



Agenda

Meeting No. 19: Regular Meeting (virtual)

Date/Time: Monday, July 19, 2021, 4:00 pm

Zoom Info: Link: <https://us02web.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 June 21, 2021 (<i>Attachment 1</i>)		
2. Public Comment (<i>Written comments only; e-mailed to planning@cityoftacoma.org, due by 2:00 p.m. of meeting day</i>)	Chair Bahbah	5 min.
Discussion / Action Items		
1. Progress Report No. 2 – “Portland Avenue Station Area” <ul style="list-style-type: none"> Draft Cover Letter (<i>Attachment 2a</i>) Draft Report (<i>Attachment 2b</i>) 	Brian Boudet Lihuang Wung	10 min.
2. Progress Report No. 3 – “Tacoma TOD Toolkit” <ul style="list-style-type: none"> Draft Cover Letter (<i>Attachment 3</i>) 	Brian Boudet Lihuang Wung	10 min.
3. TODAG’s Next Steps <ul style="list-style-type: none"> Meeting Scheduling (<i>Attachment 4a</i>) Work Plan 2020-2021 (<i>Attachment 4b</i>) Resolution No. 40303 (<i>Attachment 4c</i>) Next Steps Discussion Outline (<i>Attachment 4d</i>) 	Chair Bahbah Vice-Chair Erickson	40 min.
Communication Items		
1. Future Agenda Items (tentative): <ul style="list-style-type: none"> Tacoma Dome Link Extension Puyallup Avenue Design Project Bus Rapid Transit Project Continued Review of ULI Report and Subarea Plans TOD Toolkit and TOD Applications Citywide 	Chair Bahbah	1 min.
2. New Business / Closing Comments	Chair Bahbah	2 min.



Adjournment

Next Meeting:

- Monday, August 16, 2021, 4:00 p.m.

Attachments:

1. Meeting Notes of June 21, 2021
2. Progress Report No. 2 – “Portland Avenue Station Area Evaluation”:
 - a. Draft Cover Letter
 - b. Draft Report
3. Progress Report No. 3 – “Tacoma TOD Toolkit”:
 - a. Draft Cover Letter
4. TODAG Next Steps:
 - a. Meeting Schedule
 - b. Work Plan 2020-2021
 - c. Resolution No. 40303
 - d. Next Steps Discussion Outline

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

MEETING NO.: 18
MEETING DATE: June 21, 2021

Members Present: Chair Imad Bahbah, Kerri Hill, Justin Leighton, Janice McNeal, Roberta Schur, Rick Semple, Laura Svancarek, Christine Wolf

Visitors: Mark D’Andrea (COT/PW), Kate Howe (VIA Architects), Dan Kennedy (VIA Architects)

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

ITEM 01: CALL TO ORDER

Chair Imad Bahbah called the meeting to order at 4:07 p.m.

1. The meeting notes of the May 17, 2021, meeting were reviewed.
2. There was no public comment.

ITEM 02: DISCUSSION/ACTION ITEMS

1. Quiet Zone Update

- (a) Mark D’Andrea, Public Works, provided an update on the implementation of the Dome District quiet zone, including the Dome District noise abatement history, actions taken by the City during 2013-2021, the proposed E. D Street crossing improvement, proposed E. C Street crossing improvement, and proposed S. C Street crossing improvement.
- (b) Lihuang Wung reminded the group why this presentation was brought before the group.
- (c) The group discussed concerns regarding changes to the level of service, comparisons to other quiet zones in the nation, and safety.

2. TOD Roundtable Series Wrap-up – Final Draft Toolkit “Tacoma TOD”

- (a) Brian Boudet reviewed background information regarding the final draft toolkit.
- (b) Kate Howe, VIA Architects, presented an overview of the changes made to the draft tool kit, including main areas of focus, aiming for more inclusive language, updating images to be more engaging, and refining the implementations and next steps sections.
- (c) The group discussed the policy approval process, future use of the tool, and next steps.
- (d) Chair Bahbah moved to approve the toolkit with potential editorials. Rick Semple seconded the motion. The group further discussed the purpose of the toolkit and cover letter, next steps, timelines, and distribution of the cover letter. The motion passed unanimously.

3. TDLE Portland Avenue Station Location Options – Draft Progress Report No. 2

- (a) Lihuang provided an overview of the draft Progress Report No. 2 regarding the Tacoma Dome Link Extension (TDLE) project, including the executive summary, the Portland Avenue station location options, evaluation methodology, future considerations, acknowledgment, and appendix A. He outlined the conclusions and recommendations in detail.
- (b) Chair Bahbah suggested making pedestrian connectivity a separate concern.

- (c) Chair Bahbah moved to approve Progress Report No. 2, with the suggested edit. Rick Semple seconded the motion. The motion passed unanimously.

ITEM 03: COMMUNICATION ITEMS

1. TODAG Schedules

- (a) Brian Boudet provided the upcoming schedule, stating the next meeting will be held on July 19, 2021, and will include discussions on the work program, next steps for the TODAG, and the letter that may be forwarded with the TOD toolkit.

The meeting was adjourned at 5:20 p.m.



July 19, 2021

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

RE: Transit-Oriented Development Advisory Group – Progress Report No. 2

Dear Co-Chairs Moore and Nyland,

On behalf of the Tacoma Transit-Oriented Development Advisory Group (TODAG), I am forwarding our Progress Report No. 2 (attached) to the Transportation Commission. This report is a sequel of Progress Report No. 1, issued in May 2020, and summarizes our current thoughts and recommendations concerning Sound Transit's Tacoma Dome Link Extension project, with a focus on the East Tacoma Station Area.

