-related policies of the *One Tacoma* Comprehensive Plan.

This Progress Report No. 1 is also being forwarded to Sound Transit's project development director for the TDLE. We hereby request that this report be incorporated into the DEIS process as part of the public comments. We also acknowledge and appreciate that Sound Transit has been well represented in our monthly meetings and deliberations.

We appreciate the opportunity to reflect the community vision and the values of Tacoma on this important project through the collective expertise, knowledge, talents and passion of the TODAG membership. We are optimistic for a great future for the Dome District and the East Tacoma area. If you have any questions about this submittal, please contact TODAG's staff liaison, Brian Boudet, Planning Manager, Planning and Development Services Department, at (253) 573-2389 or bboudet@cityoftacoma.org.

Respectfully,



Imad H. Bahbah, RA, SARA
Chair of TODAG

Enclosure: TODAG Progress Report No. 1, May 2020

- c. Elizabeth Pauli, City Manager
Brian Boudet, Planning Manager, Planning and Development Services Department
Tacoma Planning Commission
Tacoma Transportation Commission
Curvie Hawkins Jr., TDLE Project Development Director, Sound Transit



TRANSIT-ORIENTED DEVELOPMENT ADVISORY GROUP

PROGRESS REPORT NO. 1

May 2020

A. Executive Summary

About This Report

This Progress Report No. 1 summarizes and outlines the accomplishments to date and the next steps of the Tacoma Transit-Oriented Development Advisory Group (TODAG). In particular, the report delivers the TODAG's current thoughts and recommendations concerning Sound Transit's Tacoma Dome Link Extension (TDLE) project, which is moving into the Draft Environmental Impact Statement (DEIS) phase. This report includes the following sections:

- A. Executive Summary
- B. Evaluation Methodology
- C. Sites Under Consideration
- D. Recommendations
- E. Next Steps
- F. Membership

Establishment of TODAG

The TODAG is a broad-based advisory group established by the City Council on April 16, 2019, per Resolution No. 40303, to review and make recommendations on the various projects impacting regional and local public transportation facilities in neighborhoods and business districts where TOD opportunities are transpiring. The TODAG is currently tasked to review three projects, i.e., the TDLE, the Pierce Transit Pacific Avenue Bus Rapid Transit (BRT) project, and the City of Tacoma's Puyallup Avenue design project. The TODAG's website, which includes membership information and meeting agenda, presentations, and notes, is: www.cityoftacoma.org/TODAdvisoryGroup.

Evaluation Methodology and Design Principles

The TODAG has been meeting monthly since August 2019 (up until March when meetings were temporarily placed on-hold due to the COVID-19 pandemic) and focusing our reviews and deliberations on the TDLE project. Our monthly meeting agendas have consisted of detailed evaluation, presentation and discussion with various organizations, case study analysis, and review and analysis of existing relevant reports and documents. We conducted a walking tour and on-site discussion of the Tacoma Dome Station Area in February 2020.

We developed five Design Principles along with review criteria to guide our review and assessment of the TDLE project. These principles and criteria have proven to be a very practical and effective tool, which we will continue to apply for the review of other TOD-related projects. The five design principles are:

- (1) Multimodal Connectivity
- (2) Economic Development Opportunities
- (3) Placemaking/Urban Form



- (4) Social + Cultural Impacts
- (5) Community Benefit

Recommendations

The TODAG offers the following recommendations concerning the TDLE project:

1. Design Principles:

We recommend that Sound Transit incorporate the above-mentioned five Design Principles into the TDLE's DEIS process.

2. Tacoma Dome Station Area:

For the Tacoma Dome Station area, we recommend that the "Close-to-Sounder" alignment and station option be the Preferred Alternative. We believe it exemplifies the optimal realization of the five Design Principles and represents a consensus of our group's deliberations. Conditions exist within this recommendation, which can be found in the body of this report. At the same time, the other 3 station locations have been identified as adding negative attributes to the neighborhood. See the body of this report for details.

