



## Agenda

**Meeting No. 14:** Special Meeting (rescheduled from February 15, 2021)

**Date/Time:** Monday, February 22, 2021, 4:00 pm

**Zoom Info:** Link: <https://us02web.zoom.us/j/87824981806>  
Dial-in: +1 253 215 8782  
ID: 878 2498 1806

ITEM	LEAD	DURATION
<b>Call to Order</b>		
1. Review of Meeting Notes of January 25, 2021 (Attachment 1)		
2. Public Comment (Written comments only; e-mailed to <a href="mailto:planning@cityoftacoma.org">planning@cityoftacoma.org</a> , due by 2:00 p.m. of meeting day)	Chair Bahbah	5 min.
<b>Discussion / Action Items</b>		
1. TOD Roundtable Series – Session #2: “Regional and Local Policies” (Attachment 2)	Panelists: Maggie Moore, Puget Sound Regional Council Tim Bates, Sound Transit Tina Lee, Pierce Transit Brian Boudet, City of Tacoma	35 min. presentation 25 min. Q-n-A
2. Sound Transit Program Realignment (Attachment 3)	Andrew Austin, Sound Transit	20 min.
3. TODAG Letter of Recommendation regarding Puyallup Avenue Design Project (2/22/21 draft) (Attachment 4)	Brian Boudet	15 min.
4. TDLE Portland Avenue Station Area – Conceptual Diagrams and Feedback of Evaluation Matrix (Attachment 5)	Chair Bahbah and Vice-Chair Erickson	15 min.
<b>Communication Items</b>		
1. TODAG Meeting Schedule (Attachment 6)	Brian Boudet	1 min.



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2. Tentative Agenda for Future Meetings:	Chair Bahbah	1 min.
a. TOD Roundtable Series		
b. TDLE – Portland Avenue Station Area		
c. Puyallup Avenue Design Project		
d. Bus Rapid Transit Project		
e. Continued Review of ULI Report and Subarea Plans		
f. Quiet Zone Update		
g. TODAG Work Plan and Schedule		

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3. Closing Comments / New Business	Chair Bahbah	2 min.
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### Adjournment

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#### Next Meeting:

- Monday, March 15, 2021, 4:00 p.m.

#### Attachments:

1. Meeting Notes of January 25, 2021
2. TOD Roundtable PowerPoints Presentations:
  - a. Maggie Moore, Puget Sound Regional Council
  - b. Tim Bates, Sound Transit
  - c. Tina Lee, Pierce Transit
  - d. Brian Boudet, City of Tacoma
3. Sound Transit Program Realignment – PowerPoints Presentation
4. TODAG Letter or Recommendation to the Transportation Commission regarding Puyallup Avenue Design Project (February 22, 2021 Draft)
5. TDLE Portland Avenue Station Area:
  - a. Portland Avenue Station Concepts (diagrams)
  - b. Feedback of Station Location Evaluation Criteria and Matrix
6. TODAG Meeting Schedule and TOD Roundtable
  - a. TODAG Meeting Schedule (as of 2/17/21)
  - b. TOD Roundtable Series Schedule

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

**MEETING:** No. 13 (Special Meeting)  
**MEETING DATE:** January 25, 2021

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**Members Present:** Chair Imad Bahbah, Vice-Chair Don Erickson, Adam Cook (in place of Kim Bedier), Cathy Reines, David D’Aniello, Evette Mason, Janice McNeal, Justin Leighton, Kerri Hill, Laura Svancarek, Rick Semple, Roberta Schur, Ryan Givens

**Visitors:** Sue Comis (Sound Transit), Eric Chipps (Sound Transit), Tim Bates (Sound Transit), Tina Lee (Pierce Transit), Jennifer Kammerzell (COT/PW), Pat Beard (COT/CED), Mark D’Andrea (COT/PW), Liz Kaster (COT/PW), Sue O’Neill (COT/PW), Christine Wolf (Port of Tacoma), Jill Sherman (Gerding Edlen)

**Staff Support:** Brian Boudet (COT/PDS), Lihuang Wung (COT/PDS), BT Doan (COT/PDS)

**ITEM 01: CALL TO ORDER**

Chair Imad Bahbah called the meeting to order at 4:04 p.m.

1. The meeting notes of December 21, 2020 were reviewed.
2. No public comment.

**ITEM 02: DISCUSSION/ACTION ITEMS**

**1. Debriefing / Takeaway’s from Previous Presentations**

- (a) Bus Rapid Transit (BRT) Project
  - i. Information on the BRT ridership projection had been provided in Attachment 6 of the agenda packet.
- (b) Portland Avenue Design Project
  - i. No follow-up comments.

