



## Agenda

**Date/Time:** Jan. 27, 2020, 4:00 pm

**Location:** Tacoma Municipal Building, 747 Market Street, Room #248

**Attendees:** TODAG Members, City Staff, Sound Transit, VIA-Architecture

**Purpose:**

- Chair and Co-Chair selection
- Sound Transit Update: ST3 Central Link Extension Station / Locations

ITEM	LEAD	APPROX. DURATION
<b>Call to Order</b>		
1. Introductions	Staff	5 min.
2. Previous Meeting Notes Review		
3. Announcements		
4. Public Comment		
<b>Discussion/Action Items</b>		
1. Chair/Co-Chair Selection	All	15 min.
2. ST Central LINK Station Concepts	All	90 min.
• Clarifying Questions		
• Group Input		
3. Future Agenda Items	All	5 min.
• TODAG Work Plan		
• ULI-TAP Report Follow-up		
<b>Communication Items</b>		
1. Closing Comments	Chair	5 min.
<b>Adjournment</b>		

**Next Meeting:** March 16, 2020, 4:00 pm (*tentative*)

**DRAFT**  
**TRANSIT ORIENTED DEVELOPMENT ADVISORY GROUP (TODAG)**  
**MEETING NOTES**

**MEETING NUMBER:** 5  
**MEETING DATE:** December 16, 2019

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**Members Present:** Don Erickson, Roberta Schur, Janice McNeal, David Daniello, Justin Leighton, Daren Crabill, Kerri Hill. Imad Bahbah, Cathy Reines

**Visitors Present:** Sue Comis (Sound Transit), Chan & Christina (ST Consultants), Greg Ball (VIA-Architecture)

**City Staff Support:** Ian Munce (PDS), Brian Boudet (PDS)

**Meeting Facilitator:** Keith Walzak (VIA-Architecture)

**Item 01: Introductions**

- Meeting called to order at 4:05pm in Room 243 of TMB by Keith Walzak
- No Announcements / No Public Comment

**Item 02: Chair / Co-Chair Selection**

- This item was pushed to the January 2020 meeting

**Item 03: Tacoma District Overview**

- Ian Munce provided an overview, including the following highlights:
  - o Dome District visioning and plan occurred prior to ST3 Central LINK Light Rail Extension funding approved by voters
  - o District zoning only looked at current zoning structure – proposed new zone classifications were not taken into consideration
  - o The City does not require SEPA review in the transit district
  - o Public/Private Partnerships will be required to advance a full vision for the LINK extension station
  - o Freighthouse Square Bldg. – need to understand the owner’s intent
    - Not a historically designated structure, but significant
  - o Public – Public – Private Partnerships potential
    - City of Tacoma, Sound Transit, State, Pierce Transit, private development, etc.
  - o ULI-TAP report is supportive and consistent with vision
  - o Possibility of a PDA (Public Development Authority)
  - o What is Sound Transit’s interest?
    - A bigger vision / concept would require a partnership agreement
  - o Ian stressed that a vision for how it fits together in this place must come from THIS committee
  - o Amtrak Station – intentional design to encourage useful space adjacent to the station
    - For a new station, what is the amenity, the ‘there-there’?

**Item 04: Station Design Best Practices**

- Greg Ball (VIA -Architecture) presented 5 Case Studies and discussed how each relates to the key design consideration the group has been exploring

**Item 05: Sound Transit Central Link Station Locations**

- Sue Comis and the Sound Transit Consultant team provided an overview of the six proposed light rail transit stations locations
- The Group, utilizing an evaluation matrix, began a discussion about each of the station locations as they relate to the key design principles of Multi-Modal Connectivity, Economic Development, Placemaking and Urban Form, Social and Cultural, and Community Benefit
- The TODAG asked clarifying questions and provide some initial input
- See attached summary of initial input

**Item 06: Future Agenda Items****HOT TOPICS**

- Summarize final TODAG input on proposed LINK station locations
- Chair / Co-Chair selection
- TODAG 2020 Work Plan