3. East Tacoma Station Area:

For the East Tacoma Station area, we defer our recommendation at this time, since we feel further study and engagement with the Puyallup Tribe and WSDOT are required for making a sound recommendation. We also recognize that the two design alternatives still under consideration are fairly similar.

4. Future Considerations:

We recommend that the Puyallup Tribe and WSDOT be invited to actively participate in our dialogue and review process, especially at the East Tacoma Station Area.

We also recommend that the City of Tacoma build on the opportunities in both station areas by continuing to pursue effective planning and development activities and implementation strategies.

We appreciate the opportunity to reflect the community vision and the values of Tacoma on this important project through the collective expertise, knowledge, talents and passion of the TODAG membership. We are optimistic for a great future for the Dome District and the East Tacoma area.

This report is prepared and submitted by Imad Bahbah, Chair, and Donald Erickson, Vice-Chair, as entrusted by the TODAG membership and with technical assistance provided by staff of the City's Planning and Development Services Department.

B. Evaluation Methodology

Governance and Guidance

1. The Tacoma Transit-Oriented Development Advisory Group (TODAG) is a broad-based advisory group established by the City Council to review and make recommendations on the various projects impacting regional and local public transportation facilities in neighborhoods and business districts where TOD opportunities are transpiring.
(City Council Resolution No. 40303, April 16, 2019, establishing TODAG)
2. The TODAG is tasked to review three major projects: the Sound Transit Tacoma Dome Link Extension (TDLE), the Pierce Transit Pacific Avenue Bus Rapid Transit (BRT) project, and the City's pending Puyallup Avenue design project.
(City Council Resolution No. 40303, April 16, 2019, establishing TODAG)
3. The TODAG is to provide a multiparty venue for the discussion of the project details from the TDLE and the BRT, somewhat comparable to the earlier Amtrak Station Design Citizen Advisory Committee that helped make recommendations about design considerations, routing, and how to leverage the transit to promote TOD in the Dome District.
(Comment by Councilmember Robert Thoms, District 2, August 19, 2019)
4. Having additional citizen input into the design of these major transit projects is very useful, which could help shape future transportation funding decisions.
(Comment by State Representative Jake Fey, Transportation Committee Chair, August 19, 2019)
5. For the TDLE to truly function as a catalyst for transit-oriented development, the system, and particularly the stations, must be developed as "development-oriented transit" – a system designed to maximize the opportunities for dense development and limit the impacts to the function of the urban environment, particularly in well-established, high-intensity, mixed-use urban areas and neighborhoods such as the Dome District of Tacoma's Downtown Regional Growth Center.
(Part of City Council's comments on the EIS Scoping for TDLE, Resolution No. 40346, June 11, 2019)

Leadership and Administration

The TODAG meets on the 3rd Monday of each month, at 4:00 p.m., and has met on the following dates: August 19, September 16, October 21, November 18, and December 16 of 2019, and January 27 and February 24 of 2020. The scheduled meetings in March, April and May 2020 were canceled due to the COVID-19 pandemic.

The TODAG elected Imad Bahbah as the Chair and Donald Erickson as the Vic-Chair at the meeting on January 27, 2020. In the absence of a presiding officer, all meetings in 2019 were facilitated by Keith Walzak, VIA Architecture. Staffing support has been provided by the City's Planning and Development Services Department.

Agendas, notes and review materials associated with these meetings are posted on the TODAG's website at www.cityoftacoma.org/TODAdvisoryGroup.

Evaluation Methodology

Since August 2019, we have been focusing our reviews and deliberations on the TDLE project. Our monthly meeting agendas have consisted of detailed evaluation, presentation and discussion with various organizations, case study analysis, and review and analysis of existing relevant reports and documents. We also conducted a walking tour and on-site discussion of the Tacoma Dome Station Area on February 24, 2020.

