

October 18, 2021

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. 2

Honorable Mayor Woodards and Members of the City Council,

On behalf of the Transit-Oriented Development Advisory Group (TODAG), we are submitting our Progress Report No. 2 for your consideration. This report is a sequel to Progress Report No. 1, issued in May 2020, and summarizes our current thoughts and recommendations concerning Sound Transit's Tacoma Dome Link Extension (TDLE) project, with a focus on the East Tacoma Station Area (also referred to as the Portland Avenue 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 summarized 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. In addition to re-designed, substantially enhanced and appropriately maintained underpasses to support multimodal access, the pedestrian/bicycle bridge over I-5 is seen as an indispensable means of getting pedestrians and bicyclists across the 10+ lane elevated interstate freeway that bisects the surrounding area and impedes access to future regional transit. There has been a strong community support for the bridge, with the expectation that the station location or funding of other needed infrastructure would not be jeopardized. 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.



Tacoma City Council

TODAG Progress Report No. 2

October 18, 2021

Page 2 of 2

The City Council's Resolution No. 40303 (adopted on April 16, 2019) that established the TODAG 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." The Transportation Commission has reviewed the report at its meetings on August 18 and September 15, 2021. We have also provided a briefing to the Planning Commission on September 1, 2021. Comments and suggestions from both Commissions have been substantively incorporated in the report attached hereto.

We will also forward the report to the Sound Transit Board for their timely consideration as they are moving forward with the Draft Environmental Impact Statement (DEIS) process for the TDLE project.

We look forward to your feedback on the report, and your advice and support for our continued operations. If you have any questions, please contact TODAG's staff liaison, Brian Boudet, Planning Division Manager, Planning and Development Services Department, at (253) 573-2389 or bboudet@cityoftacoma.org.

Respectfully,



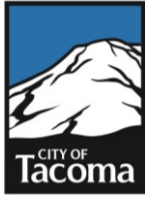
Imad H. Bahbah, AIA
Chair



Donald K. Erickson, AICP
Vice-Chair

Enclosure: TODAG Progress Report No. 2, October 18, 2021

- c. Elizabeth Pauli, City Manager
- Brian Boudet, Planning Manager, Planning and Development Services Department
- Tacoma Planning Commission
- Tacoma Transportation Commission



TRANSIT-ORIENTED DEVELOPMENT ADVISORY GROUP PROGRESS REPORT NO. 2

October 18, 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 (“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. 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 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. In addition to re-designed, substantially enhanced and appropriately maintained underpasses to support multimodal access, the pedestrian/bicycle bridge over I-5 is seen as an indispensable means of getting pedestrians and bicyclists across the 10+ lane elevated interstate freeway that bisects the surrounding area and impedes access to future regional transit. There has been a strong community support for the bridge, with the expectation that the station location or funding of other needed infrastructure would not be jeopardized. 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 pursued for the area as soon as practical 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 station and the surrounding areas.

Organization of the Report

This report includes the following sections:

- A. Executive Summary
- B. Station Options Reviewed
- C. Evaluation Methodology
- D. Conclusions and Recommendations
- E. Acknowledgement
- F. Appendix "A" – Summary of Evaluation

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

For either station option, 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 re-designed, substantially enhanced and appropriately maintained underpasses to support multimodal access, there should be a pedestrian/bicycle bridge built over I-5. Two alternative layouts for such an overpass have been identified for each station option (see Figure 3 below). Either one is seen as an indispensable means of safely getting pedestrians and bicyclists across the 10+ lane elevated interstate freeway (I-5) that bisects the surrounding area and impedes pedestrian/bicycle access to future 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 to traverse from one side to the other.

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/tdlink.