The TODAG has reviewed and evaluated two station options in the subject area, i.e., the Portland Avenue Station Option (or "Non-Span Option") and the Portland Avenue Span Station Option ("Span Option"). Our conclusions and recommendations are highlighted below:

1. The Span Option is generally more preferable over the Non-Span Option. The unique location of the Span Option allows prominent station design with a more user-friendly center platform layout, provides easier wayfinding and a safer walking environment for riders (less at-grade crossing of Portland Avenue), and accommodates more direct bus connections in the area. The Span Option also better encourages development on both sides of Portland Avenue and could allow the City of Tacoma a unique opportunity to reinstate a regular street grid on the eastern side of Portland Avenue.
2. Both options are expected to bring about significant TOD opportunities and benefits. There are also some concerns and issues that must be properly addressed or mitigated regardless of which option is eventually selected.
3. The pedestrian/bicycle bridge over I-5 is seen as a functional necessity, in addition to the well maintained underpasses, to mitigate both pedestrian's and bicyclist's safe crossing of the 6-8 lane elevated interstate freeway that bisects the surrounding area and impedes access to regional transit. A feasibility study should be undertaken early on to identify alternative alignments, their potential costs, and multi-jurisdictional funding sources, regardless of which station option is ultimately selected.
4. A focused, station-area planning effort should be considered for the area to help achieve/realize its full potential. Sound Transit, Pierce Transit, WSDOT, the Port of Tacoma, the Puyallup Tribe, and the City of Tacoma should work closely together and in collaboration with the community to ensure the successful development of the area.



This Progress Report No. 2 is being forwarded to the Transportation Commission, per the requirement of the City Council's Resolution No. 40303 (April 16, 2019) 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.

We are hereby respectfully soliciting the Transportation Commission's feedback on the report. We are also requesting that the Commission, upon completing your review, forward this report to the City Council and Sound Transit for their 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 of TODAG

Enclosure: TODAG Progress Report No. 2, July 19, 2021



TRANSIT-ORIENTED DEVELOPMENT ADVISORY GROUP PROGRESS REPORT NO. 2

~~June 21, 2021 Draft~~ July 19, 2021

A. Executive Summary

This Progress Report No. 2 summarizes the Transit-Oriented Development Advisory Group's (TODAG) current thoughts and recommendations concerning Sound Transit's Tacoma Dome Link Extension (TDLE) project, with a focus on the Portland Avenue Station Area (or East Tacoma Station Area).

This report is a sequel to Progress Report No. 1, issued in May 2020, and follows up on one of the recommendations contained therein, which states:

“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.”

Two station options in the subject area were reviewed and evaluated, i.e., the Portland Avenue Station Option (or “Non-Span Option”) and the Portland Avenue Span Station Option (“Span Option”). The TODAG recommends that:

1. The Span Option is generally preferred over the Non-Span Option.
2. Both the Span and Non-Span Options are expected to bring about significant TOD opportunities and benefits. There are some concerns and issues that must be properly addressed or mitigated regardless of which option is eventually selected.
3. The TODAG recommends a focused, station-area planning effort be considered for the area to help achieve/realize its full potential and urges Sound Transit, Pierce Transit, WSDOT, the Port of Tacoma, the Puyallup Tribe, and the City of Tacoma to work closely together and in collaboration with the community to ensure the successful development of ~~the area~~ both the stations and the surrounding area.

This report includes the following sections:

- A. Executive Summary
- B. Station Options Reviewed
- C. Evaluation Methodology
- D. Conclusions and Recommendations
- E. Future Considerations
- F. Acknowledgement
- G. Appendix “A”

About the 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. Specifically, the TODAG is tasked to review three projects, i.e., the TDLE, Pierce Transit's Pacific Avenue Bus Rapid Transit (BRT) Project, and the City of Tacoma's Puyallup Avenue Design Project. (www.cityoftacoma.org/TODAdvisoryGroup)



B. Station Options Reviewed

The TODAG reviewed the following two station location alternatives and the associated preliminary design concepts in the Portland Avenue Station Area:

1. **Portland Avenue Station Option** – Located along East 26th Street to the east of Portland Avenue (see Figure 1 below); and
2. **Portland Avenue Span Station Option** – Located along East 26th Street straddling Portland Avenue (see Figure 2 below).

For either station option, ~~there could potentially be a pedestrian/bicycle bridge built over I-5 to connect the station area with~~ it is critical to ensure safe and convenient connectivity and accessibility for pedestrians and bicyclists within the station area and, in particular, to and from the Lower Portland Avenue Mixed-Use Center, Puyallup Tribe casino facility, and other amenities to the south of I-5. In addition to the well maintained underpasses, there should be a pedestrian/bicycle bridge built over I-5. Two alternative layouts for such overpass have been identified for each station option (see Figure 3 below). Either one is seen as a functional necessity to mitigate both pedestrian's and bicyclist's safe crossing of the 6-8 lane elevated interstate freeway (I-5) that bisects the surrounding area and impedes access to regional transit. The current freeway underpasses are narrow and noisy, have limited visibility from passing traffic, and require at least two street-crossings of heavily traveled streets. The near completion multi-source funded Northgate Pedestrian/Bicycle Bridge in Seattle spanned nearly 1,900 feet over I-5 and cost an estimated \$35 million but was seen as decreasing travel time for pedestrians and bicyclists, improving safety as well as accessibility to surrounding businesses and regional transit.

For more information about the station options and the associated pedestrian/bicycle overpass options, please visit the TDLE project's website at www.soundtransit.org/tmlink.