Meeting ended at 6:00pm

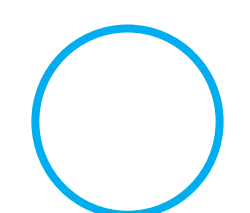
# ST CENTRAL LINK EXTENSION | CONCEPTUAL STATION/ LOCATION INPUT

## CITY OF TACOMA TODAY (DEC 16, 2019)

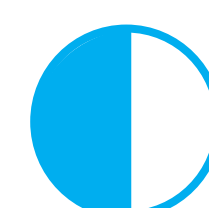
### DESIGN PRINCIPLES

	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
<b>STATION LOCATION OPTION</b> THINK ABOUT... <ul style="list-style-type: none"> <li>• Integrated multi-modal design</li> <li>• Multi-modal transfers</li> <li>• Pedestrian + bike access</li> <li>• Safety + security</li> <li>• Legibility, wayfinding + navigation</li> <li>• Traffic management</li> <li>• Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Development / redevelopment opportunities adjacent to station locations                             <ul style="list-style-type: none"> <li>- ST surplus properties</li> <li>- Adjacent private development parcels</li> </ul> </li> <li>• Future infill development types                             <ul style="list-style-type: none"> <li>- Mix of uses, housing</li> </ul> </li> <li>• Employment opportunities</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Placemaking experiences                             <ul style="list-style-type: none"> <li>- Streets, civic spaces</li> </ul> </li> <li>• Iconic architectural response (station design)</li> <li>• District / neighborhood identity</li> <li>• Signature amenity space or other public spaces (Portland Ave. and Dome District station)</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Culturally sensitive resources                             <ul style="list-style-type: none"> <li>- Historic structures</li> </ul> </li> <li>• Street level activation</li> <li>• Puyallup Tribe Trust Lands</li> <li>• Public art opportunities</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Dome District vision / character</li> <li>• Local retail / small businesses</li> <li>• Civic space</li> <li>• Programmed events                             <ul style="list-style-type: none"> <li>- Street fairs/ farmers market</li> </ul> </li> </ul>	
A. PORTLAND AVE. OPTION A					
B. PORTLAND AVE. OPTION B					
1. TACOMA DOME 25TH - WEST					
2. TACOMA DOME 25TH - EAST					
3. TACOMA DOME 26TH STREET					
4. TACOMA DOME CLOSER TO SOUNDER					

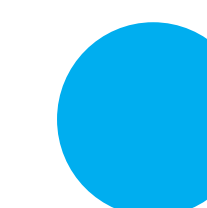
EXAMPLE



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



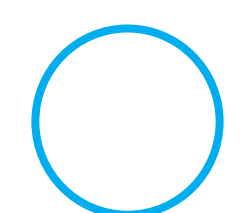
STATION CONCEPT EXCEEDS EXPECTATIONS

# ST CENTRAL LINK EXTENSION | CONCEPTUAL STATION/ LOCATION INPUT

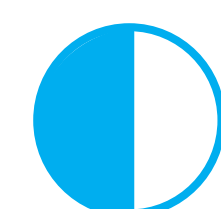
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### DESIGN PRINCIPLES

