MEETING NUMBER: 4
MEETING DATE: November 18, 2019

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

Note: Imad Bahbah was mistakenly not listed as ‘Present’ for the October regular meeting.

Visitors Present: Andrew Austin, Sue Comis (Sound Transit), Al Levine (ULI-TAP Panel)

City Staff Support: Ian Munce, Brian Boudet, Aubrey Pike (Planning + Development Services), Dana Brown (Public Works)

Meeting Facilitator: Keith Walzak, VIA-Architecture

Item 01: Introductions
- Meeting called to order at 4:07pm in Room 243 of TMB by Keith Walzak
- No Announcements / No Public Comment

Item 02: ST3 Central Link Extension Presentation
- Sound Transit Presenters
  - Andrew Austin, South Corridor and Community Relations Manager
  - Sue Comis, Light Rail Development Manager
- Highlights
  - Online Open House is up and running
  - Current Phase: Planning and Environmental Review
    - Guiding Principles summary was provided. Andrew asked if anything was missing and if the Group had any comments. No Comments.
- Alignment updates were presented illustrating the new ‘Close to Sounder’ option
- ‘Close to Sounder’ refers to close to Sounder line, not just close to Sounder Station
- ‘Close to Sounder’ station option is located over Freighthouse Square structure
- The alignments will be forwarded as part of the EIS update
- Station location options were presented
  - Dome Station (4 options)
  - Portland Ave Station (2 options)
- All options will be included in the EIS review process
- ST staff are looking for TODAG input on station options. No options will be eliminated. TODAG input is not intended to be a preference for one option or another, but to improve on the elements of each option.
- Discussion items may include:
- Bike Ped Access
- Transit Connections
- Streetscapes
- Activation Opportunities
- Leveraging Adjacent Development Parcels
- Construction Staging, Laydown and Material Storage Areas

- 25th Street alternative does not assume that 25th street will be improved if this alignment is picked. Overhead track system will include concrete pilings. Structures will present shadowing and pedestrian obstacles.
- Note Mount Bay Apartment and TRAX proposed structures.
- Assumed 25th Street will remain open for cars, bikes, transit.
- Width of guideway includes 2 tracks (40 ft. wide). 60 ft. wide at station location.
- Platform is 400 ft. long
- Site Survey work is ongoing, project is currently not even at 10% design
- Adding new affordable housing is a big item in the community.
- ST Board of Directors tentatively identified a preferred alignment in July 2019.
- Pedestrian connection from Puyallup to E. 25t St. ranges in height from 3rd level to 4th or 5th level (ped bridge to platform) -depending on station option.
- Activation of pedestrian environment a critical factor
- Participants were interest in getting into the details of each station option (location + design).
- Sound Transit does not have a plan or program in place for Freighthouse Square building and station design.
- Discussion on the need to animate public space and create a vibrant urban station experience.
- 4th concept (closets to Dome) would require the future track to go under 705 and staging site.
- All options include tail-tracks to extend beyond the station location.

- Next steps to include outreach. Online Open House is open.
- Sound Transit is seeking input on all options. Schedule this item on the Dec. TODAG agenda.
- Additional suggestions can be sent to Sound Transit via Keith imminently.

Item 03: ULI- TAP
- Al Levine provided an overview of the UL-TAP recommendations
- Key proposition: How do you make the neighborhood a neighborhood?
- Focus should be on ‘Neighborhood’ first and then the entertainment functions.
- Panel make-up represented a broad range of expertise (local and regional).
- Other key findings:
  - Alignment and Station: how will these pieces be connected? Must get this right.
  - Incumbent of the locals to be engaged; keep the pressure on, be aware of political trade-offs
  - Need to have a clear singular voice of what the community wants
- ‘Closer to Sounder’ option seems to be a logical option.
- Opportunity of underdeveloped area is important. The Link Extension is a catalyst for new development.
- The overhead structure will have significant impacts on adjacent buildings.
- Address all the issues from the beginning.
- The station area needs to be hospital
- Fine grain street patterns are important (walkability)
- Program spaces around the station
- Consider a Parking Benefit District
  - Maximize parking for events
  - Parking management
- Consider Form-base code options
- Consider Transferable Development Rights (TDR), particularly to support preservation of key structures
- Keep the grit
- Over 5 stories of wood framing is not economical
  - Need to get to 7-10 stories for next increment of height
  - Construction cost factors
  - Affordable housing

**Item 04: Amtrak Station**
- Don Erickson provided an overview of the new Amtrak Station and the community-based design process that led to the final station design.
- Key component was to reinforce pedestrian activity and visual connections along E 25th St.

**Item 05: TODAG Priorities / Future Agenda Items**

**HOT TOPICS**
- Tacoma Dome Area Plan Vision / Land Use Zoning
- Central Link Station Location Feedback
- Station Design Best Practice – Case Study
- Tacoma Dome ULI-TAP Report
- Chair / Co-Chair Selection - Action item
- Pacific Avenue BRT Project
- TODAG Work Program

Meeting End: 6:00pm