Figure 1. Portland Avenue Station Option

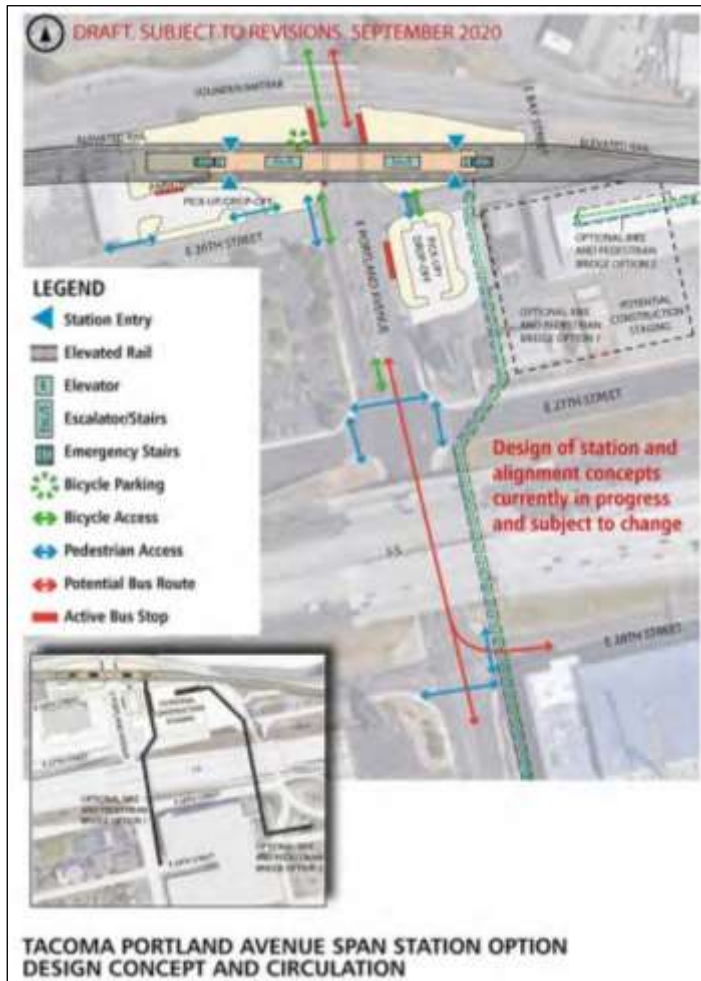
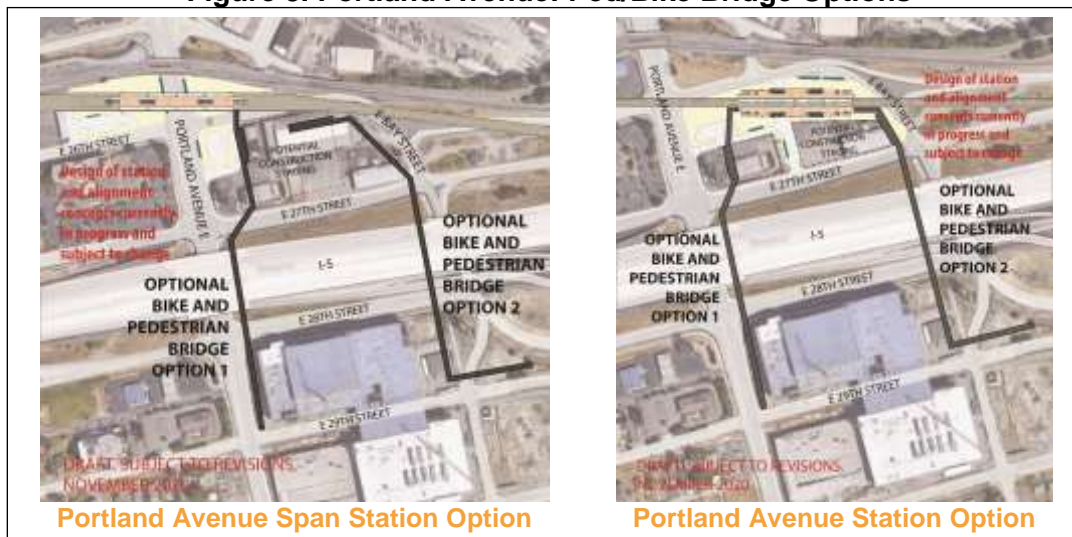


Figure 2.
Portland Avenue Span
Station Option

Figure 3. Portland Avenue: Ped/Bike Bridge Options



C. Evaluation Methodology

The “Governance and Guidance” associated with the establishment and operations of the TODAG, as documented in Progress Report No. 1, continued to serve as the guiding principles for our evaluation of the Portland Avenue Station Area.

As also mentioned in Progress Report No.1, we built our knowledge base for the review of the TDLE’s Tacoma Dome Station Area primarily through the review of a number of materials, reports, documents, and case studies between August 2019 and February 2021. We continued to apply the acquired knowledge to the review of the Portland Avenue Station Area.

We conducted a Multi-Jurisdictional Roundtable on the Portland Avenue Station Area on November 16, 2020, to hear from Sound Transit, the Puyallup Tribe of Indians, the Port of Tacoma, the Washington State Department of Transportation, Pierce Transit, and the City of Tacoma on their respective perspectives, issues, concerns, expectations and suggestions on the future development of the station and the surrounding areas.

We also conducted a three-session TOD Roundtable Series on January 25, February 22, and March 15, 2021, with each session focused on a different topic, i.e., “Economic Development, Finance, and Development”, “Regional and Local Policies”, and “Placemaking, Design Principles & TOD Examples/Tools”, respectively. These workshops were designed to provide us a “toolkit” for review and evaluation of various development projects from the TOD perspective.

The primary tool that we used for the review and evaluation of the Portland Avenue Station Area is the same as that for the review of the Tacoma Dome Station Area, i.e., the “Design Principles, Review Criteria and Evaluation Matrix.” The Design Principles refer to the following:

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

A summary of the Design Principles and the associated Reviews Criteria is depicted in Figure 4 below, followed by Figure 5 that illustrates how the Evaluation Matrix works.

TODAG members used the tool to conduct reviews and evaluations of the Portland Avenue Station Area, independently, during February-May 2021. At the meeting on May 17, 2021, we reviewed the consolidated feedback from individual members (see **Appendix “A”: TODAG Evaluation of TDLE Portland Avenue Station Area – Voting Results and Summary of Comments**), and subsequently established our conclusions and recommendations.

Figure 4. 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*?