Listed below are some of the subjects reviewed and discussed:

- TDLE Status Report (presented by City staff, 8/19/19)
- Tacoma Dome Area Visioning (VIA Architecture, 8/19/19)
- Sound Transit ST3, TDLE and Tacoma Hilltop Link Expansion (Sound Transit, 11/18/19)
- Dome District TOD – Urban Land Institute Technical Assistance Panel Report (ULI, 11/18/19)
- Amtrak Station Design Context (Don Erickson, 11/18/19)
- Tacoma Dome District Overview (City staff, 12/16/19)
- Station Design Best Practices – Design Principles and Case Studies (VIA Architecture, 12/16/19)
- TDLE Station Design Concepts (Sound Transit staff, 12/16/19 and 1/27/20)
- Walking Tour – Tacoma Dome Station Area (Imad Bahbah, 2/24/20)
- Additional resources referred to TODAG members for review:
 - South Downtown Subarea Plan and EIS (document)
 - Sound Transit TDLE (website)
 - Pierce Transit BRT (website)
 - The Urbanist (article)
 - Railway Age (article)
 - The Suburban Times (article)
 - City of Tacoma websites for Planning and Development Services, Community and Economic Development, Public Works, and Tacoma Venues

Design Principles and Evaluation Matrix

We have also developed five Design Principles along with the respective subsets of criteria to guide our review and assessment of the TDLE project. These principles and criteria have proven to be a very practical and effective tool, which we will continue to apply for the review of other TOD related projects.

The five design principles are:

- (1) Multimodal Connectivity
- (2) Economic Development Opportunities
- (3) Placemaking/Urban Form
- (4) Social + Cultural Impacts
- (5) Community Benefit

Depicted on the next two pages are a summary of the five design principles and the associated criteria (Figure 1), followed by an example of how these principles and criteria are used to evaluate the TDLE station design options (Figure 2).

Figure 1. Design Principles and Review Criteria
(Transit-Oriented Development Advisory Group, December 2019)

TACOMA DOME LINK EXTENSION STATION LOCATION AND DESIGN REVIEW CRITERIA/PRINCIPLES

Sound Transit is seeking input on the 6 preliminary station locations and design concepts as presented as part of the Draft EIS process. The TODAG is asked to consider Sound Transit's proposed Guiding Principles as well as the Design Principles presented and provide input on the preliminary designs. The TODAG input is NOT intended compare the 6 alternatives at this time (that will happen later in the process), but rather provide input on each alternative presented, taking into consideration how the preliminary, high-level station and track alignments may be adjusted (basic layout, location, station components, and access features), if at all, to better address the Design Principles below.

Multi Modal Connectivity

- Does the option enable *multiple modal connections* in close proximity to the station location?
- Does the option provide *direct and safe connections* between the station and Sounder, Tacoma Link, city bus, Amtrak Station and others?
- Does the option provide for *legible wayfinding and navigation*?
- Does the option optimize *pedestrian and bike safety / security*?
- Does the option help improve traffic management (access to parking, Amtrak Station, Tacoma Link, businesses, residential uses, and Dome entertainment activities)?

Economic Development Opportunities

- Is the station located in a way to *stimulate development / redevelopment* opportunities?
- Does the option provide for opportunities to support *new mix-use, affordable housing and/or civic spaces* adjacent to the station site?
- Will the station location help promote *employment* opportunities in the area?

Placemaking / Urban Form

- Does the option provide for a unique *placemaking experience*?
- Does the station provide for a potential *iconic architectural response* (if desired?)
- Does the option enhance the *District neighborhood identity*?
- Does the option provide for a *signature amenity space or other public spaces*?

