

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

**MEETING NUMBER:** 4  
**MEETING DATE:** November 18, 2019

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

*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
  - o Andrew Austin, South Corridor and Community Relations Manager
  - o Sue Comis, Light Rail Development Manager
- Highlights
  - o Online Open House is up and running
  - o 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
  - o Dome Station (4 options)
  - o 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
- 25<sup>th</sup> Street alternative does not assume that 25<sup>th</sup> 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 25<sup>th</sup> 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. 25<sup>th</sup> St. ranges in height from 3<sup>rd</sup> level to 4<sup>th</sup> or 5<sup>th</sup> 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.
- 4<sup>th</sup> 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
  - o Maximize parking for events
  - o 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
  - o Need to get to 7-10 stories for next increment of height
  - o Construction cost factors
  - o 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