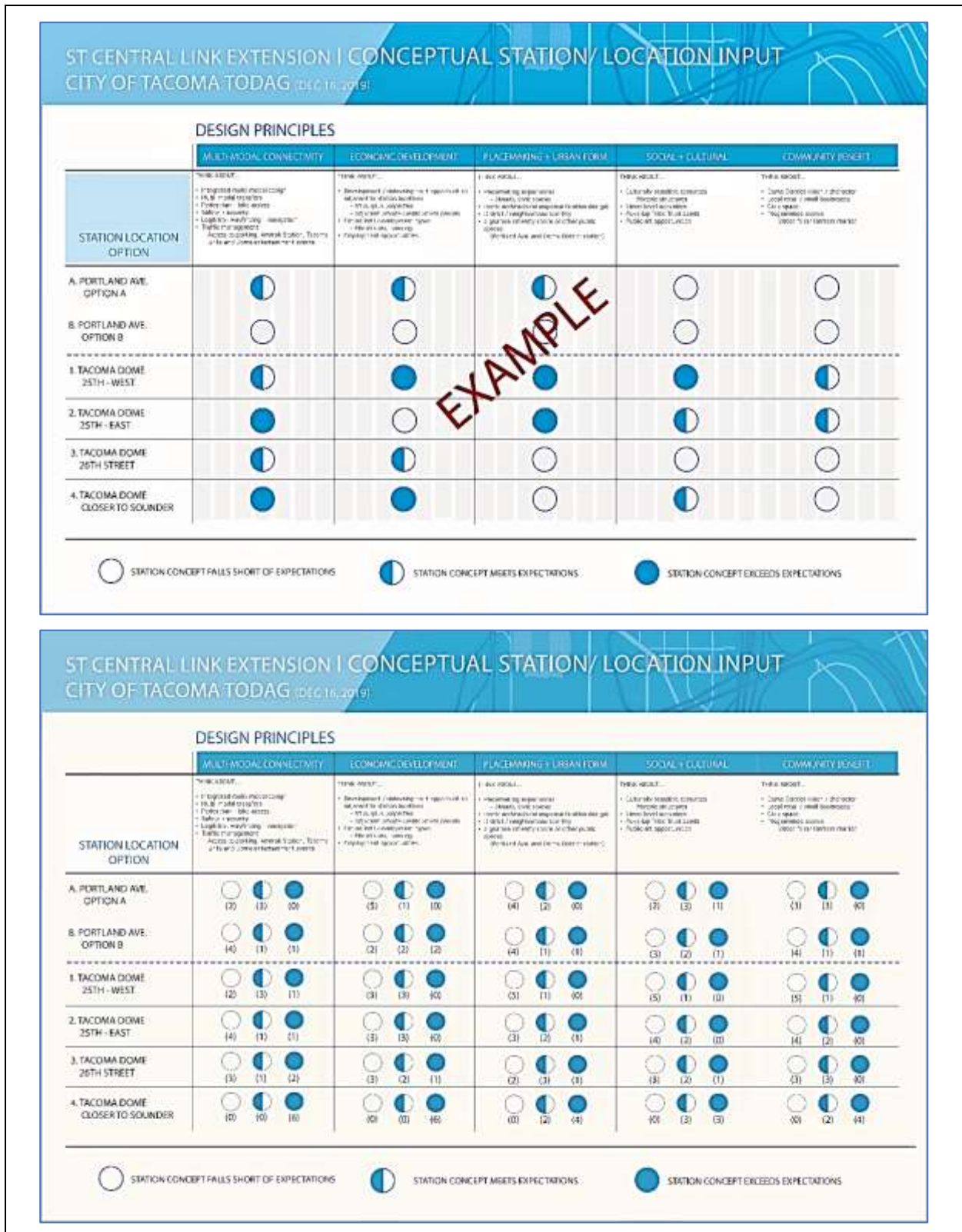
Social + Cultural

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



D. Conclusions and Recommendations

The TODAG reviewed two station options for the TDLE's Portland Avenue Station Area, i.e., the Portland Avenue Station Option ("Non-Span Option") and the Portland Avenue Span Station Option ("Span Option") (Figures 1, 2 and 3), using the tool of "Design Principles, Review Criteria and Evaluation Matrix" (Figures 4 and 5), and based on the "Voting Results and Summary of Comments" (Appendix "A"), established the following conclusions and recommendations.

We understand that both station options are being considered in the Draft Environmental Impact Statement (DEIS) process, which is expected in late 2021. We offer our conclusions and recommendations for Sound Transit's consideration during the DEIS process.

1. The Span Option is generally preferred over the Non-Span Option.
 - By TODAG's evaluation, both options are expected to be comparably competitive in terms of fulfilling the five design principles, while the Span Option scores higher than the Non-Span Option, albeit by a small margin.
 - The Span Option is more preferable primarily because of its unique location that allows prominent station design, a more user-friendly center platform layout, easier wayfinding, a safer walking environment for riders (less at-grade crossing of Portland Avenue), and more direct bus connections in the area. It also better encourages development on both sides of Portland Avenue and could allow the City a unique opportunity to reinstate a regular street grid on the eastern side of Portland Avenue.
2. Both the Span and Non-Span Options are expected to bring about significant TOD opportunities and benefits, such as:
 - Multimodal Connectivity – In addition to the multimodal transfers and connections that will occur within and adjacent to the station area, there are opportunities for an additional connection to the casino/south of I-5 area with a pedestrian overpass, a pedestrian bridge north-south across Sounder tracks (at the Span Option station area) to help broaden access on the eastern side of Portland Avenue, improved bicycle accessibility, and enhanced traffic circulation and freight mobility. [We believe that the success of either station option relies heavily on a pedestrian/bicycle bridge over I-5 being included. A feasibility study should be undertaken early on to identify alternative alignments, their potential costs, and multi-jurisdictional funding sources, regardless of which station option is ultimately selected.](#)
 - Economic Development – There are parcels with development or redevelopment potential within and adjacent to the station area that are available. There are opportunities for these parcels to be developed, individually or collectively, for housing, commercial services, employment uses, industrial/manufacturing-compatible development, amenities (such as child care, grocery, and dry cleaners), greenspace, or any appropriate combinations thereof.
 - Placemaking and Urban Form – There is an opportunity for an eye catching and prominent station design to celebrate light rail and the local community. There are opportunities for placemaking through integration of signature amenity civic space, iconic architecture, and neighborhood identity. There is also a unique opportunity for the City to reinstate a regular street grid on the eastern side of Portland Avenue (if the Span Option is selected).