**2. TOD Roundtable Series, Session #1 – “Economic Development, Finance, and Developer”**

- (a) Brian Boudet provided background context for the roundtable series.
- (b) Cathy Reines (Koz Development) described her perspective on transit-oriented development (TOD), introduced Koz Development projects in the City, and provided recommendations for Tacoma.
  - i. The group discussed the percentage of affordable units (under 30% and under 50% of AMI) in development projects, desirable policy direction, and parking issues.
- (c) Jill Sherman (Gerding Edlen) discussed a project in Portland called 38 Davis and Capitol Hill Station in Seattle to demonstrate aspects that would make a successful TOD neighborhood.
  - i. There were follow-up questions regarding similarities between Portland and Tacoma, as well as what could be done in Tacoma.
- (d) Pat Beard (City of Tacoma – Community and Economic Development) talked about the benefits of TOD, TOD projects in Tacoma, their recent efforts in exploring ways to activate the space underneath elevated rail lines.
  - i. A question was raised in regards to developing/utilizing public-owned land.

**3. Puyallup Avenue Design Project – Letter of Recommendation DRAFT #1**

- (a) The 1<sup>st</sup> draft letter of recommendation had been circulated for members' review and comment prior to the meeting. A Summary of Comments was included in the agenda packet. Also included was the Proposed Outline for Letter DRAFT #2, which suggested a second draft of the recommendation letter be prepared that would be more generalized, emphasizing high-level TOD principles and design criteria and incorporating most comments received in response to the first draft.
- (b) The group reviewed the Summary of Comments and the Proposed Outline. Additional comments were offered and discussed – covering lanes, parking, design, and grant requirement, etc. Chair Bahbah also addressed neighborhood business owners about the concerns with HOV lanes in the design.
- (c) The group was generally in concurrence with the Proposed Outline and requested staff to prepare Letter DRAFT #2 to be circulated for review and be finalized and forwarded to the Transportation Commission prior to the Commission's meeting on February 17, 2021.

**4. TDLE Portland Avenue Station Area**

- (a) Deferred due to meeting's time constraint. The group was assigned a homework to evaluate the station area alternatives using the same criteria and matrix that had been used to evaluate the Tacoma Dome Station Alternatives in October 2019.

**ITEM 03: COMMUNICATION ITEMS**

- 1. Brian Boudet informed the group of relevant information included in the agenda packet.
- 2. Tentative Agenda for Future Meetings:
  - (a) TOD Roundtable Series
  - (b) TDLE – Portland Avenue Station Area (Recommendation – Progress Report No. 2)
  - (c) Puyallup Avenue Design Project (Recommendation – Progress Report No. 3)
  - (d) Bus Rapid Transit Project
  - (e) Continued Review of ULI Report and Subarea Plans
  - (f) Quiet Zone Update
  - (g) TODAG Work Plan and Schedule

The meeting was adjourned at 6:21 p.m.

# Tacoma TOD Advisory Group TOD Roundtable • February 22, 2021



Puget Sound Regional Council

# Central Puget Sound Region



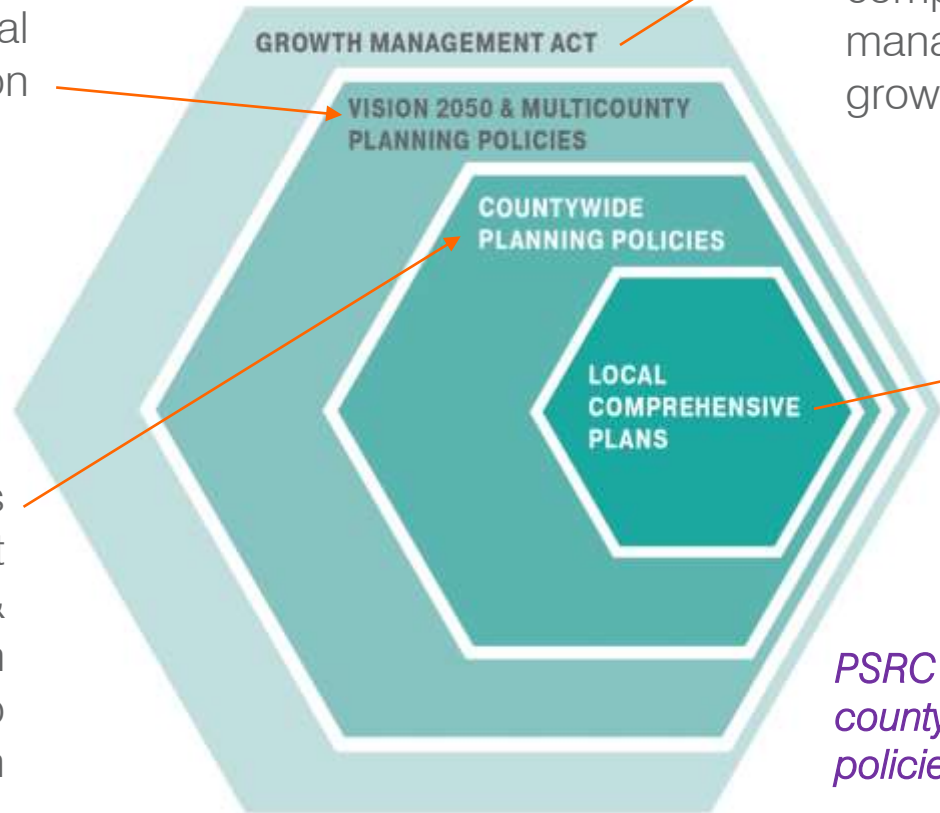
- 4 million people
- 4 counties: King, Pierce, Snohomish, and Kitsap
- 82 cities and towns
- Urban and rural
- 6,300 square miles
- 1,000 square miles in urban growth areas



