



AGENDA

MEETING: Public Hearing

TIME: Wednesday, July 1, 2020, 5:00 p.m.

To comply with Governor Jay Inslee's Proclamation 20-28 in response to the COVID-19 pandemic, this meeting will not be conducted in-person. The meeting can be attended remotely at <https://us02web.zoom.us/j/88455355526>, or by dialing +1 (253) 215-8782 and entering the meeting ID 884-5535-5526 when prompted.

Microphones will be muted and cameras turned off for all participants during the meeting, except for the Commissioners and staff presenters.

Public comments on discussion items will NOT be accepted at the meeting. The Commission encourages citizens to submit comments in writing prior to the meeting, i.e., by 4:00 p.m., on July 1st. Please e-mail your comments to Planning@cityoftacoma.org, put in the subject line "PC Meeting 7/1/20", and clearly indicate which agenda item(s) you are addressing.

A. Call to Order and Quorum Call

B. Approval of Agenda and Minutes (June 3, 2020)

C. Public Comments (written comments only; see message above)

D. Discussion Items

1. Public Hearing – 2021-2026 Capital Facilities Program

- Description: Conduct a public hearing on the proposed amendments to the 2021–2026 Capital Facilities Program (CFP).
- Action: Conduct a Public Hearing
- Staff Contact: Nick Anderson, Office of Management and Budget

2. 2021-2026 Capital Facilities Program – Public Hearing Debrief and Recommendation

- Description: Review public testimony on the proposed amendments to the 2021-2026 Capital Facilities Program and consider forwarding a recommendation to City Council.
- Action: Recommendation
- Staff Contact: Nick Anderson, Office of Management and Budget and Stephen Atkinson, Planning and Development Services

E. Tentative Topics of the Upcoming Meeting (August 5, 2020):

1. Tideflats Subarea Plan and Interim Regulations

F. Communication Items

- (1) Transit Oriented Development Advisory Group (TODAG) – Progress Report



G. Adjournment



MINUTES (DRAFT)

TIME: Wednesday, June 3, 2020, 5:00 p.m.

PRESENT (virtually): Anna Petersen (Chair), Carolyn Edmonds, Ryan Givens, David Horne, Christopher Karnes, Brett Santhuff, Andrew Strobel, Alyssa Torrez

ABSENT: Jeff McInnis (Vice-Chair)

A. CALL TO ORDER AND QUORUM CALL

Chair Petersen called the meeting to order at 5:03 p.m. A quorum was declared.

B. APPROVAL OF AGENDA AND MINUTES

The agenda for the meeting was approved. The minutes for the May 6, 2020, meeting were approved as submitted.

C. PUBLIC COMMENTS

Public comments were not accepted at the meeting. No written comments had been submitted previously as directed in the agenda notice.

D. DISCUSSION ITEMS

1. Capital Facilities Program

Nick Anderson, Finance Division, provided an overview of the 2021-2026 Capital Facilities Program (CFP). He explained the purpose of the CFP, the roles of City staff, the Planning Commission, the City Manager, and City Council, and how a project is chosen to be part of the program. Mr. Anderson stated that there are 13 new projects proposed for inclusion in this update, including Vision Zero Implementation, Gas Station Park, Heidelberg Soccer Stadium, Tacoma Dome South Addition, and Library Fan Wall Replacement.

Mr. Anderson reviewed the next steps for the project, and requested that the Commission begin the process by setting the Public Hearing date as July 1st, 2020 for the CFP and release the materials for public consideration.

Commissioner Edmonds moved to have a Public Hearing regarding the CFP on July 1st, 2020 and to release the documents for public review. Commissioner Strobel seconded the motion and it passed unanimously.

Commissioner Edmonds followed-up by asking about projects happening around Washington State Routes 509 and 167. Mr. Anderson clarified that the City's portion of the project is simply a contribution to the Washington State Department of Transportation, who is the agency constructing the project. Commissioner Horne noted that the page numbers in the Table of Contents of the CFP document did not match up, Mr. Anderson stated that he would look into any typos.

2. Pierce Transit Long Range Plan

Steve Atkinson, Planning Services Division, provided some background of the Pierce Transit Long Range Plan and a summary of the Planning Commission's comment letter. He stated that the purpose of the

meeting was to finalize the comments and approve the letter of recommendation that will be submitted to Pierce Transit. Mr. Atkinson recognized the work that Commissioner Karnes had done to put together the draft comments, and reviewed the feedback from the Commission at the previous meeting. This included a desire to review the letter to make sure it is consistent with the responsibilities of the Planning Commission, to maintain key comments and recommendations, and to evaluate if there is room to generalize and condense these comments before submitting the letter to Pierce Transit. Mr. Atkinson then went over the general themes of the comment letter, noting specific routes referenced.