- Social and Cultural – There are opportunities for street level activation on Puyallup Avenue and both sides of Portland Avenue that enhances/allows impactful art and design, civic vitality, and improved safety. The pedestrian overpass, if built, could also allow public art with potential design concepts that take cues from art at the casino.
 - Community Benefit – There are opportunities for programmed community events, local businesses, and development of District vision and character. The station area could also serve as a small commercial center (satellite) for housing on Tribal property and areas south of I-5.
3. There are some concerns and issues that must be properly addressed or mitigated regardless of which option is eventually selected.
- [Nonmotorized Connectivity Concerns – It is of primary interest to TODAG to ensure safe and convenient connectivity and accessibility for pedestrians and bicyclists within and around the station area and, in particular, to and from the area south of I-5 via properly designed and maintained underpass and potentially overpass facilities.](#)
 - Traffic Management Concerns – Traffic impacts are expected to be significant due to increased vehicular and bicycle traffic, higher pedestrian crossing volumes, complicated bus circulations, multimodal transfer activities, limited parking and pickup/drop-off areas, and increased social and community functions.
 - Development Opportunity Concerns – Specifically with respect to the Non-Span Option, the station is couched away, setback from the main street, self-contained, with limited visual profile, and less integrated into the surrounding blocks. Development opportunities are bounded by I-5, the BNSF railyard, SR-509, Portland Avenue and the Puyallup River, with corresponding noise and air quality impacts. Housing development could unnecessarily introduce environmental injustices that do not exist today. Remnant property from the station is unlikely to be developed from the smaller and less regular shape. Adjacent parcels' developability is possibly impacted by the guideway as well.
 - Public Space Concerns – Public spaces for public art and social functions are dispersed and limited in size.
 - Location Concerns – The area is outside of and less competitive than the Dome District, where there are more local retail and community activities (e.g., Farmers Market) that are easier to reach. Also this is the industrial end of Puyallup Avenue, with less likelihood for high quality connections to both the west and south.
 - Safety Concerns – Safety, security, and crime issues remain to be of great concern.
4. The Portland Avenue Station Area is very different than many other TOD sites. It requires and deserves substantial attention in planning and community development to help achieve/realize its full potential.
- Focused Station-area Planning – This area lies at the intersection of the Downtown, Port of Tacoma, Lower Portland Mixed-Use Center, and Puyallup Tribe's core of services, but does not have a clear vision. The planned light rail station should be viewed as a catalyst for the initiation of a station-area planning effort to develop and implement comprehensive strategies addressing such important issues as land use, transportation, urban form and placemaking, infrastructure, sustainability, economic development, and community revitalization.

- Jurisdictional Collaboration – In addition to Sound Transit, Pierce Transit, WSDOT, and the City of Tacoma, successful development of the area requires the active participation of two critical partners, namely, the Port of Tacoma and the Puyallup Tribe. Working together, we can turn many concerns and issues mentioned above into opportunities and benefits; for example, unless we work closely with the Tribe, there will not be much economic vibrancy in the area or appropriate and desired incorporation of Tribal culture into the station design and public art. TOD does not occur in a vacuum. We continue to advocate and urge that these agencies work together and in close collaboration with the community at large to ensure that the development of this station area successfully realizes the TOD Design Principles that we have developed.

E. Future Considerations

A list of 27 work items (not in order of priority) was included in Progress Report No. 1 to serve as a potential TODAG Work Plan for 2020-2021. The work plan was further reviewed by the TODAG in August and September 2020, and modified, as presented below. The TODAG recommends that the City of Tacoma carry out the work plan with the assistance of the TODAG or its successor group and in collaboration with appropriate agencies.

A. TODAG Review Items:

Priority Review Items <i>(Items are numbered for identification purpose)</i>	Lead Agencies		
	ST	PT	COT
Review/monitor TDLE/ST3 (Sound Transit) projects			
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 and 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 the Dome District Report by Urban Land Institute’s Tech. Assistance Panel			✓
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:

1. Develop recommendations for TDLE’s Portland Avenue 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 Program Priorities applicable to project areas under TODAG’s review (district characteristics/identity, wayfinding, pedestrian amenities, public open spaces, lighting, paving, landscaping, etc.)

C. Staff/Consultant/Agency Activities:

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.

F. Acknowledgment

TODAG Members

- Imad Bahbah, Chair
- Donald Erickson, Vice-Chair
- Adam Cook
- Daren Crabill
- David D’Aniello
- Kerri Hill
- Chris Karnes
- Justin Leighton
- Janice McNeal
- Cathy Reines
- Roberta Schur
- Rick Semple
- Andrew Strobel
- Lauren Svancarek
- Christine Wolf
- Ryan Givens (resigned June 2021)
- Evette Mason (resigned May 2021)
- Ben Ferguson (resigned March 2021)
- Amber Stanley (resigned December 2020)

Presenters – Multi-Jurisdictional Roundtable on Portland Avenue Station Area

(November 16, 2020)

- Tim Bates, Sound Transit
- Andrew Strobel, Puyallup Tribe
- Christine Wolf, Port of Tacoma
- Phillip Harris, WSDOT
- Tina Lee, Pierce Transit
- Josh Diekmann, City of Tacoma

Presenters – TOD Roundtable Series

Session #1 (January 25, 2021)

- Cathy Reines, Koz Development
- Jill Sherman, Gerding Edlen
- Pat Beard, City of Tacoma

Session #2 (February 22, 2021)

- Maggie Moore, Puget Sound Regional Council
- Tim Bates, Sound Transit
- Tina Lee, Pierce Transit
- Brian Boudet, City of Tacoma