# Planning in Washington State

PSRC as the regional planning organization

Adopted in 1990; requires fast-growing cities and counties to develop a comprehensive plan to manage their population growth



Local jurisdictions prepare plans that must be consistent with multicounty & countywide policies

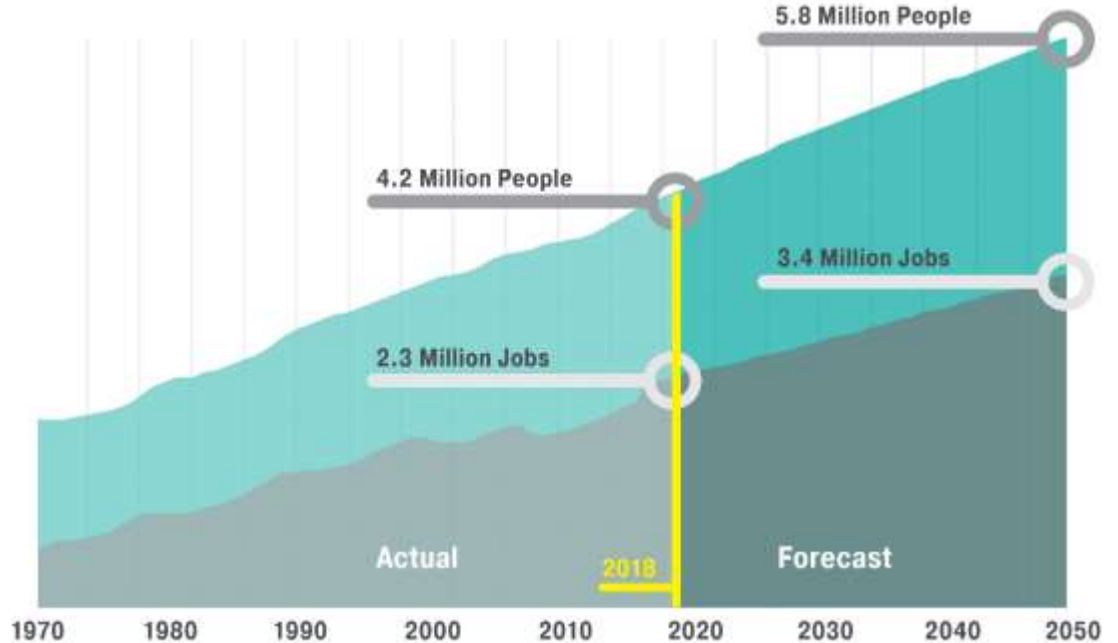
Counties and cities work together to set population & employment growth targets and policies to guide growth