Commissioner Karnes moved to adopt the letter as amended by staff. Commissioner Santhuff seconded the motion.

Commissioner Santhuff requested to make two minor corrections. The first being to clear up the reference in the section titled 'System Network Prioritization' from "see below re: Corridor Recommendations" to "see below: Underserved Areas and Priority Corridors". Secondly, he asked staff to review the wording in Appendix B, under the first two bulleted sections. Commissioner Santhuff noted that he would send mark-ups of these edits to staff.

Commissioner Edmonds asked Commissioner Karnes if he was satisfied with the letter and he felt it speaks to the issues that were of most concern. Commissioner Karnes responded that the letter definitely speaks to the spirit of the original draft, and that he is happy to see the sections added referencing the Comprehensive Plan. Commissioner Karnes then thanked Mr. Atkinson for the work on the Comment Letter, and asked that the Downtown Tacoma to Lakewood via Tacoma Mall Bus Rapid Transit Route be referenced as a High Capacity Transit Study alongside Portland Avenue and 19th Street.

Commissioner Strobel moved to incorporate the comments made by Commissioners Santhuff and Karnes into the final letter to approve and send to Pierce Transit. Commissioner Karnes seconded the motion and it passed unanimously.

E. TOPICS OF THE UPCOMING MEETING (subject to change)

- 1) Capital Facilities Program 2021-2026 (Public Hearing followed by a debrief and direction to staff)
- 2) Planning Commission Terms and Appointments

F. COMMUNICATION ITEMS

Steve Atkinson informed the Commission of the following:

- The Tideflats Steering Committee's Public Engagement Plan has been delayed due to Covid-19. Their next scheduled meeting is scheduled for July 9th, where they are expected to review a draft of that plan.
- Regarding the Tideflats Interim Regulations extension process, there was a motion introducing by City Council to ask the Planning Commission to consider non-interim regulations, but that was removed based on the commitment of the Tideflats Steering Committee to consider the issue at its next meeting on July 9th.

G. ADJOURNMENT

The meeting was adjourned at 5:47 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:*

http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/



To: Planning Commission
From: Nick Anderson, Office of Management & Budget
Subject: **2021-2026 Capital Facilities Program Public Hearing**
Meeting Date: July 1, 2020
Memo Date: June 24, 2020

Action Requested:

Conduct a public hearing on the proposed amendments to the 2021-2026 Capital Facilities Program (CFP).

Discussion:

At the next meeting on July 1, 2020, the Planning Commission will conduct a public hearing on the proposed amendments to the Capital Facilities Program for 2021-2026. Staff from the Office of Management and Budget will introduce the public hearing with an overview of the proposed amendments. The public review documents are available at www.cityoftacoma.org/planning.

Background:

The CFP serves as a planning document for capital projects and enables the City to seek funding for potential projects. The element is updated each biennium through development of the City's Capital Facilities Program (CFP). Since the amendment of the CFP occurs concurrently with the adoption of the City's biennial budget, it is not processed along with the annual amendments to the *One Tacoma* Comprehensive Plan, which is an exception allowed by the GMA (per RCW 36.70A.130).

The following proposal would update the six-year CFP from 2019-2024 to 2021-2026 with a revised project list. The projects vary in size and location and fall into the following categories: Community Development, Cultural Facilities, General Government Municipal Facilities, Libraries, Local Improvement Districts, Parks and Open Space, Public Safety, Solid Waste, Surface Water, Tacoma Power, Tacoma Rail, Tacoma Water, Transportation, and Wastewater.

The Capital Facilities Program from 2019-2024 is being amended pursuant to the State Growth Management Act's requirements and will be considered and adopted by the City Council concurrently with the 2021-2022 Operating and Capital Budgets, currently expected in November 2020.

City staff provide the following information in support of the public hearing and the Planning Commission's consideration of the proposed amendments:

- 1. Environmental Review** – The City made a preliminary determination that the proposed CFP update would not have a probable significant adverse impact on the environment and issued a preliminary Determination of Nonsignificance (DNS) on June 17, 2020 after review of an environmental checklist. The DNS and the environmental checklist report were also included in the Public Review Document distributed for public review and comment.