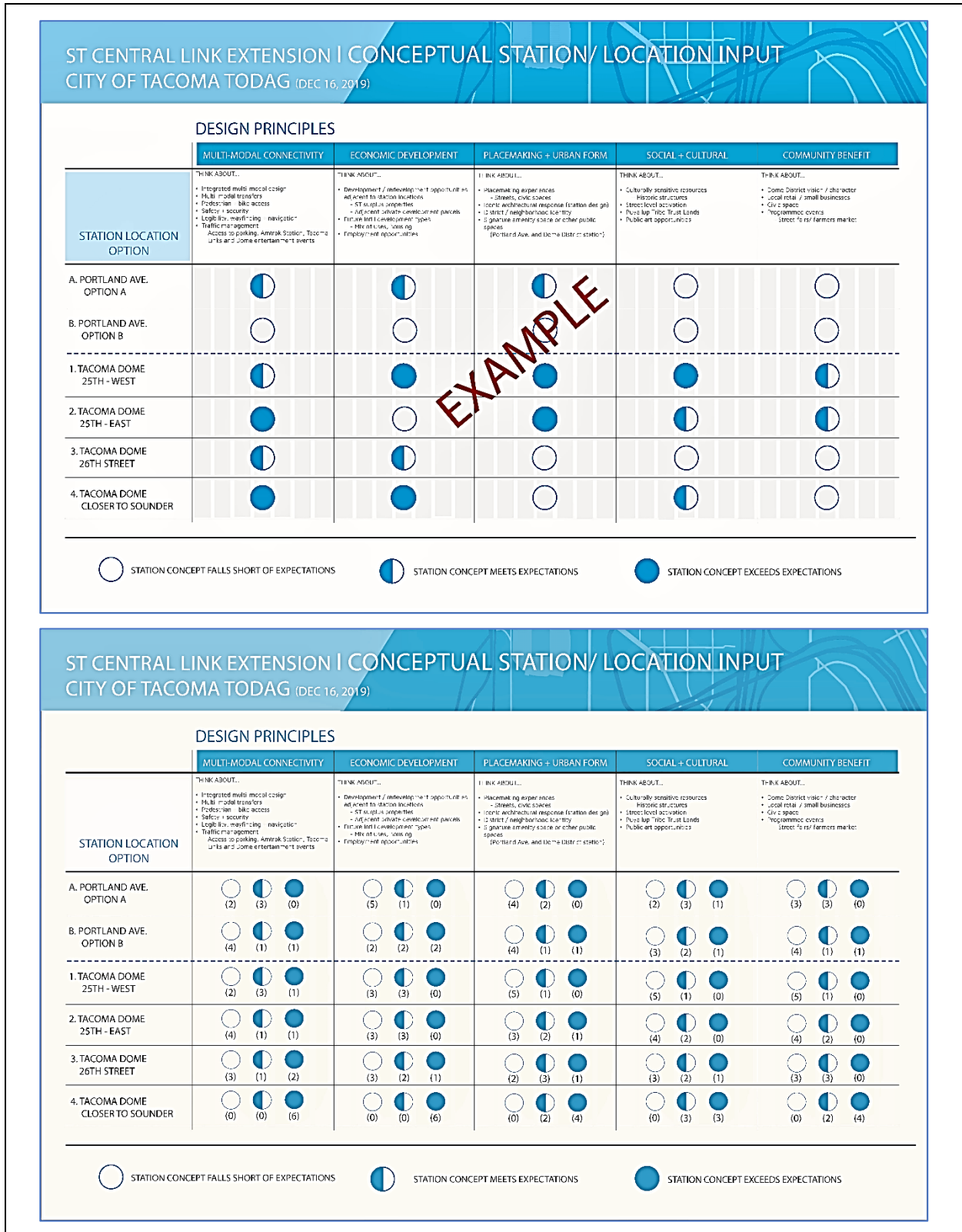
Social + Cultural

- Does the option support local *culturally sensitive / significant resources* (building structures)?
- Does the option provide for *street level activation*?
- Does the option provide opportunities for future *public art* enhancements?