Session #3 (March 15, 2021)

- Katherine Howe, VIA Architects
- Kokila Lochan, VIA Architects
- Matt Roewe, VIA Architects

Supporting Staff

- Brian Boudet (Planning Manager, Planning & Development Services)
- Lihuang Wung (Senior Planner, Planning & Development Services)
- BT Doan (Administrative Assistant, Planning & Development Services)
- Mary Crabtree (Administrative Assistant, Planning & Development Services)
- Pat Beard (Business Development Manager, Community & Economic Development)
- Dana Brown (Assistant Division Manager, Transportation Planning, Public Works)
- Jennifer Kammerzell (Principal Engineer, Traffic Programs, Public Works)
- Mark D’Andrea (Project Manager, Engineering Project Management, Public Works)

G. Appendix “A” – TODAG Evaluation of TDLE Portland Avenue Station Area – Voting Results and Summary of Comments

1. Voting Results:

(Based on votes from 10 TODAG members; the vote from an additional member to “eliminate this East Tacoma Station entirely, both as a cost cutting measure and to allow us to focus on the Tacoma Dome Station implementation” cannot be reflected in this chart.)

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 <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
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				

* Scoring Methods:

- Tally Method – Showing the number of votes for each diagram; for example, indicates that 1 person believes the station concept exceeds expectations when evaluated against this particular design principle, 5 persons believe it meets expectations, and 4 persons believe it falls short of expectations.
- Weighted Method – Assigning 2 points for , 1 point for , and -1 point for ; for example, equates to $2 \times 1 + 1 \times 5 + (-1) \times 4 = 3$, which means the station concept receives 3 points when evaluated against this particular design principle. Note that the points are relative, not representing absolute values; in other words, a 9 vs. 3 situation means the 9-pointer performs much better than the 3-pointer, but not necessarily 3 times as good.

2. Summary of Comments – Principle #1:

DESIGN PRINCIPLE STATION OPTIONS	MULTI-MODAL CONNECTIVITY	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Easier (density of design) and safer (less crossing of Portland Ave.) multimodal transfers for high-volume bus transfers, including paratransit and kiss-n-ride. • Less impact on throughput on Portland Ave. (no in-lane bus stops and lower pedestrian crossing volumes). 	<ul style="list-style-type: none"> • Traffic; complicated bus circulation; indirect transit routing; inconvenient transfers; unsafe crossing (of Portland Ave.). • No parking; limited pickup/drop-off area. • Bicycle access is currently nonexistent. • Side platform station requires redundant escalator/stairs and emergency stairs and can be confusing to new users. Wayfinding will be more complex to produce at a dataset level that can be used by Google Maps, etc. • Bridges may be resources better spent on at-grade improvements to access for bicyclists and pedestrians • Safety; security; crime. • You have to take the link to Tacoma Dome station to get better access.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • Better in-line pull-offs for bus stop connections; direct for transit; station adequately designed for paratransit users. • Pickup/drop-off at the west station entrance appear easier to navigate than the pickup/drop-off requiring riders to cross the street. • Safe for pedestrians (less crossing of Portland Ave.). • No added traffic impacts to E. 27th Street. • Bicycle access can potentially be facilitated via side streets (E. 26th). • On-street angled parking could help to expand access in Portland Ave. area on side streets. • Prominent location for station allows easier wayfinding and center platforms are more easily understood by riders. 	<ul style="list-style-type: none"> • Location undesirable. • Less integration of different transit modes and less convenient multimodal transfers. • No parking; limited pickup/drop-off area. • Bicycle access is currently nonexistent. • Higher impact on throughput on Portland: In-lane bus stops, higher pedestrian crossing volumes (but one less crossing compared to other station). • Potentially duplicative bus platform northbound at E. 26th Street. • Would require longer bridge to the casino/south of I-5 area. Bridges may be resources better spent on at-grade improvements to access for bicyclists and pedestrians. • Safety; security; crime. • You have to take the link to Tacoma Dome station to get better access.

3. Summary of Comments – Principle #2:

DESIGN PRINCIPLE STATION OPTIONS	ECONOMIC DEVELOPMENT OPPORTUNITIES	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Redevelopment, in particular amenities like child care, grocery/pharmacy/dry cleaners can be integrated into station location—no-one has to cross the street. • Provides on-site employment opportunities and maintains capacity for industrial/manufacturing-compatible development along Puyallup Ave. that can support and grow family wage industrial jobs in the Tideflats. • Two small parcels would be potentially available for redevelop opportunity. • Access to Tribal property and job center is supported. 	<ul style="list-style-type: none"> • Remnant property from the station is unlikely to be developed from the smaller and less regular shape. Adjacent parcel to the west developability is possibly impacted by guideway as well. • The station completely consumes a key potential infill site that could be used for infill housing, commercial services, or employment uses. • Development opportunities are bounded by I-5 and the BNSF railyard/705, East Portland Ave. and the Puyallup River, with corresponding noise and air quality impacts. Housing development could unnecessarily introduce environmental injustices that do not exist today. • Density of design could create opportunity for on-site businesses, but smaller size would limit the available commercial space on-site.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • More regular and larger shape from construction staging parcel – though partially impacted by guideway on the east. Other adjacent properties better positioned for future development. • Some redevelopment potential: One large parcel within walking distance of bidirectional access to the station. Larger parcel has more potential to serve as a center of mixed use structures with greenspace. • Spanning Portland Ave. enables access to a wider extent of developable land on E. 26th and E. 27th east of Portland Ave. • Access to Tribal property and job center is supported. 	<ul style="list-style-type: none"> • Less opportunity for integration of amenities like child care, grocery/pharmacy/dry cleaners. • Not much for economic activity unless you work closely with the Puyallup Tribe.