*PSRC certifies countywide planning policies and local plans*



# Regional 2050 Growth Forecast

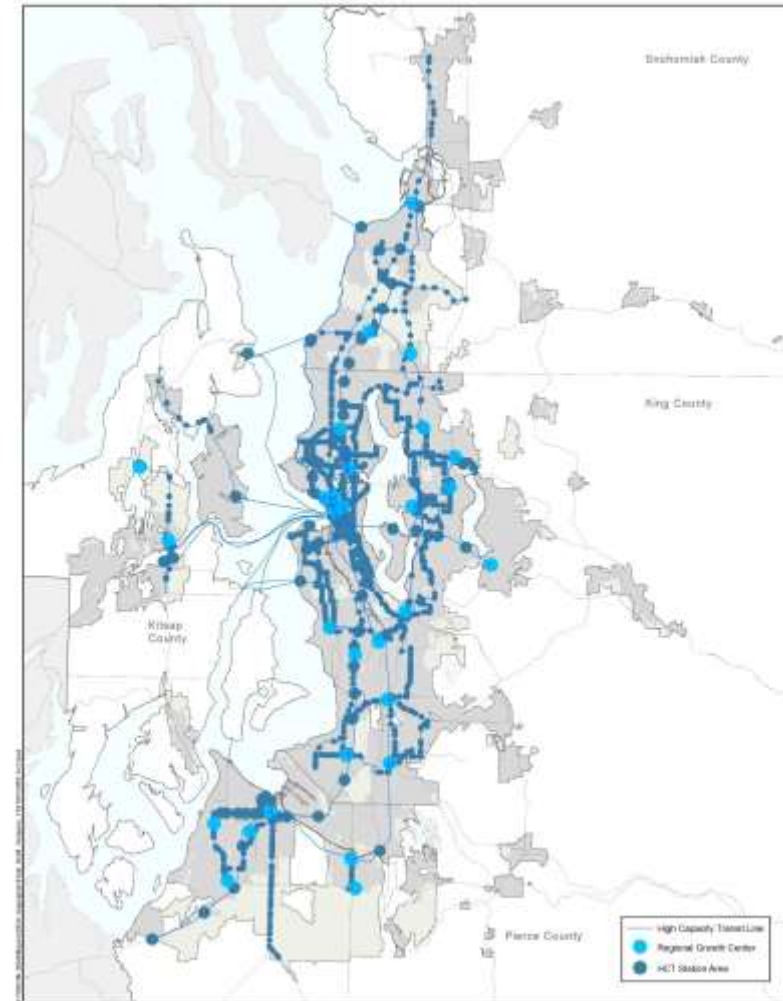
- The region is projected to grow by about **1.6 million people** by 2050
- The region is projected to add about **1.1 million jobs** by 2050





# VISION 2050 Regional Growth Strategy

- **65%** of region's population growth and **75%** of employment growth in regional growth centers & HCT station areas
- **HCT stations** are areas within ½ mile of existing or planned light rail and streetcar stations, commuter rail stations, ferry terminal, and within ¼ mile of BRT stations



# Leveraging the Region's Investments

Nearly 30 new miles of light rail in the next 4.5 years

- **2021** - Northgate, Roosevelt and the U District.
- **2023** - the Blue Line to the Redmond Technology Center, 10 new stations
- **2024** another 9 stations: Federal Way, Shoreline, Redmond, Mountlake Terrace, Lynnwood, and Kent/Des Moines

Plus regional BRT systems, fast ferries & 60+ more miles of light rail



# TOD in VISION 2050

- **TOD** is the development of housing, commercial space, services, and job opportunities near public transportation.
- Improves mobility and access while reducing dependency on automobiles
- Not all HCT stations will accommodate significant new population and employment growth