Community Benefit

- Is the option consist with the District's *vision and character* objectives?
- Does the option support *local retail businesses* at and around the station location?
- Does the option provide opportunities for future *programmed events*?
(Farmers markets, Dome events)

Figure 2. Evaluation Matrix
(Transit-Oriented Development Advisory Group, December 2019)

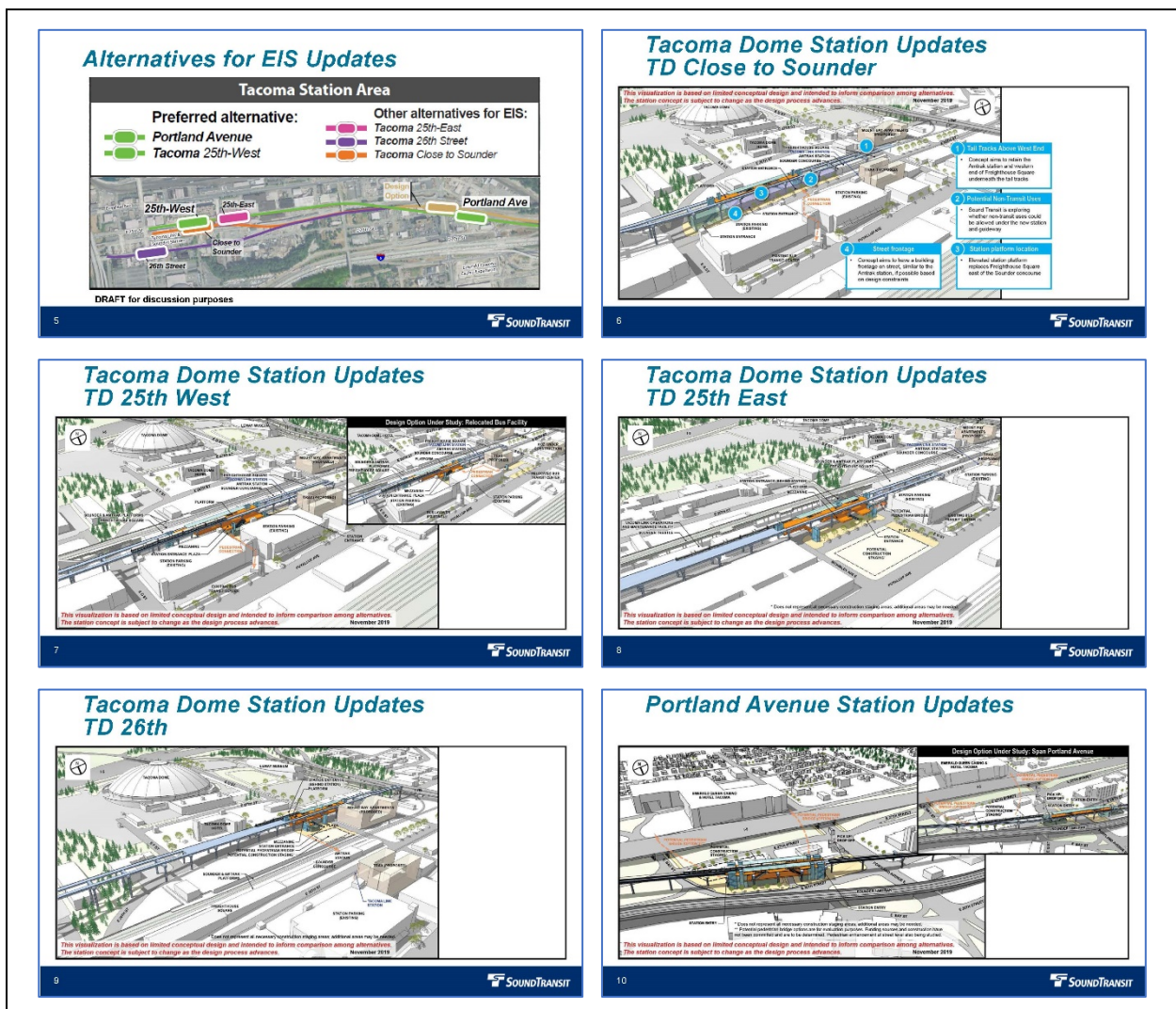


C. Sites Under Consideration

The TODAG reviewed the following six station location alternatives and the associated preliminary design concepts (all with an elevated station platform), the first four in the Tacoma Dome Station Area and the last two in the East Tacoma Station Area, as also illustrated in Figure 3:

1. **Tacoma Dome Close to Sounder** – Located between Freighthouse Square and the Sounder railroad tracks, along the eastern half of the Freighthouse Square building;
2. **Tacoma Dome 25th West** – Located on East 25th St. to the west of East 'G' St.;
3. **Tacoma Dome 25th East** – Located on East 25th St. to the east of East 'G' St.;
4. **Tacoma Dome 26th** – Located on East 26th St. straddling East 'D' St.;
5. **Portland Avenue** – Located along East 26th St. to the east of Portland Ave.; and
6. **Span Portland Avenue** – Located along East 26th St. straddling Portland Ave.

Figure 3. TDLE Station Location Alternatives and Design Concepts
(Sound Transit, Tacoma Dome Link Extension, www.SoundTransit.org/TDLink, November 2019)



D. Recommendations

Through thoughtful evaluation and vigorous deliberations, members of the TODAG have reached a consensus on the follow recommendations concerning the TDLE project. We are submitting these recommendations to Sound Transit for their timely consideration as the TDLE project is moving forward into the Draft Environmental Impact Statement phase. We are also providing these recommendations to the Transportation Commission, as Resolution No. 40303 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 confident that our thoughts and recommendations are consistent with all TOD-related policies of the *One Tacoma* Comprehensive Plan.

1. Design Principles:

We recommend that Sound Transit incorporate the above mentioned five Design Principles (also listed below) into the TDLE’s DEIS process: (1) Multimodal Connectivity, (2) Economic Development Opportunities, (3) Placemaking/Urban Form, (4) Social + Cultural Impacts, and (5) Community Benefit.

2. Tacoma Dome Station Area:

For the Tacoma Dome Station area, we recommend that the “Close-to-Sounder” alignment and station option be the Preferred Alternative. We believe it exemplifies the optimal realization of the five Design Principles and represents a consensus of our group’s deliberations.

Conditions exist with this recommendation, as it will involve air-rights considerations over existing private property or possibly the acquisition of the Freighthouse Square site. Either way, this will require the development of public/private partnerships and development agreements.

Critical to this option will be the development of interlocal agreements between Sound Transit and the City of Tacoma to ensure that the areas between East 'G' Street and East 'D' Street under the elevated tracts and station above, will be developed with retail and other pedestrian-oriented uses at street-level along the East 25th Street frontage, with possible mixed-use office/housing uses above.

In contrast, our group feels that the other three elevated station locations would create a negative urban environment in this neighborhood in many ways including;

- Hindering the pedestrian experience by creating dark, shadowy streetscapes
- Diminishing the vitality and viability of adjacent development sites because of a direct physical adjacency
- Reducing the potential for activated pedestrian and vehicular plazas, especially at the two East 25th St. station alternatives.
- Impacting traffic and parking by nature of a multi-story structure over the urban street grid
- Impacting vehicular and pedestrian traffic during Tacoma Dome events, especially at the East 26th St. station alternative.

3. East Tacoma Station Area:

For the East Tacoma Station area, we defer our recommendation at this time, since we feel further study and engagement with the Puyallup Tribe and WSDOT are required for making a sound recommendation. We expect to formulate our recommendation for this station area in a subsequent Progress Report No. 2 in the near future.