2. **Notification for the Public Hearing** – The public hearing notice was distributed to individuals and entities on the Planning Commission’s mailing list that included the City Council, Neighborhood Councils, business district associations, civic organizations, environmental groups, the development community, the Puyallup Tribal Nation, adjacent jurisdictions, major employers and institutions, City and State departments, and other interested parties. A City of Tacoma News Release was issued on June 17, 2020. An online advertisement was placed on The News Tribune, running from June 25 to June 30, 2020. A legal notice was published on the Tacoma Daily Index on June 17, 2020. A “Notice of Intent to Adopt Amendment 60 Days Prior to Adoption” was sent to the State Department of Commerce (per RCW 36.70A.106) on June 17, 2020. A similar notice was sent to Joint Base Lewis-McChord (per RCW 36.70A.530(4)) on June 17, 2020, asking for comments within 60 days of receipt of the notice. A letter was sent to the chairman of the Puyallup Tribe of Indians on June 17, 2020 to formally invite the Tribe’s consultation on the proposed CFP update. The proposal was posted on the website of the Planning Services Division at www.cityoftacoma.org/planning.

Prior Actions:

On June 3, 2020 the Planning Commission reviewed the draft proposal and set a public hearing date and public comment period on the 2021-2026 Capital Facilities Program.

Staff Contact:

Nick Anderson, Management Analyst: nanderson@cityoftacoma.org; (253) 591-5847
Stephen Atkinson, Principal Planner, satkinson@cityoftacoma.org, (253) 591-5531

- c. Peter Huffman, Director



To: Planning Commission
From: Nick Anderson, Office of Management & Budget
Subject: **2021-2026 Capital Facilities Program – Public Hearing Debrief and Recommendation**
Meeting Date: July 1, 2020
Memo Date: June 24, 2020

Action Requested:

Review public testimony on the proposed amendments to the 2021-2026 Capital Facilities Program and consider forwarding a recommendation to the City Council.

Discussion:

At the next meeting on July 1, 2020, the Planning Commission will conduct a public hearing on the proposed amendments to the Capital Facilities Program for 2021-2026. Following the public hearing, the Commission will review public testimony and consider forwarding a recommendation to the City Council. Attached for the Commission's review are a draft letter of recommendation and a draft of the findings and recommendations report.

Background:

The CFP serves as a planning document for capital projects and enables the City to seek funding for potential projects. The element is updated each biennium through development of the City's Capital Facilities Program (CFP). Since the amendment of the CFP occurs concurrently with the adoption of the City's biennial budget, it is not processed along with the annual amendments to the *One Tacoma* Comprehensive Plan, which is an exception allowed by the GMA (per RCW 36.70A.130).

The following proposal would update the six-year CFP from 2019-2024 to 2021-2026 with a revised project list. The projects vary in size and location and fall into the following categories: Community Development, Cultural Facilities, General Government Municipal Facilities, Libraries, Local Improvement Districts, Parks and Open Space, Public Safety, Solid Waste, Surface Water, Tacoma Power, Tacoma Rail, Tacoma Water, Transportation, and Wastewater.

The Capital Facilities Program from 2019-2024 is being amended pursuant to the State Growth Management Act's requirements and will be considered and adopted by the City Council concurrently with the 2021-2022 Operating and Capital Budgets, currently expected in November 2020.

Prior Actions:

On June 3, 2020 the Planning Commission reviewed the draft proposal and set a public hearing date and public comment period on the 2021-2026 Capital Facilities Program.

On July 1, 2020 the Planning Commission will conduct a public hearing to accept testimony on the proposed amendments to the Capital Facilities Program.

Staff Contact:

Nick Anderson, Management Analyst: nanderson@cityoftacoma.org; (253) 591-5847
Stephen Atkinson, Principal Planner, satkinson@cityoftacoma.org, (253) 591-5531

Attachments:

1. DRAFT Letter of Recommendation
2. DRAFT Findings and Recommendations

c. Peter Huffman, Director



City of Tacoma
Planning Commission

Anna Petersen, Chair
Jeff McInnis, Vice-Chair
Carolyn Edmonds
Ryan Givens
David Horne
Christopher Karnes
Brett Santhuff
Andrew Strobel
Alyssa Torrez

July 1, 2020

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

RE: Proposed Capital Facilities Program for 2021-2026

Mayor Woodards and Members of the City Council,

On behalf of the Tacoma Planning Commission, I am forwarding our recommendations on the proposed Capital Facilities Program for 2021-2026, which is an implementation element of the *One Tacoma* Comprehensive Plan.

Enclosed for your consideration is the "*Planning Commission's Findings of Fact and Recommendations Report, July 1, 2020*" that summarizes the proposal, the public review process, and the Commission's deliberations.