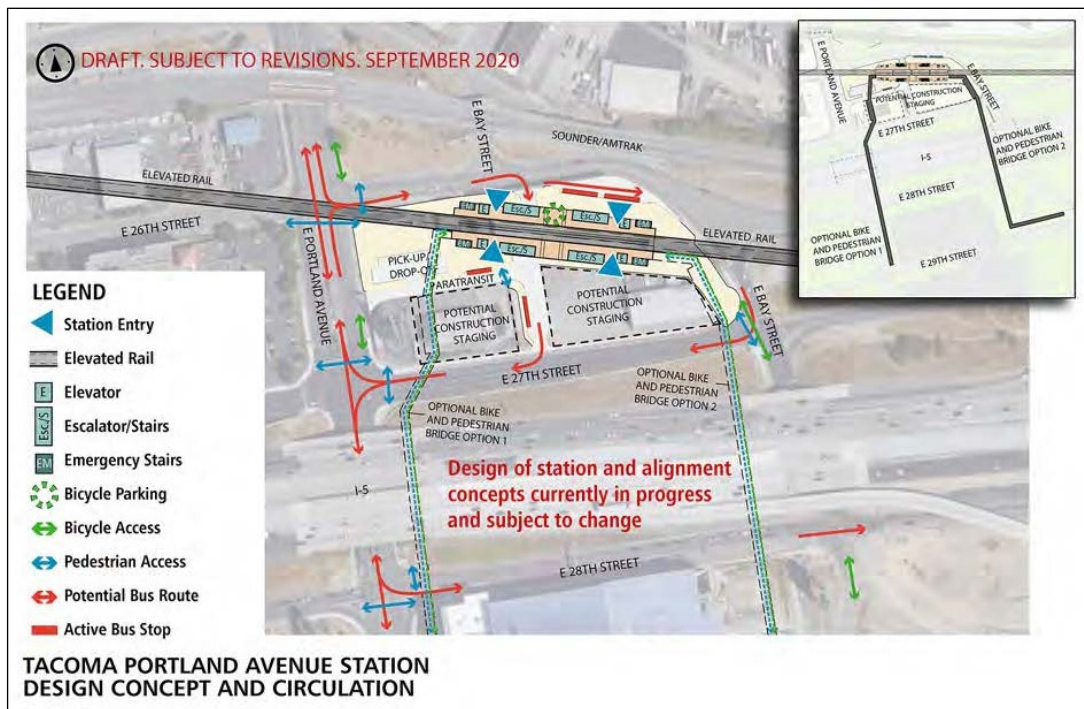


Figure 1. Portland Avenue Station Option

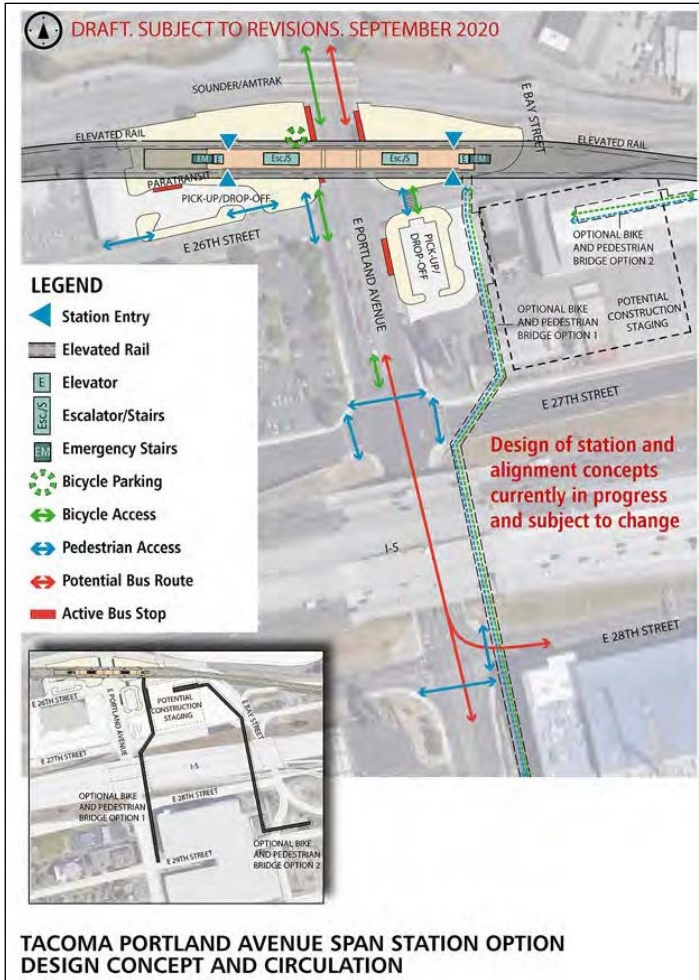
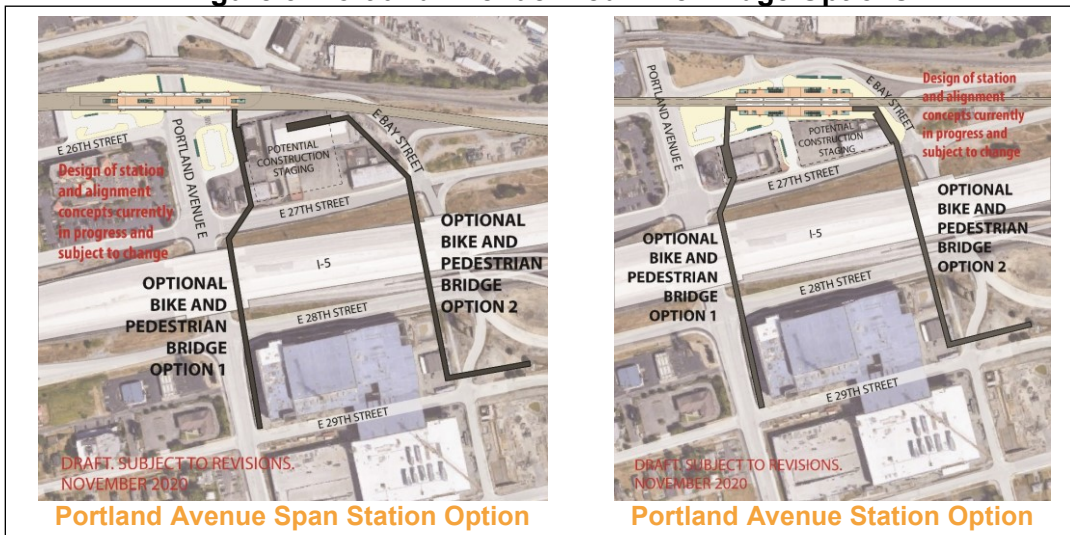


Figure 2.
**Portland Avenue Span
Station Option**

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 Review 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 to 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*?