4. Summary of Comments – Principle #3:

DESIGN PRINCIPLE STATION OPTIONS	PLACEMAKING + URBAN FORM	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Larger contiguous site provides greater opportunity for placemaking through integration of signature amenity civic space, iconic architecture, and neighborhood identity. • Shorter, more direct connection to the casino/south of I-5 area. 	<ul style="list-style-type: none"> • Station couched away, setback from the main street, self-contained, with limited visual profile, and less integrated into the surrounding blocks. • Public space dispersed and limited in size. • Run of the mill architecture, similar to Mt. Baker Station, will not differentiate this station from other LINK stations.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • Opportunity for a very eye catching and prominent design to celebrate light rail (akin to Angle Lake Station). • Larger public space, along with escalators/stairs, should bridge the space on both sides, allowing for events or public art. • A pedestrian bridge north-south across Sounder tracks would help broaden access on the eastern side of Portland Ave. • Opening up eastern side of Portland Ave. allows City to reinstate a regular street grid by splitting superblocks at more regular intervals (e.g. East M Street). 	<ul style="list-style-type: none"> • No great opportunities for placemaking. • Long, skinny site provides fewer opportunities for integrated development and iconic architecture with civic element. • Little opportunity for integration of bridge to the casino/south of I-5 area.

5. Summary of Comments – Principle #4:

DESIGN PRINCIPLE STATION OPTIONS	SOCIAL + CULTURAL IMPACTS	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Greater opportunity for public art both on site and the pedestrian bridge connecting to the casino/south of I-5 area, with potential for a design concept that takes its cues from art at the casino. • Opportunity to serve as a small commercial center (satellite) for housing on Tribal property and areas south of I-5. • Could help with street level activation. 	<ul style="list-style-type: none"> • Smaller station public space allows for less public art. • Activation of one sides of Portland Avenue limits benefits. • No culturally sensitive structures. • Tribe has not given us input to what they want. • Dome district station should activate Freighthouse Square area and help with art, etc.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • Opportunity for street level activation on Puyallup Ave. and both sides of Portland Ave. that enhances/allows impactful art and design, civic vitality, and community grow. 	<ul style="list-style-type: none"> • This is the industrial end of Puyallup Ave., with less likelihood for high quality connections to both the west and south.

6. Summary of Comments – Principle #5:

DESIGN PRINCIPLE STATION OPTIONS	COMMUNITY BENEFIT	
	Opportunities	Concerns
A. PORTLAND AVENUE STATION	<ul style="list-style-type: none"> • Opportunity to serve as a small commercial center (satellite) near housing south of I-5. • Opportunity for programmed community events, local businesses, District vision and character (similar to the Capitol Hill station). • Can help with affordable housing south on Portland Ave. • ST can write requests for development proposal to ensure that community benefits are integrated. 	<ul style="list-style-type: none"> • Limited public space and station accessibility. • Limited safe access to Eastern side of Portland Ave. reduces potential for redevelopment and support of local retail with residential redevelopment. • If included, single use pedestrian bridges will pull activity off of the street. • This station is outside of the Dome District, where there are more local retail and community activities (e.g., Farmers Market) that are easier to reach.
B. PORTLAND AVENUE SPAN STATION	<ul style="list-style-type: none"> • More abundant public space, better station accessibility and more prominent station allows for easier wayfinding and enhancement of district character. • Safe access to Eastern side of Portland Ave. enhances potential for redevelopment and support of local retail with residential redevelopment. • A safe street level crossing for Portland Ave. could promote development on either side. • Can help with affordable housing south on Portland Ave. 	<ul style="list-style-type: none"> • Narrow footprint and lack of integrated development opportunities make it harder to provide community benefit. More dependent on developers doing the right thing out of their own volition. • If included, single use pedestrian bridges will pull activity off of the street. • This station is outside of the Dome District, where there are more local retail and community activities (e.g., Farmers Market) that are easier to reach.

###



July 19, 2021

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

Dear Co-Chairs Moore and Nyland,

On behalf of the Transit-Oriented Development Advisory Group (TODAG), I am forwarding the attached “Tacoma TOD” to the Transportation Commission for review and consideration.

The TODAG has issued Progress Reports No. 1 in May 2020 and No. 2 in July 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” 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 toolkit.

As a toolkit, the “Tacoma TOD”:

- 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.



Transportation Commission

TODAG Progress Report No. 3 – “Tacoma TOD”

July 19, 2021

Page 2 of 2

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 our Progress Report No. 3 – “Tacoma TOD” Toolkit to the Transportation Commission and soliciting feedback from the Commission. 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 of TODAG

Enclosure: TODAG Progress Report No. 3 – “Tacoma TOD” Toolkit, July 2021

Tentative TODAG Meeting Scheduling
July 9, 2021

TODAG Agenda 7/19/21
Attachment 4a

		Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21
Project Schedules															
Sound Transit – TDLE	Station Access Outreach		Station Access Feedback				(DEIS issued in 2022)								
Pierce Transit – Pacific Ave. BRT	60% Design Outreach				SEPA Determination			90% Design Outreach							
Tacoma – Puyallup Ave. Redesign	Project & Outreach Review			Grant Review (internal)			Concept Alternative Development				Design Phase Begins				
TODAG Meetings															
TDLE	TDLE – Update		TDLE – Station Access; Open House thru 10/28	TDLE – Portland Ave. Station Multi-jurisdictional Discussion	TDLE – Portland Avenue Station Debrief	TDLE – Portland Avenue Station Discussion	Sound Transit Program Realignment; TDLE – Portland Avenue Station Discussion	TDLE – Portland Avenue Station Discussion	Letter on Sound Transit Program Realignment; TDLE – Portland Avenue Station Discussion	TDLE – Portland Avenue Station Discussion	TODAG Progress Report No. 2 (Draft) – Portland Avenue Station Evaluation	TODAG Progress Report No. 2 (Final) – Portland Avenue Station Evaluation			
BRT	BRT – Intro			BRT – Open House 12/10	BRT – Update										
Puyallup Ave.		Puyallup – Intro	Puyallup – Check-in	Puyallup – Check-in	Puyallup – Grant Acceptance	Puyallup – Grant Acceptance Letter of Recommendation								Puyallup – Check-in	
TOD Roundtable						1/25 ECONOMIC DEVELOPMENT/ FINANCE / DEVELOPER	2/22 REGIONAL / COMPREHENSIVE PLAN POLICY	3/15 URBAN DESIGN / PLACEMAKING	4/19 FRAMEWORK FOR WHITEPAPER/ TOOL KIT	5/17 DRAFT WHITEPAPER	6/21 FINAL WHITEPAPER	7/19 Cover Letter			
Other		Dome District Parking and Access	ULI TAP – Review Report								<i>Quiet Zone Update</i>				



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):

Priority Review Items <i>(Items are numbered for identification purpose)</i>	Lead Agencies		
	ST	PT	COT
Review/monitor TDLE/ST3 (Sound Transit) projects			
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.