The Commission offers the following guidance to the City Council.

- **Consistency with the *One Tacoma* Plan.** The Commission finds that the proposed 6-year project list is generally consistent with the goals and policies of the *One Tacoma* Comprehensive Plan and promotes the general health, welfare, and safety of our community.
- **Growth, Level-of-service, and Equity.** The *One Tacoma* Plan prioritizes investments in neighborhoods that: 1. Are experiencing growth pressures; 2. Have service and facility deficiencies; and 3. Where there has been historic underinvestment and/or inequitable access to community services and facilities. However, the lack of consistent mapping of proposed capital projects limits our ability to review the consistency of proposed projects with these specific goals as well as the cumulative impact of our investments over time. The Commission recommends that the City develop standard operating procedures for project mapping to ensure a more rigorous project evaluation and decision-making.
- **Heidelberg Soccer Stadium.** The Commission recognizes that the proposed soccer stadium could be a tremendous community asset. However, given the dual challenges the City is facing with an economic downturn from the COVID-19 emergency and persistent housing unaffordability, we recommend prioritizing investments in facilities and services that are responsive to these current community needs, or consider modifications to the Heidelberg Soccer Stadium project that would incorporate elements, such as affordable housing, to serve these community needs.

The Honorable Mayor and City Council
Proposed Capital Facilities Program for 2021-2026
July 1, 2020
Page 2 of 2

With these considerations in mind, we recommend the 2021-2026 Capital Facilities Program for adoption by the City Council concurrently with the adoption of the City's Biennial Budget for 2021-2022.

Sincerely,

ANNA PETERSEN, Chair
Tacoma Planning Commission

Enclosure

DRAFT



CAPITAL FACILITIES PROGRAM 2021-2026

TACOMA PLANNING COMMISSION FINDINGS OF FACT AND RECOMMENDATIONS (Approved on XXXX)

A. SUBJECT:

Proposed Capital Facilities Program for 2021-2026.

B. SUMMARY OF THE PROPOSAL:

The proposal would update the six-year Capital Facilities Program (CFP). The CFP identifies and describes projects that are proposed for funding during the 2021-2026 timeframe. Proposed projects are consistent with and implement the policies of the *One Tacoma* Comprehensive Plan. Projects vary in sizes, are located citywide, and fall into the following categories: Community Development, Cultural Facilities, General Government Municipal Facilities, Libraries, Local Improvement Districts, Parks and Open Space, Public Safety, Solid Waste, Surface Water, Tacoma Power, Tacoma Rail, Tacoma Water, Transportation, and Wastewater.

As an element of the Comprehensive Plan, the CFP provides a bridge between the City’s long-term plan and the budget process but does not appropriate funds. The CFP is prepared pursuant to the State Growth Management Act’s requirements (RCW 36.70A.130), and will be considered for adoption by the City Council in November 2020 concurrently with the 2021-2022 Operating and Capital Budgets.

The Growth Management Act requires communities to plan for capital facilities and utilities to ensure that there is an adequate level of service in place to meet community needs over time. These facilities are provided in Tacoma by the City and other agencies. The following table identifies these facility and service types and the providers.

TYPE	PROVIDER
Provided by City	
Electric	Tacoma Public Utilities
General Municipal Facilities	Public Works Department
Fire	Fire Department
Libraries	Tacoma Public Libraries
Police	Police Department
Solid Waste	Environmental Services Department
Stormwater	Environmental Services Department
Wastewater	Environmental Services Department
Water	Tacoma Public Utilities
Provided by City + Other Entities	
Parks (including special public assembly facilities)	Public Works Department; Environmental Services Department; Metro Parks Tacoma
Telecommunications	Tacoma Public Utilities; Private providers
Transportation	Public Works Department; Tacoma Public Utilities; Pierce Transit; Sound Transit
Provided by Other Entities	
Natural Gas	Puget Sound Energy
Schools	Tacoma Public Schools

C. FINDINGS OF FACT:

- 1. Comprehensive Plan and Development Regulations** – The City of Tacoma's Comprehensive Plan, *One Tacoma*, is the official statement concerning future growth and development and sets forth goals, policies and strategies for the health, welfare and quality of life of Tacoma’s residents. The Comprehensive Plan consists of various policy elements and implementing programs. The Land Use Regulatory Code, i.e., Title 13 of the Tacoma Municipal Code, contains development regulations and is the key regulatory mechanism that supports the Comprehensive Plan. The Comprehensive Plan was first adopted in 1993 by Ordinance No. 25360, pursuant to the State Growth Management Act, and has been amended once every year thereafter. The Land Use Regulatory Code has also been amended on an as-needed basis – in most cases, concurrently with the annual amendments to the Comprehensive Plan.