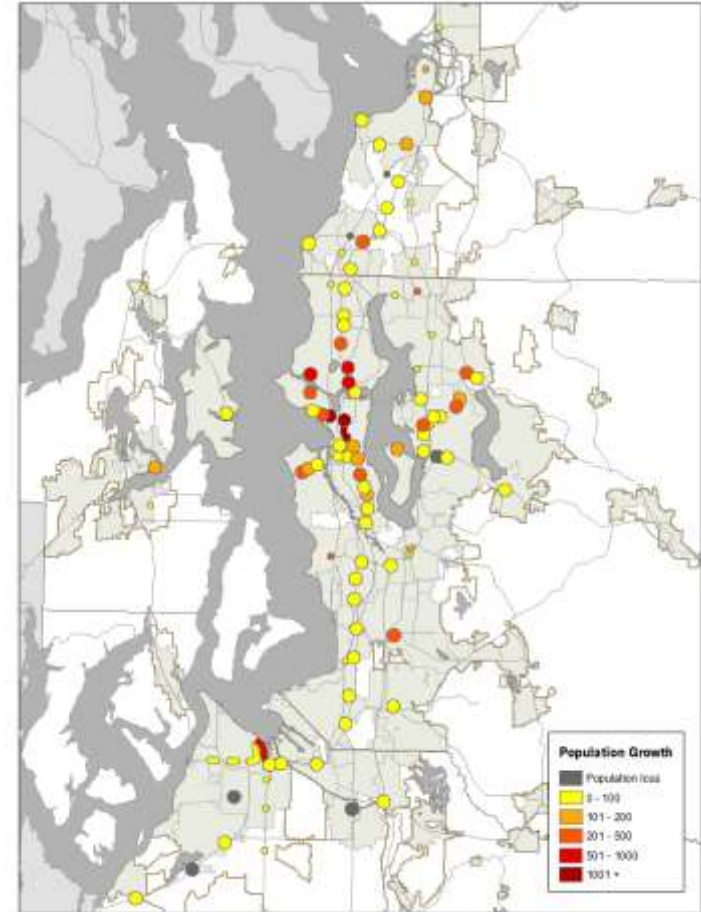


# PSRC's Role in TOD

Data and monitoring

Convening and Coordination

- Regional TOD Advisory Committee
- Regional Housing Strategy
- Regional Equity Strategy



# Elements of Planning for Successful TOD



Provides Choices



Attracts Growth



Leverages



Provides Access to Opportunities




Understands Local Context





# Thank you.

Maggie Moore  
Associate Planner  
[mmoore@psrc.org](mailto:mmoore@psrc.org)



Puget Sound Regional Council

# *TOD at Sound Transit*

## *Tacoma TOD Advisory Group*

2/22/2021



*Sound Transit supports TOD near stations to help create vibrant neighborhoods and support transit ridership.*



*Mercy Othello Plaza (Othello station)*



# Successful TOD...

... integrates transit and land use

... depends on having the right ingredients, including:

Higher densities and compact form

Mix of uses to meet daily needs

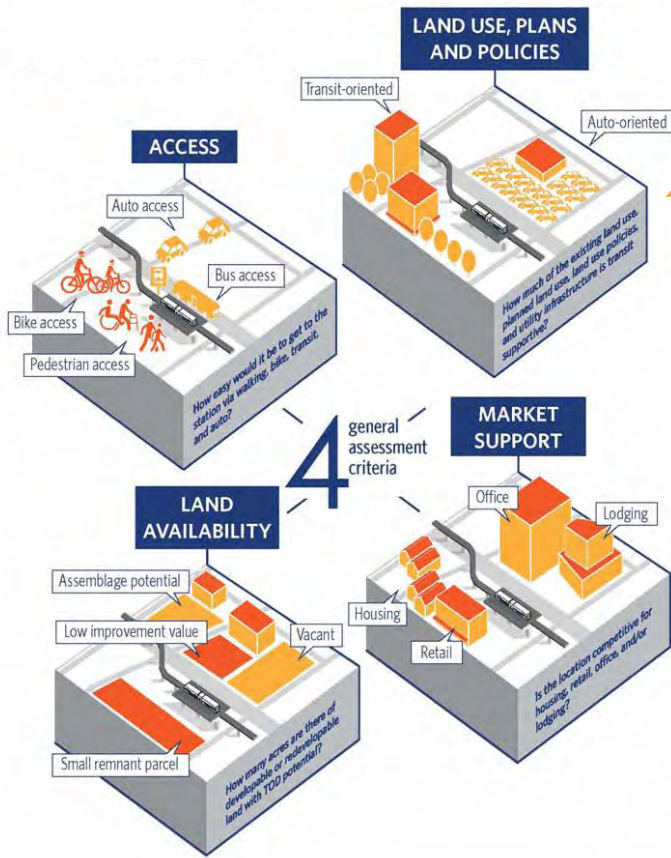
High capacity transit

Pedestrian and cyclist friendly

Reduced automobile parking

Capitol Hill TOD (Capitol Hill station)

# Types of TOD



**“Community TOD”**  
Coordinate with and support planning and development activities within ½ mile of station areas.

**“Agency TOD”**  
Engage private, public, and non-profit partners in redevelopment of surplus Agency property or joint development with transit facilities.