4. Future Considerations:

As we continue to stay engaged in the TDLE and other significant projects, we recommend that the Puyallup Tribe and WSDOT be invited to actively participate in our dialogue and review process, especially at the East Tacoma Station Area.

We also recommend that the City of Tacoma build on this unique opportunity and advance TOD in these areas by pursuing and updating effective planning and development activities, such as but not limited to: subarea master planning, massing analysis, connectivity and accessibility analysis, integration of transportation and land use, parking studies, public/private partnership strategies, and capital improvement program and financing strategies.

E. Next Steps

Moving forward, the first priority for the TODAG is to finalize our Work Plan for 2020-2021, based on the draft Work Plan for 2020 that we had started developing in December 2019. Once finalized, the work plan will provide a road map for us to continue fulfilling the directives from the City Council as set forth in Resolution No. 40303.

The TODAG Work Plan for 2020-2021 is expected to include the following work items, subject to modifications and further elaborations. Many of them are referenced in the section of “Recommendations” above, as part of the “Future Considerations.” These work items are numbered for easy reference, but not necessarily presented in order of priority:

1. Continue to review/monitor the Tacoma Dome Link Extension and relevant ST3 projects
2. Develop recommendations for TDLE’s East Tacoma Station
3. Review TDLE Station Design Concepts
4. Develop visualization concepts
5. Review Pierce Transit’s Pacific Avenue Bus Rapid Transit Project
6. Review City’s Puyallup Avenue Design Project
7. Engage Puyallup Tribe and Washington State Department of Transportation in the TDLE review process, especially at the East Tacoma Station Area
8. Review Urban Land Institute Technical Assistance Panel’s Dome District TOD Report
9. Develop TOD policies for the Dome District
10. Review Tacoma Dome District Parking and Access Report
11. Review Sound Transit and Pierce Transit ridership studies and projected ridership demographics for the light rail and local transit
12. Review upcoming development plans and new initiatives
13. Review Tacoma Link (“streetcars”) Hilltop Extension
14. Review City’s Street Operations & Maintenance Program
15. Define “Transit Oriented Development”
16. Review historic preservation and owner rehab programs in relation with TOD
17. Review affordable housing issues in relation with TOD
18. Conduct subarea master planning – updating the South Downtown Subarea Plan
19. Conduct massing analysis
20. Conduct connectivity and accessibility analysis
21. Conduct parking studies
22. Develop public/private partnership strategies
23. Review City’s and Pierce Transit’s infrastructure/capital improvement programs
24. Develop capital improvement program and financing strategies
25. Seek feedback from developers on TOD related pros/cons
26. Refine Dome District Urban Design Program Priorities
27. Explore the formation of a Public Development Authority

F. Membership

Members

- Imad Bahbah, Chair
- Donald Erickson, Vice-Chair
- Kim Bedier (Adam Cook, Alt.)
- Brendan Nelson
- James Ceccanti
- Daren Crabill
- David Daniello
- Kiara Daniels
- Ben Ferguson
- Ryan Givens
- Kerri Hill
- Rory Jens
- Chris Karnes
- Justin Leighton
- Evette Mason
- Janice McNeal
- Cathy Reines
- Roberta Schur
- Rick Semple
- Amber Stanley
- Andrew Strobel
- Micah Tucker

Supporting Staff

- Brian Boudet, Planning Manager, Planning and Development Services Department
- Ian Munce (retired), Planning and Development Services Department
- Lihuang Wung, Planning and Development Services Department
- BT Doan, Planning and Development Services Department
- Aubrey Pike, Planning and Development Services Department
- Pat Beard, Community and Economic Development Department
- Dana Brown, Public Works Department
- Keith Walzak, VIA Architecture

Transit Representatives

- Sue Comis, Sound Transit
- Austin Neilson, Sound Transit
- Andrew Austin, Sound Transit
- Tina Lee, Pierce Transit
- Rebecca Japhet, Pierce Transit

-END-