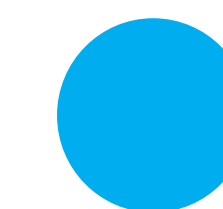
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A. PORTLAND AVE. OPTION A	(2)                      (3)                      (0)	(5)                      (1)                      (0)	(4)                      (2)                      (0)	(2)                      (3)                      (1)	(3)                      (3)                      (0)
B. PORTLAND AVE. OPTION B	(4)                      (1)                      (1)	(2)                      (2)                      (2)	(4)                      (1)                      (1)	(3)                      (2)                      (1)	(4)                      (1)                      (1)
1. TACOMA DOME 25TH - WEST	(2)                      (3)                      (1)	(3)                      (3)                      (0)	(5)                      (1)                      (0)	(5)                      (1)                      (0)	(5)                      (1)                      (0)
2. TACOMA DOME 25TH - EAST	(4)                      (1)                      (1)	(3)                      (3)                      (0)	(3)                      (2)                      (1)	(4)                      (2)                      (0)	(4)                      (2)                      (0)
3. TACOMA DOME 26TH STREET	(3)                      (1)                      (2)	(3)                      (2)                      (1)	(2)                      (3)                      (1)	(3)                      (2)                      (1)	(3)                      (3)                      (0)
4. TACOMA DOME CLOSER TO SOUNDER	(0)                      (0)                      (6)	(0)                      (0)                      (6)	(0)                      (2)                      (4)	(0)                      (3)                      (3)	(0)                      (2)                      (4)



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



STATION CONCEPT EXCEEDS EXPECTATIONS

**TOD Advisory Group**  
**ST CENTRAL LINK EXTENSION CONCEPTUAL STATION / LOCATION INPUT**  
**Discussion Notes from Dec 16, 2019**

**Design Principles (key)**

- MMC - Multi-Modal Connectivity
- ED - Economic Development
- P+UF - Placemaking + Urban Form
- S+C - Social + Cultural
- CB - Community Benefit

**INDIVIDUAL RESPONSE #1**

ITEM	STATION	COMMENT
A	Portland Ave. Option A	No comment
B	Portland Ave. Option B	No comment
1	Tacoma Dome 25 <sup>th</sup> West	Multi-modal connection only Limits economic development especially beyond the station Does not fit overall vision
2	Tacoma Dome 25 <sup>th</sup> East	Multi-modal connection only Limits economic development especially beyond the station Does not fit vision
3	Tacoma Dome 26 <sup>th</sup> St	Multi-modal connection only, not convenient to other modes Limits economic development beyond D St. Does not fit vision
4	Tacoma Dome Closer to Sounder	25 <sup>th</sup> St. remain open Retains and promotes the opportunity for future development Vibrant station opportunity Possible to incorporate street level activation Meets/exceeds vision, does not take over existing street use

**INDIVIDUAL RESPONSE #2**

ITEM	STATION	COMMENT
A	Portland Ave. Option A	Side platforms will confuse riders /overwhelmed by heavy demand Reduced ability to develop immediately adjacent to the station
B	Portland Ave. Option B	Easy access from the street level to platform; spans Portland Ave. – good for peds Availability of parcels south of station for development
1	Tacoma Dome 25 <sup>th</sup> West	Garish, complex, viaduct-like design Cave-like environment (?) in urban form across the roadway
2	Tacoma Dome 25 <sup>th</sup> East	Lack of connectivity to Tacoma Link Same as above
3	Tacoma Dome 26 <sup>th</sup> St	Relative proximity to Tacoma Link Same as above
4	Tacoma Dome Closer to Sounder	All have development potential Proximity, modernized amenities, can catalyze new development Avoids impacts to 25 <sup>th</sup> St.; plaza near Tacoma Link Station; enclosed improve space Street level not obscured by shadow Street entrance allows for high-quality, congregated space, non-transit, but transit-supportive uses Potentially enclosed structure (climate)



### INDIVIDUAL RESPONSE #3

ITEM	STATION	COMMENT
A	Portland Ave. Option A	Comment not legible Occupies major opportunity site
B	Portland Ave. Option B	Better opportunity to exit to either side of Portland Ave. to catch bus in either direction Protects/preserves opportunity site Station could create a gateway; celebrates new casino (full view) Better way to traverse streets
1	Tacoma Dome 25 <sup>th</sup> West	Close to other mode Protects many opportunity sites Ugly streetscape will hinder redevelopment Very awkward
2	Tacoma Dome 25 <sup>th</sup> East	Close connection to bus /Sounder New development site along Puyallup Less buried (?) between buildings
3	Tacoma Dome 26 <sup>th</sup> St	Opportunity to move busses to 26 <sup>th</sup> St. under train tracks/covered) Redevelop Puyallup frontage; close to development sites Less awkward to surrounding land uses Closer to neighborhoods Opportunity to weave together major destinations w/pedestrian bridges
4	Tacoma Dome Closer to Sounder	Direct access to Sounder and Tacoma Link Eliminates small business I Freight hours Square Protects streetscape (on 25 <sup>th</sup> St.)