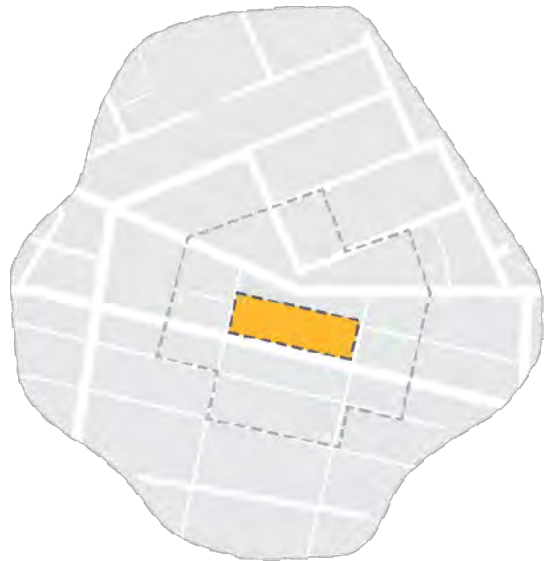
Capitol Hill TOD (Capitol Hill station)



# Zones of Responsibility



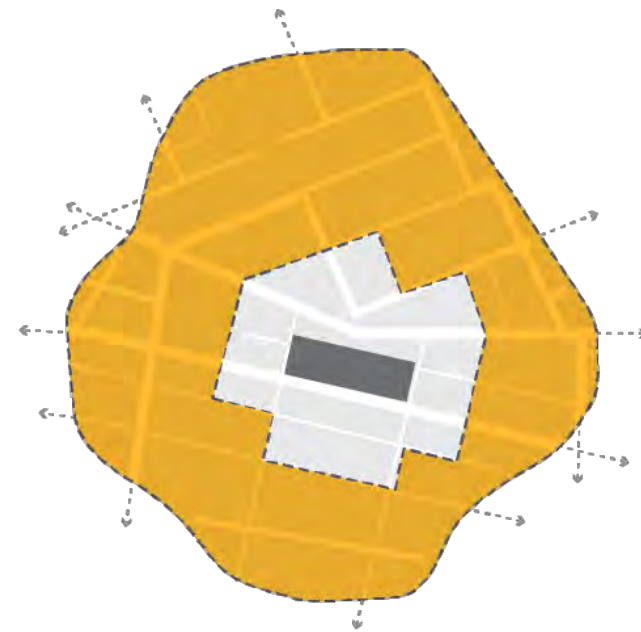
*Cities*



Station



Station context



Station area

# Where are TOD Opportunities?

## OPERATIONS FOOTPRINT

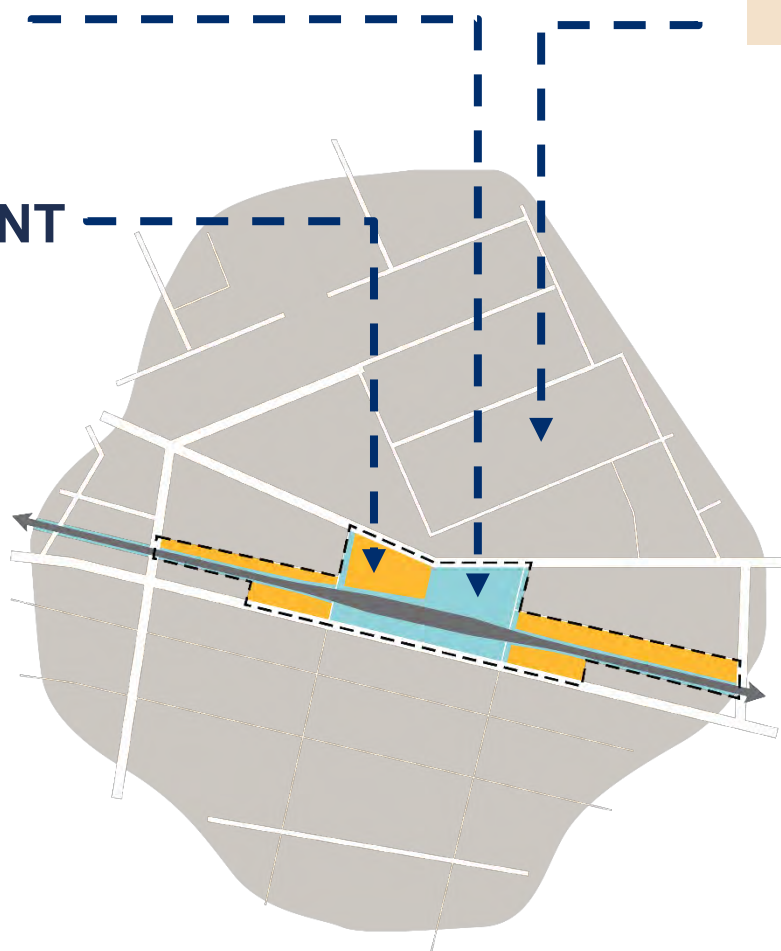
Permanent transit uses and potential joint development

## CONSTRUCTION FOOTPRINT

Construction staging may be redeveloped after transit purpose as Agency TOD

## COMMUNITY TOD

Area within comfortable walking distance to station (10-15 minutes)