- 2. Planning Mandates and Guidelines** – The Growth Management Act requires that any amendments to the Comprehensive Plan and/or development regulations conform to the requirements of the Act, and that all proposed amendments, with certain limited exceptions, shall be considered concurrently so that the cumulative effect of the various changes can be ascertained. Proposed amendments to the Comprehensive Plan and/or development regulations must also be consistent with the following State, regional and local planning mandates and guidelines:
 - The State Growth Management Act (GMA);
 - The State Environment Policy Act (SEPA);
 - VISION 2040, the Growth Management, Environmental, Economic, and Transportation Strategy for the Central Puget Sound Region;
 - Tacoma 2025 Strategic Plan;
 - Transportation 2040, the action plan for transportation in the Central Puget Sound Region;
 - The Countywide Planning Policies for Pierce County;
 - TMC 13.02 concerning the procedures and criteria for amending the Comprehensive Plan and development regulations and for area-wide zoning reclassifications.

- 3. Capital Facilities Program (CFP) Updates** – In recent years, the CFP has been updated on a biennial basis to reflect the changing needs and status of capital projects and to better coordinate with the City's biennial budget process. The updates are prepared by the Office of Management & Budget in conjunction with the Planning & Development Services Department based on project information submitted by various City departments. The CFP updates are conducted in a manner consistent with the above-mentioned planning mandates and guiding principles; however, the CFP updates are adopted separate from other proposed amendments to the Comprehensive Plan, which is an exception allowed by the GMA because they occur concurrently with the adoption or amendment of the City’s budget [RCW 36.70A.130 (2)(a)(iv)].

- 4. The 2021-2026 CFP Document** – The following table illustrates how the draft 6-year CFP document is organized. The project list is sorted first by prioritization tier and then by location. The full Capital Facilities Program book will be completed over the course of the 2020 budget development process.

DESCRIPTION OF PROPOSED AMENDMENT	
1. New Proposed Projects	There are 13 new projects proposed for addition to the Capital Facilities Program. This section identifies these new projects and the categories they are organized within, as well as the initial prioritization tier.

2. Proposed Project List	This attachment identifies the full proposed project list for the 2021-2026 CFP, including both new projects and projects carrying forward from the previous 2019-2024 Capital Facilities Program, sorted by prioritization tier and category.
3. Tier 1 Project Information	This section provides detailed information on all projects ranked within Tier 1. It is located in Attachment 3.
4. Tier 2 Project Information	This section provides detailed information on all projects ranked within Tier 2. It is located in Attachment 3.
5. Tier 3 Project Information	This section provides detailed information on all projects ranked within Tier 3. This tier also includes utility projects, listed at the end of the section. Both are located in Attachment 3.
6. Removed Projects List	This section identifies projects from the 2019-2024 CFP that are proposed to be removed from the 2021-2026 updated CFP and provides the reason for the removal. It is located in Attachment 3.
7. Future Projects List	This section includes a list of desirable future projects for which funding has not yet been identified and which are not prioritized for the 2021-2026 CFP. It is located in Attachment 3.
8. Proposed Projects by Location	This section includes two reports sorting proposed projects by Council District location. The first report is a list of the new proposed projects. The second report is a list of all proposed projects.

5. **Public Hearing and Public Review Document** – The Planning Commission conducted a public hearing on the proposed 2021-2026 CFP on July 1, 2020. A Public Review Document was compiled and disseminated for public review prior to the public hearing. The Public Review Document included the document as described above (in Section C.4.), plus an executive summary, and the environmental review of the proposal.
6. **Environmental Review** – The City made a preliminary determination that the proposed CFP update would not have a probable significant adverse impact on the environment and issued a preliminary Determination of Nonsignificance (DNS) on June 17, 2020 after review of an environmental checklist. The DNS and the environmental checklist report were also included in the Public Review Document distributed for public review and comment. **(THIS SECTION TO BE COMPLETED PENDING COMMENT PERIOD AND PUBLIC HEARING)**
7. **Notification for the Public Hearing** – The public hearing notice was distributed to individuals and entities on the Planning Commission’s mailing list that included the City Council, Neighborhood Councils, business district associations, civic organizations, environmental groups, the development community, the Puyallup Tribal Nation, adjacent jurisdictions, major employers and institutions, City and State departments, and other interested parties. A City of Tacoma News Release was issued on June 17, 2020. An online advertisement was placed on The News Tribune, running from June 25 to June 30, 2020. A legal notice was published on the Tacoma Daily Index on June 17, 2020. A “Notice of Intent to Adopt Amendment 60 Days Prior to Adoption” was sent to the State Department of Commerce (per RCW 36.70A.106) on June 17, 2020. A similar notice was sent to Joint Base Lewis-McChord (per RCW 36.70A.530(4)) on June 17, 2020, asking for comments within 60 days of receipt of the notice. A letter was sent to the chairman of the Puyallup Tribe of Indians on June 17,