### INDIVIDUAL RESPONSE #4

ITEM	STATION	COMMENT
A	Portland Ave. Option A	No Comments
B	Portland Ave. Option B	Bad leftover development sites (parcel configuration?)
1	Tacoma Dome 25 <sup>th</sup> West	Bus transit option is less desirable; improve ped connection between bus /light rail
2	Tacoma Dome 25 <sup>th</sup> East	Amtrak connection is streamlined; future extension on 25 <sup>th</sup> is less desirable for TD sites; Bus to light rail connection is primary, Amtrak is secondary Reduces dev. Capacity at key sites Nice entryway to city – shows that we value transit; easy to find; already a major thoroughfare Welcoming w/dual entrances, plaza; less disruption to Tribal lands, Freight House Square Fill 'empty hole' feeling in that area; less chance for pedestrian/car accidents; space for public art along sides
3	Tacoma Dome 26 <sup>th</sup> St	Far from other connections; bus to light rail is worse Prioritizes access to Dome Not other modes or future development Impacts Tribal development site Possible event space underneath?
4	Tacoma Dome Closer to Sounder	Improve bus to light rail; provide clear connection from Amtrak to station entrance Require active retail uses post construction; preserves redevelop opportunity w/minimal impact No structure on 25 <sup>th</sup> , more ped friendly; I like the mezzanine is incorporated in FS! Provide a lot of opportunity! Identity!
General comment: Tacoma Dome District prior to light rail; does this require a relook at capacity?		

### INDIVIDUAL RESPONSE #5

ITEM	STATION	COMMENT
A	Portland Ave. Option A	PT #4 500, 501 Brings people to Casino, Tribal Health Distinctive pillars; strong visibility; can see EOC, freeway Borders much Tribal lands/businesses Encourages transit through visibility; reduces accidents for area pedestrians
B	Portland Ave. Option B	PT #4 500, 501, straddles Portland Av. Lose soccer center
1	Tacoma Dome 25 <sup>th</sup> West	Closer to buses Moves TDS (?) to gun shop
2	Tacoma Dome 25 <sup>th</sup> East	Close to bus; impact greater than Sounder/ Amtrak, allows for bus expansion Less compensation as it displaces fewer businesses, allows shuttle pick-ups for special events, (4 <sup>th</sup> of July) Nice entryway to city – shows that we value transit; easy to find; already a major thoroughfare Welcoming w/dual entrances, plaza; less disruption to Tribal lands, Freight House Fill 'empty hole' feeling in that area; less chance for pedestrian/car accidents; space for public art along sides
3	Tacoma Dome 26 <sup>th</sup> St	Blah – not as exciting as other options Possible event space underneath?
4	Tacoma Dome Closer to Sounder	NO! Convenient to Sounder, Amtrak, FS amenities Saves ST \$'s on tracks, trestle?; erases FS parking lot Covers Freighthouse Sq. – community outcry; Freighthouse is not strong enough to withstand
General comment - Tacoma is the 'NY of the West' – need East Coast vibe, not mid-west; think GRAND-yet gritty		