*Agency TOD Example:*  
**Artspace Mount Baker Lofts**

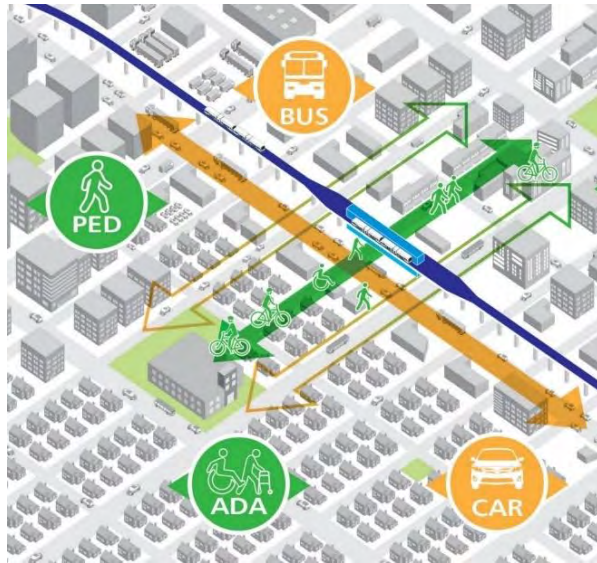


*Photo: Artspace*

*Community TOD Example:*  
**Mercy Housing Gardner House**



# Major Phases of ST TOD



**Station  
Planning**



**Explore  
Opportunities**



**TOD  
Implementation**

# ST's Equitable TOD Policy

## Goals:

- *Increase ridership*
- *Support growth plans*
- *Engage communities*
- *Integrate TOD into transit planning*
- *Create housing, especially affordable housing*
- *Encourage safe and easy access to transit*



# *Statute on ST Affordable Housing Approach*

**80**

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**≥80% of suitable property must be first offered for affordable housing creation**

**80**

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**≥80% of created units must be affordable**

**80**

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**Units must serve those earning ≤80% of area median income**

# ST TOD Program Outcomes

Current as of February 2021



2,100



Homes built or  
in process

\$1.1  
BILLION



Total public and  
private investment  
in projects built or  
in process





*Thank you.*



 [soundtransit.org](https://www.soundtransit.org)