2020 to formally invite the Tribe's consultation on the proposed CFP update. The proposal was posted on the website of the Planning Services Division at www.cityoftacoma.org/planning.

- 8. Public Hearing Comments and Responses** – Summarized in the table below are comments received by the Commission during the public hearing process and the corresponding staff responses:

(THIS SECTION TO BE COMPLETED PENDING CONCLUSION OF THE PUBLIC HEARING AND COMMENT PERIOD)

D. CONCLUSIONS AND RECOMMENDATIONS:

Consistency with the One Tacoma Comprehensive Plan. The Planning Commission concludes that the capital projects (new projects, in particular) included in the proposed Capital Facilities Program for 2021-2026 are consistent with the *One Tacoma* Comprehensive Plan (specifically the Public Facilities and Services Element, Policy PFS-4.10 concerning prioritization of capital improvements), are intended to enhance existing facilities (which is a primary goal of capital facility planning and programming), and where appropriate and applicable, are poised to leverage additional funds.

Growth, Level-of-service, and Equity. The One Tacoma Plan prioritizes investments in neighborhoods that: 1. Are experiencing growth pressures; 2. Have service and facility deficiencies; and 3. Where there has been historic underinvestment and/or inequitable access to community services and facilities. However, the lack of consistent mapping of proposed capital projects limits our ability to review the consistency of proposed projects with these specific goals as well as the cumulative impact of our investments over time. The Commission recommends that the City develop standard operating procedures for project mapping to ensure a more rigorous project evaluation and decision-making.

Heidelberg Soccer Stadium. The Commission recognizes that the proposed soccer stadium could be a tremendous community asset. However, given the dual challenges the City is facing with an economic downturn from the COVID-19 emergency and persistent housing unaffordability, we recommend prioritizing investing in facilities and services that are responsive to these current community needs, or consider modifications to the Heidelberg Soccer Stadium project that would incorporate elements, such as affordable housing, to serve these community needs.

Recommendation to Adopt the 2021-2026 Capital Facilities Program. The Planning Commission recommends that the City Council adopt the proposed Capital Facilities Program for 2021-2026. The Commission acknowledged that the document is essentially a compilation of proposed capital projects, that it will be completed with additional, non-project information at the time of the City Council's consideration for adoption, and that upon adoption it will replace the existing capital facilities program element of the *One Tacoma* Comprehensive Plan.



June 15, 2020

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

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

Honorable Mayor Woodards and Members of the City Council,

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

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

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

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

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

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

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



Mayor and City Council

TODAG Progress Report No. 1

June 15, 2020

Page 2 of 2

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

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

This Progress Report No. 1 is being forwarded to the City's Transportation Commission, as Resolution No. 40303 requires that "proposals by the TODAG will be forwarded to and reviewed by the City's Transportation Commission, for concurrence with adopted transportation and land use plans and policies." We are hereby respectfully soliciting the Commission's feedback on the report. We are confident that our thoughts and recommendations are consistent with all TOD-related policies of the *One Tacoma* Comprehensive Plan.

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

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

Respectfully,



Imad H. Bahbah, RA, SARA
Chair of TODAG

Enclosure: TODAG Progress Report No. 1, May 2020

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



TRANSIT-ORIENTED DEVELOPMENT ADVISORY GROUP

PROGRESS REPORT NO. 1

May 2020

A. Executive Summary

About This Report

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

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

Establishment of TODAG

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

Evaluation Methodology and Design Principles

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

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

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



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

Recommendations

The TODAG offers the following recommendations concerning the TDLE project:

1. Design Principles:

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

2. Tacoma Dome Station Area:

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

3. East Tacoma Station Area:

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

4. Future Considerations:

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

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

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

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

B. Evaluation Methodology

Governance and Guidance

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

Leadership and Administration

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

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

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

Evaluation Methodology

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

Listed below are some of the subjects reviewed and discussed:

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

Design Principles and Evaluation Matrix

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

The five design principles are:

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

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

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

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

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

Multi Modal Connectivity

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

Economic Development Opportunities

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

Placemaking / Urban Form

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

Social + Cultural

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

Community Benefit

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

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

ST CENTRAL LINK EXTENSION CONCEPTUAL STATION/ LOCATION INPUT CITY OF TACOMA TODAY (DEC 16, 2019)					
DESIGN PRINCIPLES					
	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
STATION LOCATION OPTION	THINK ABOUT... • Integrated multi-modal design • Multi-modal transfers • Pedestrian/bike access • Safety + security • Legible, wayfinding/navigation • Traffic management Access to parking, Amtrak Station, Tacoma Link and some entertainment events	THINK ABOUT... • Development/redeveloping the opportunity as adjacent to station locations • ST as urban amenities • Use of transit-oriented development parcels • Future land use/development types • Mix of uses, zoning • Employment opportunities	THINK ABOUT... • Placemaking experiential spaces = streets, civic spaces • Iconic architectural response (station design) • District/neighborhood identity • Signature amenity space or other public spaces (Portland Ave. and Tacoma Link at station)	THINK ABOUT... • Culturally sensitive resources Historic structures Street-level activation • Public Art/Street Use/Landmarks • Public art opportunities	THINK ABOUT... • Some District vision/character • Local retail/small businesses • Civic spaces • Programmatic events Street-to-street/farmers market
A. PORTLAND AVE. OPTION A					
B. PORTLAND AVE. OPTION B					
1. TACOMA DOME 25TH - WEST					
2. TACOMA DOME 25TH - EAST					
3. TACOMA DOME 26TH STREET					
4. TACOMA DOME CLOSER TO SOUNDER					

STATION CONCEPT FALLS SHORT OF EXPECTATIONS
 STATION CONCEPT MEETS EXPECTATIONS
 STATION CONCEPT EXCEEDS EXPECTATIONS

ST CENTRAL LINK EXTENSION CONCEPTUAL STATION/ LOCATION INPUT CITY OF TACOMA TODAY (DEC 16, 2019)					
DESIGN PRINCIPLES					
	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
STATION LOCATION OPTION	THINK ABOUT... • Integrated multi-modal design • Multi-modal transfers • Pedestrian/bike access • Safety + security • Legible, wayfinding/navigation • Traffic management Access to parking, Amtrak Station, Tacoma Link and some entertainment events	THINK ABOUT... • Development/redeveloping the opportunity as adjacent to station locations • ST as urban amenities • Use of transit-oriented development parcels • Future land use/development types • Mix of uses, zoning • Employment opportunities	THINK ABOUT... • Placemaking experiential spaces = streets, civic spaces • Iconic architectural response (station design) • District/neighborhood identity • Signature amenity space or other public spaces (Portland Ave. and Tacoma Link at station)	THINK ABOUT... • Culturally sensitive resources Historic structures Street-level activation • Public Art/Street Use/Landmarks • Public art opportunities	THINK ABOUT... • Some District vision/character • Local retail/small businesses • Civic spaces • Programmatic events Street-to-street/farmers market
A. PORTLAND AVE. OPTION A	(2) (3) (0)	(5) (11) (0)	(4) (2) (0)	(2) (3) (11)	(3) (3) (0)
B. PORTLAND AVE. OPTION B	(4) (1) (1)	(2) (2) (2)	(4) (11) (1)	(3) (2) (1)	(4) (11) (1)
1. TACOMA DOME 25TH - WEST	(2) (3) (1)	(3) (3) (0)	(5) (1) (0)	(5) (1) (0)	(5) (1) (0)
2. TACOMA DOME 25TH - EAST	(4) (1) (1)	(3) (3) (0)	(3) (2) (1)	(4) (2) (0)	(4) (2) (0)
3. TACOMA DOME 26TH STREET	(3) (1) (2)	(3) (2) (1)	(2) (3) (1)	(3) (2) (1)	(3) (3) (0)
4. TACOMA DOME CLOSER TO SOUNDER	(0) (0) (6)	(0) (0) (6)	(0) (2) (4)	(0) (3) (3)	(0) (2) (4)