### INDIVIDUAL RESPONSE #6

ITEM	STATION	COMMENT
A	Portland Ave. Option A	Needs good transition from auto to ped Better to have crossing on both sides of Portland preferable Viewpoints should be identified Pedestrian safety should be prioritized Accessibility to casino and hotel
B	Portland Ave. Option B	No comment
1	Tacoma Dome 25 <sup>th</sup> West	No comment
2	Tacoma Dome 25 <sup>th</sup> East	No comment
3	Tacoma Dome 26 <sup>th</sup> St	Station near future apartments should be considered
4	Tacoma Dome Closer to Sounder	Accessibility to Dome is important Makes streetscape more appealing Open above road makes is feel open Connection to bus needs to be improved Look for inspiring views and safety perception Feeling of safety should be prioritized



**INDIVIDUAL RESPONSE #7**

ITEM	STATION	COMMENT
A	Portland Ave. Option A	No comment
B	Portland Ave. Option B	Remove pick-up/drop-off from Smoke Shop to allow better development pad
1	Tacoma Dome 25 <sup>th</sup> West	All have development potential
2	Tacoma Dome 25 <sup>th</sup> East	All have development potential
3	Tacoma Dome 26 <sup>th</sup> St	All have development potential
4	Tacoma Dome Closer to Sounder	All have development potential



**INDIVIDUAL RESPONSE #8**

ITEM	STATION	COMMENT
A	Portland Ave. Option A	No comment
B	Portland Ave. Option B	No comment
1	Tacoma Dome 25 <sup>th</sup> West	No comment
2	Tacoma Dome 25 <sup>th</sup> East	No comment
3	Tacoma Dome 26 <sup>th</sup> St	No comment
4	Tacoma Dome Closer to Sounder	No comment