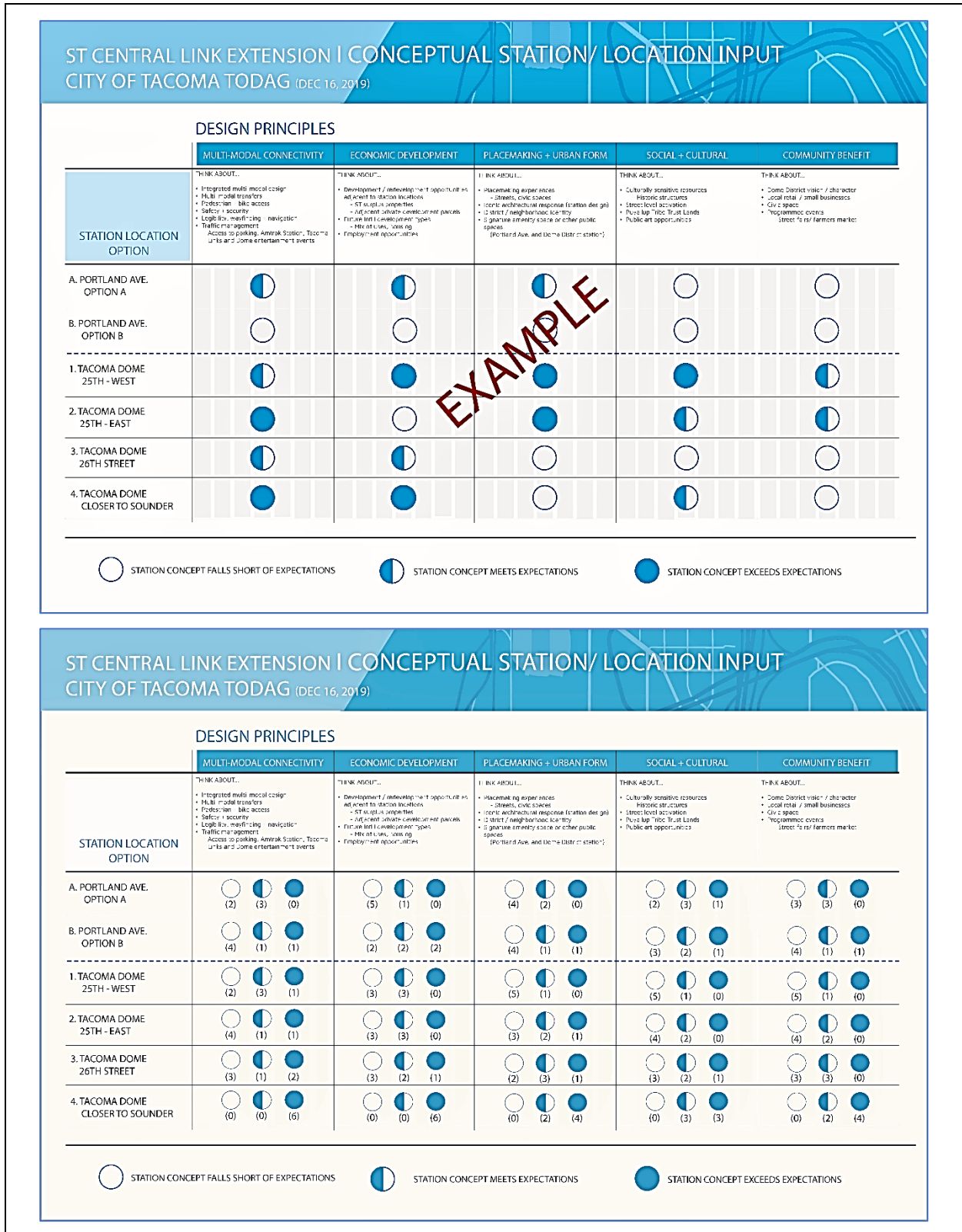
Social + Cultural

- 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 spring of 2022. 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 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. The Span Option also realizes the value of the East 'L' Street Overpass in providing better connection between the station area and the East McKinley Hill area on the other side of I-5.
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. There has been a strong community support for the bridge, with the expectation that the station location or funding of other needed infrastructure would not be jeopardized. 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 would 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 through better designed and maintained existing underpass, in addition to a new pedestrian/bicycle bridge, at a minimum, spanning I-5, E. 27th Street, and E. 29th Street.
- 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, due to the station area's proximity to heavy industrial activity (since it is currently located within, and functioning as a buffer area to, the Tideflats Manufacturing/Industrial Center). 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. Such a focused, station-area planning effort should be pursued as soon as practical to help achieve/realize the area’s full potential. The scope of work should include review of the industrial land in the vicinity, review of the Lower Portland Mixed-Use Center and the Portland Avenue Corridor, and incorporation of the Sound Transit’s Program Realignment.
- 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. 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)

F. 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"> Increased social equity City’s Equity Index and Equity Map Dome District vision / character Affordable housing Local retail / small businesses Civic space Programmed community events <ul style="list-style-type: none"> Street fairs / farmers market
A. PORTLAND AVENUE STATION	Tally		1 5 4	0 7 3	1 6 3	0 8 2	1 6 3
	Weighted		3	4	5	6	5
B. PORTLAND AVENUE SPAN STATION	Tally		3 5 2	3 5 2	3 5 2	1 6 3	3 5 2
	Weighted		9	9	9	5	9
Legend			Station concept exceeds expectations (Weight: +2 pt’s)	Station concept meets expectations (Weight: +1 pt)	Station concept falls short of expectations (Weight: -1 pt)		

* 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.

###