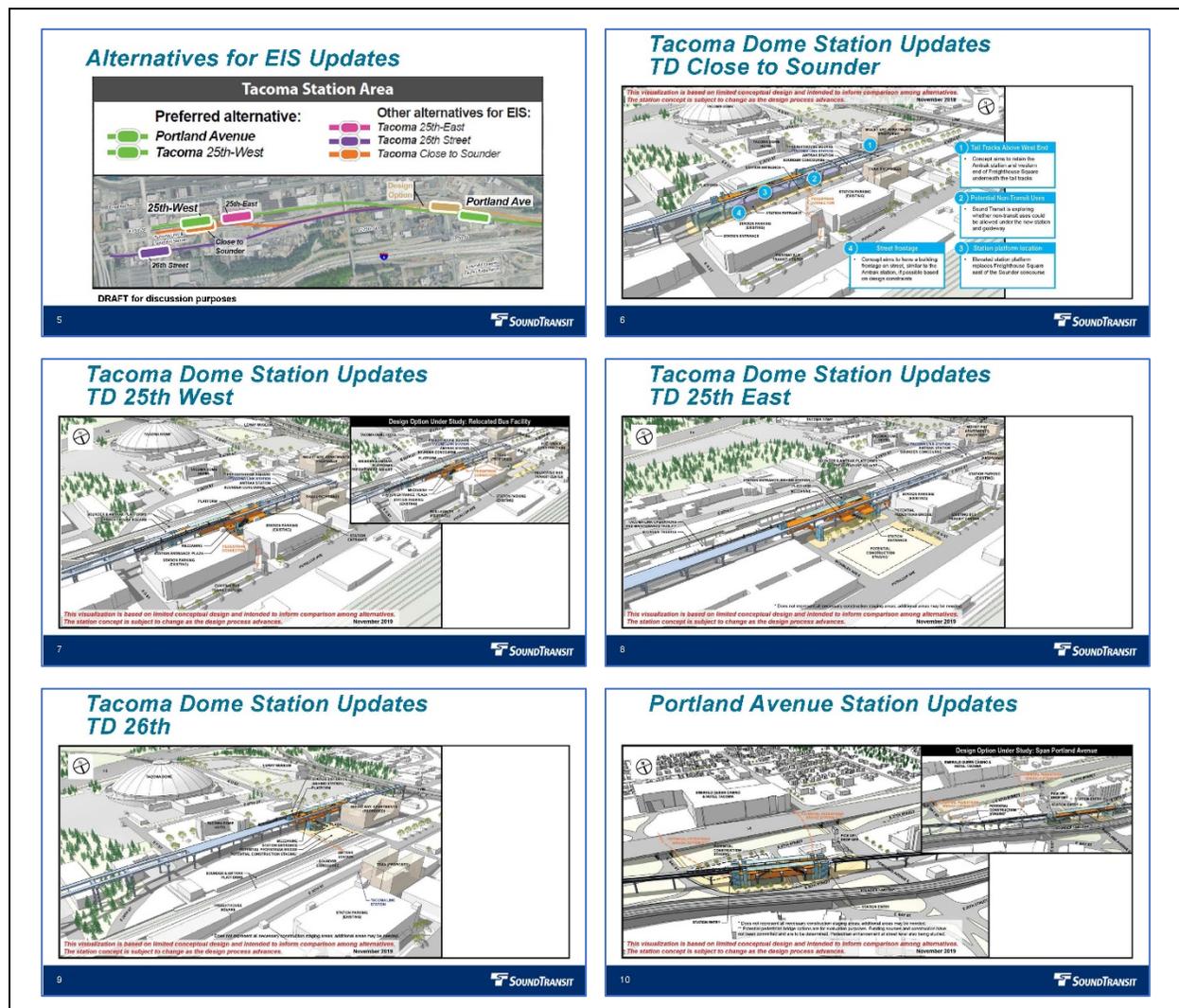
STATION CONCEPT FALLS SHORT OF EXPECTATIONS
 STATION CONCEPT MEETS EXPECTATIONS
 STATION CONCEPT EXCEEDS EXPECTATIONS

C. Sites Under Consideration

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

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

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



D. Recommendations

Through thoughtful evaluation and vigorous deliberations, members of the TODAG have reached a consensus on the follow recommendations concerning the TDLE project. We are submitting these recommendations to Sound Transit for their timely consideration as the TDLE project is moving forward into the Draft Environmental Impact Statement phase. We are also providing these recommendations to the Transportation Commission, as Resolution No. 40303 requires that “proposals by the TODAG will be forwarded to and reviewed by the City’s Transportation Commission, for concurrence with adopted transportation and land use plans and policies.” We are confident that our thoughts and recommendations are consistent with all TOD-related policies of the *One Tacoma* Comprehensive Plan.

1. Design Principles:

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

2. Tacoma Dome Station Area:

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

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

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

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

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

3. East Tacoma Station Area:

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

4. Future Considerations:

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

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

E. Next Steps

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

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

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

F. Membership

Members

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

Supporting Staff

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

Transit Representatives

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

-END-