# Alternatives for EIS Updates

## Tacoma Station Area

**Preferred alternative:**

-  *Portland Avenue*
-  *Tacoma 25th-West*

**Other alternatives for EIS:**

-  *Tacoma 25th-East*
-  *Tacoma 26th Street*
-  *Tacoma Close to Sounder*



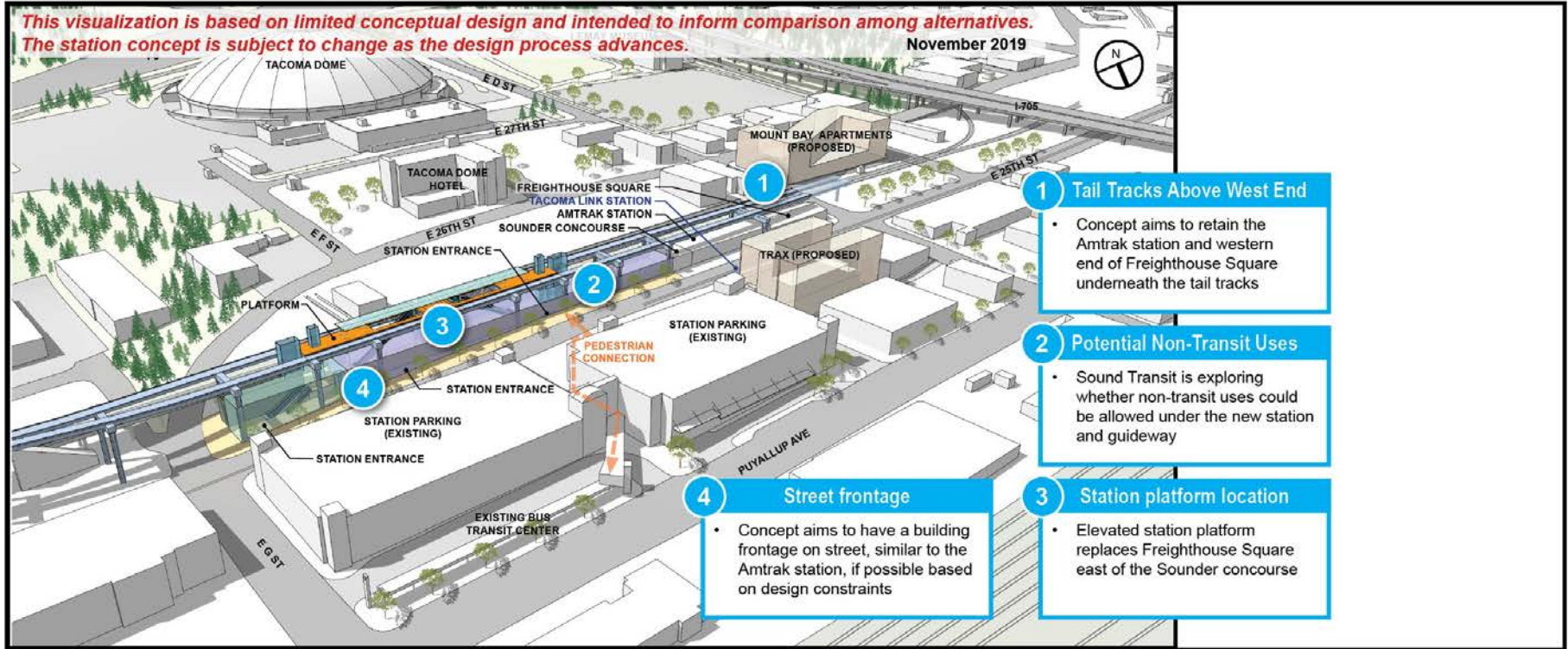
DRAFT for discussion purposes

# Tacoma Dome Station Updates

## TD Close to Sounder

*This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.*

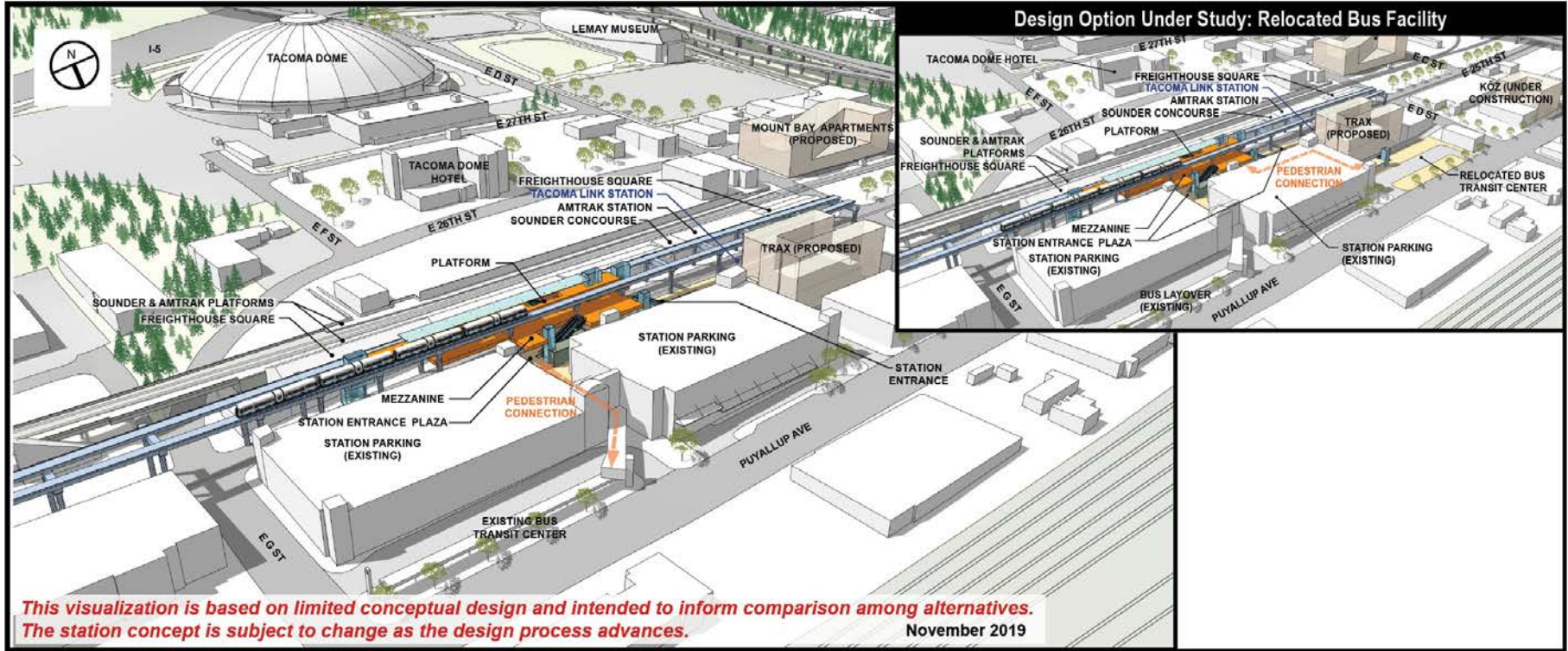
November 2019