RESOLUTION NO. 40303

1 BY REQUEST OF MAYOR WOODARDS, DEPUTY MAYOR McCARTHY, AND
COUNCIL MEMBERS HUNTER AND THOMS

2 A RESOLUTION authorizing the use of up to \$75,000, budgeted from the
3 1065 Street Fund, to establish a broad-based advisory group to make
4 recommendations on the various projects impacting regional and local
5 public transportation facilities in Transit Oriented Development areas; and
6 directing the City Manager to negotiate and execute an agreement with a
7 consultant, outlining the scope of work and deliverables for said funding.

8 WHEREAS recent investments in traffic infrastructure within the City has
9 created Transit Oriented Development ("TOD") opportunities in neighborhoods
10 and business districts, and

11 WHEREAS residents and business owners near these TOD areas are
12 concerned that they are not being adequately consulted about how the
13 investments will integrate into the City, and seek a clearer role, and

14 WHEREAS it is envisioned that a Transit Oriented Development Advisory
15 Group ("TODAG") would provide the broader experience necessary to review
16 major projects, and the residents and business owners near these TOD areas
17 desire to shift their representation to the TODAG for the review of three major
18 projects: the Sound Transit Central Link extension, the Pierce Transit Bus Rapid
19 Transit (BRT) service, and the City's pending Puyallup Avenue design project,
20 and

21 WHEREAS proposals by the TODAG will be forwarded to and reviewed by
22 the City's Transportation Commission, for concurrence with adopted
transportation and land use plans and policies, and



1 WHEREAS, if the TODAG is established, it is anticipated that the group will
2 require consultant services to manage meetings and provide expertise, as
3 necessary, and

4 WHEREAS consultant tasks are dependent on the Central Link and BRT
5 project schedules, and there is a need for expediency in the creation of the
6 TODAG to meet these timelines in order to allow for citizen engagement to occur in
7 tandem with project planning efforts, and

8 WHEREAS this proposal assumes a 24-30 month schedule, with an
9 anticipated cost of \$125,000 to \$180,000, of which \$75,000 would be for the first
10 phase of the proposal, and

11 WHEREAS the proposed funding is anticipated to cover costs for a one-
12 year period, and the City Council and City staff will seek out investments from
13 partner agencies and seek to identify other funding sources to fund the entire
14 timeline of this project, and

15 WHEREAS City staff will negotiate and execute an agreement for consultant
16 services, outlining the terms and deliverables for the City's contribution; Now,
17 Therefore,

18 **BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:**

19 Section 1. That the use of up to \$75,000, budgeted from the 1065 Street
20 Fund, for the purpose of establishing a broad-based advisory group to make
21 recommendations on the various projects impacting regional and local public
22 transportation facilities in the Transit Oriented Development areas, is hereby
approved.



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

Section 2. That the City Manager is hereby directed to negotiate and

execute an agreement with a consultant for the purposes hereinabove
enumerated, outlining the scope of work and deliverables for said funding.

Adopted APR 16 2019

M Woodard
Mayor

Attest:

Dous Seum
City Clerk

Approved as to form:

Debra Case
Deputy City Attorney

TODAG Next Steps

(Discussion Outline, July 19, 2021)

Resolution No. 40303:

1. Establishes TODAG on April 16, 2019
2. Assumes “a 24-30 month schedule”, but does not include a sunset provision
3. Is silent on the membership (eligibility, requirements, structure, appointment process, or operating procedures)

Accomplishments:

1. Progress Report No. 1, June 2020 – TDLE Tacoma Domes Station Area Evaluation
2. Progress Report No. 2, July 2021 – TDLE Portland Avenue Station Area Evaluation
3. Progress Report No. 3, July 2021 – “Tacoma TOD” Toolkit
4. Letter of Comments, February 22, 2021 – Puyallup Avenue Design Project
5. Joint Letter of Comments, April 30, 2021 – ST Program Realignment
6. Major projects reviewed and activities conducted:
 - a. Walking Tour of Tacoma Dome Station Area
 - b. Multi-Jurisdictional Roundtable on Portland Avenue Station Area
 - c. TOD Roundtable Series
 - d. Bus Rapid Transit Project
 - e. Quiet Zone

Next Steps:

1. The “Pilot Program” established by Resolution #40303 is presumably coming to an end.
2. Issues and projects that should/could be pursued into the near future are outlined in the TODAG Work Plan for 2020-2021 (October 14, 2020).
3. An accomplishment report should be provided to the City Council, perhaps at a study session in November 2021, and the Council’s direction sought on the path forward.
4. What should/could be the path forward? Potential options and issues?
 - A. Mission Accomplished** – Sunset by December 2021
 - B. Mission Carried on** – Continue as is, but perhaps meet less frequently (i.e., Monthly, Bi-monthly, Quarterly, or As needed)
 - C. Mission Modified** – Sustain the operation of TODAG, on an as-needed basis, with the membership clarified and the scope of work updated/modified.
 - D. Mission Handed-over** – Transformation:
 - a. Establish a different group, succeeding TODAG
 - b. Assign TODAG duties to one or more existing CBC(s)
 - c. Encourage existing entities (such as the Dome District Business Association) to either “take over” TODAG’s duties or transform themselves into a TODAG successor group