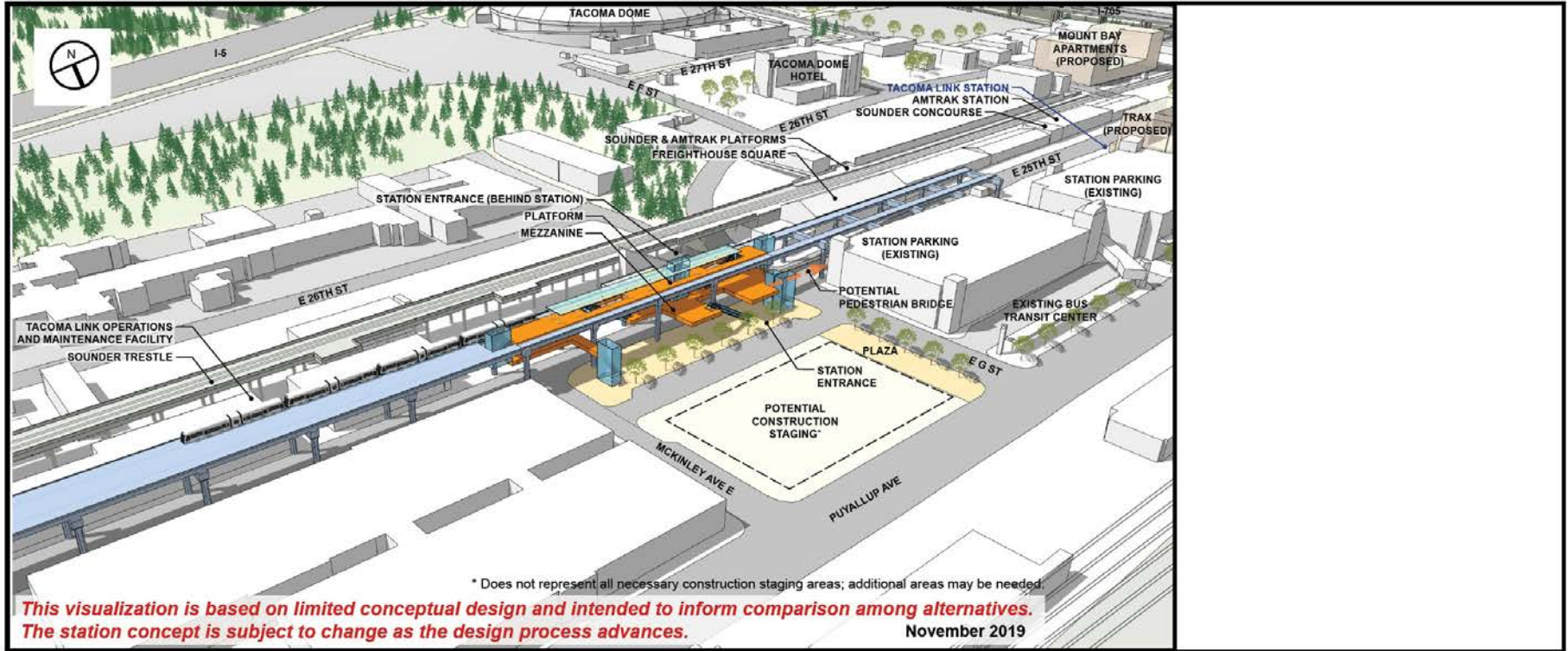
# Tacoma Dome Station Updates

## TD 25th West



# Tacoma Dome Station Updates

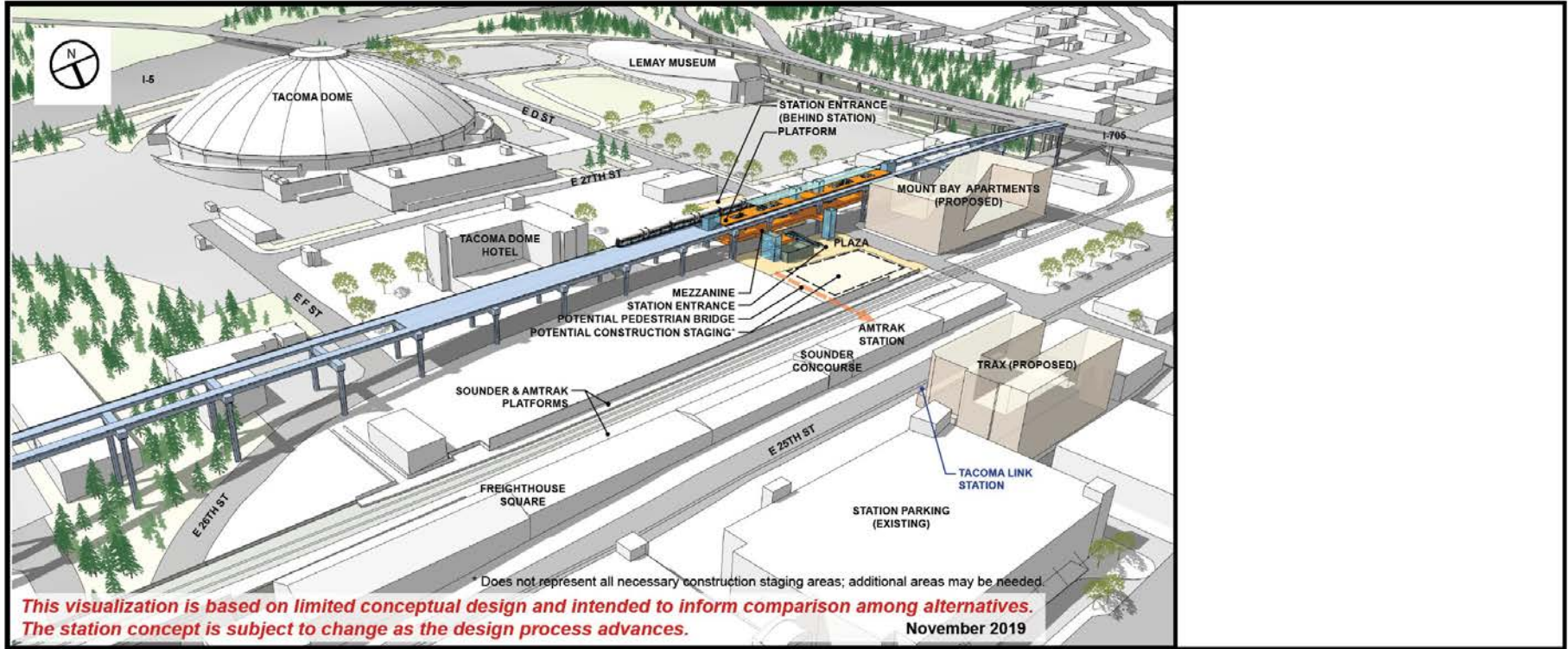
## TD 25th East





# Tacoma Dome Station Updates

## TD 26th





# Portland Avenue Station Updates