# **Transit-Oriented Development Advisory Group**

**February 22, 2021**

**Tina Lee, Planning Manager**

# Pierce Transit Service

## Bus Service

- Service redesign in 2017
- 8.3 million boardings

## SHUTTLE Paratransit

- 5,761 clients
- 291,142 boardings

## Vanpool

- 313 Vanpools
- 712,437 boardings

## Customers

67% have a household income less than \$35,000

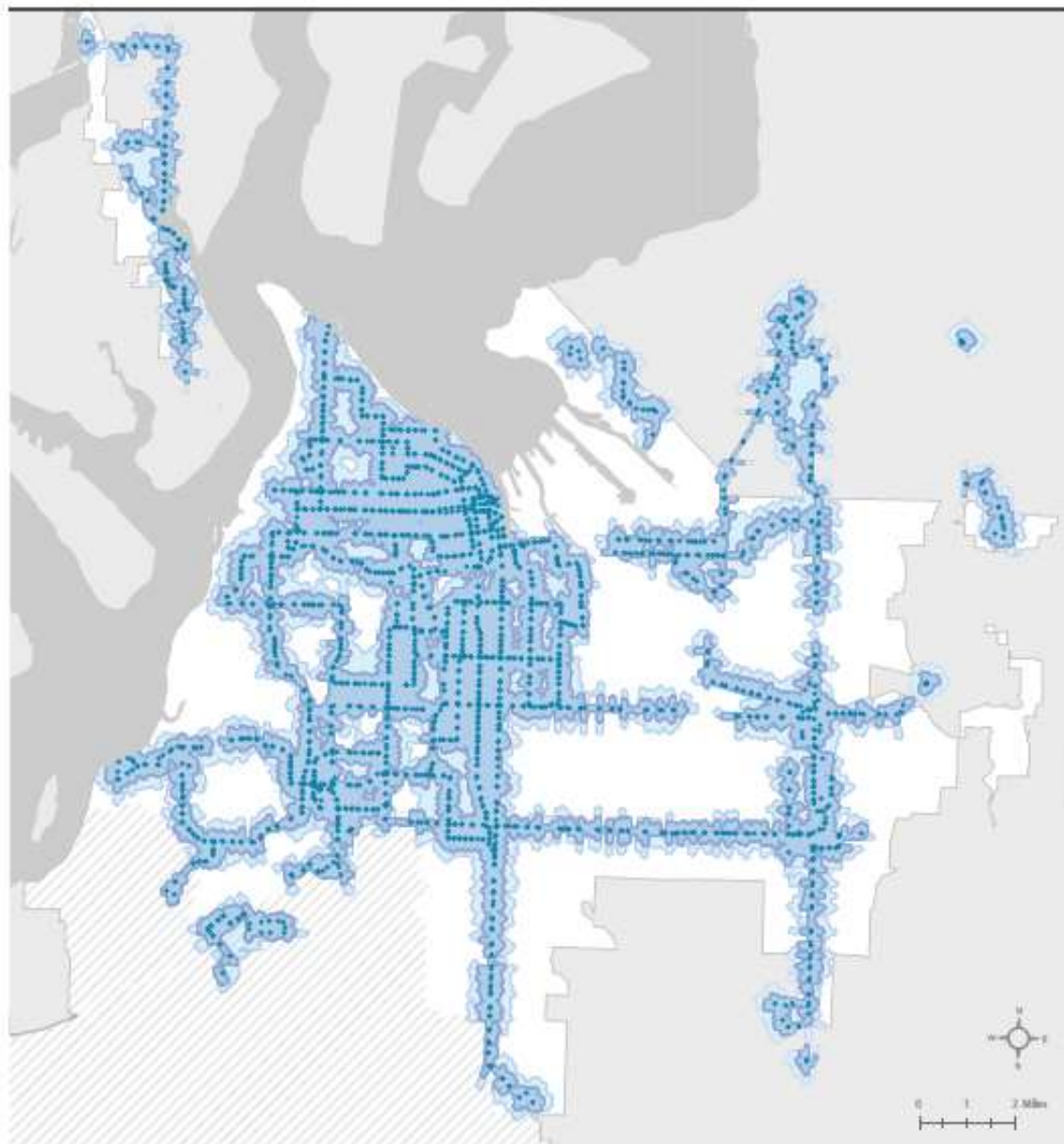
41% of riders do not own a car

43% are traveling to work

23% are traveling to higher education or K-12 schools



Figure 2-2: Fixed Route Bus Stop Service Area



## Bus Stop Service Area

This map illustrates areas within walking distance of Pierce Transit's bus stops. This covers approximately 30% of the Pierce County Public Transportation Benefit Area (PTBA).

- PTBA Boundary
- Bus Stops
- Walk Distance From Bus Stop
  - 0.5 mile
  - 0.25 mile

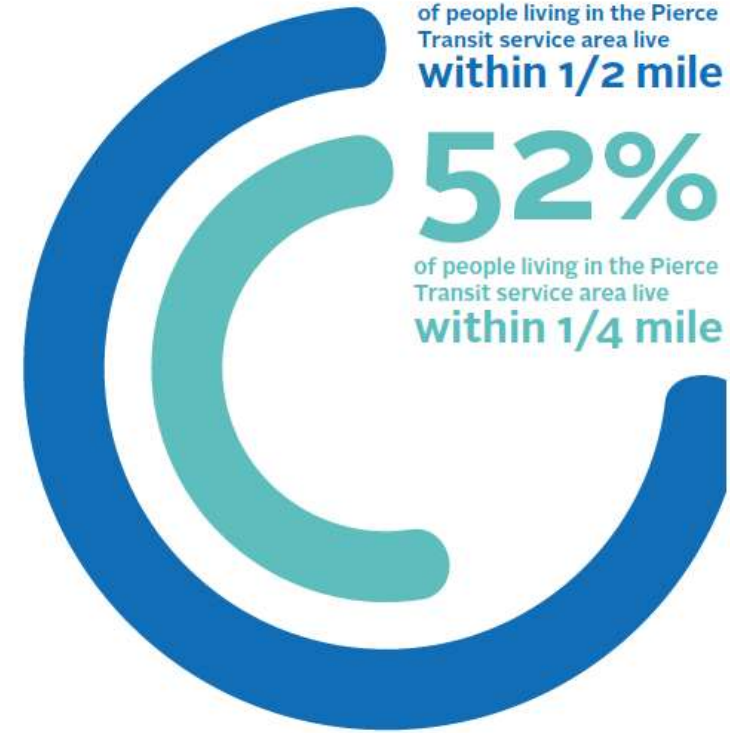
The majority of the population in the Pierce County service area live within walking distance of a bus stop.

**73%**

of people living in the Pierce Transit service area live within 1/2 mile

**52%**

of people living in the Pierce Transit service area live within 1/4 mile

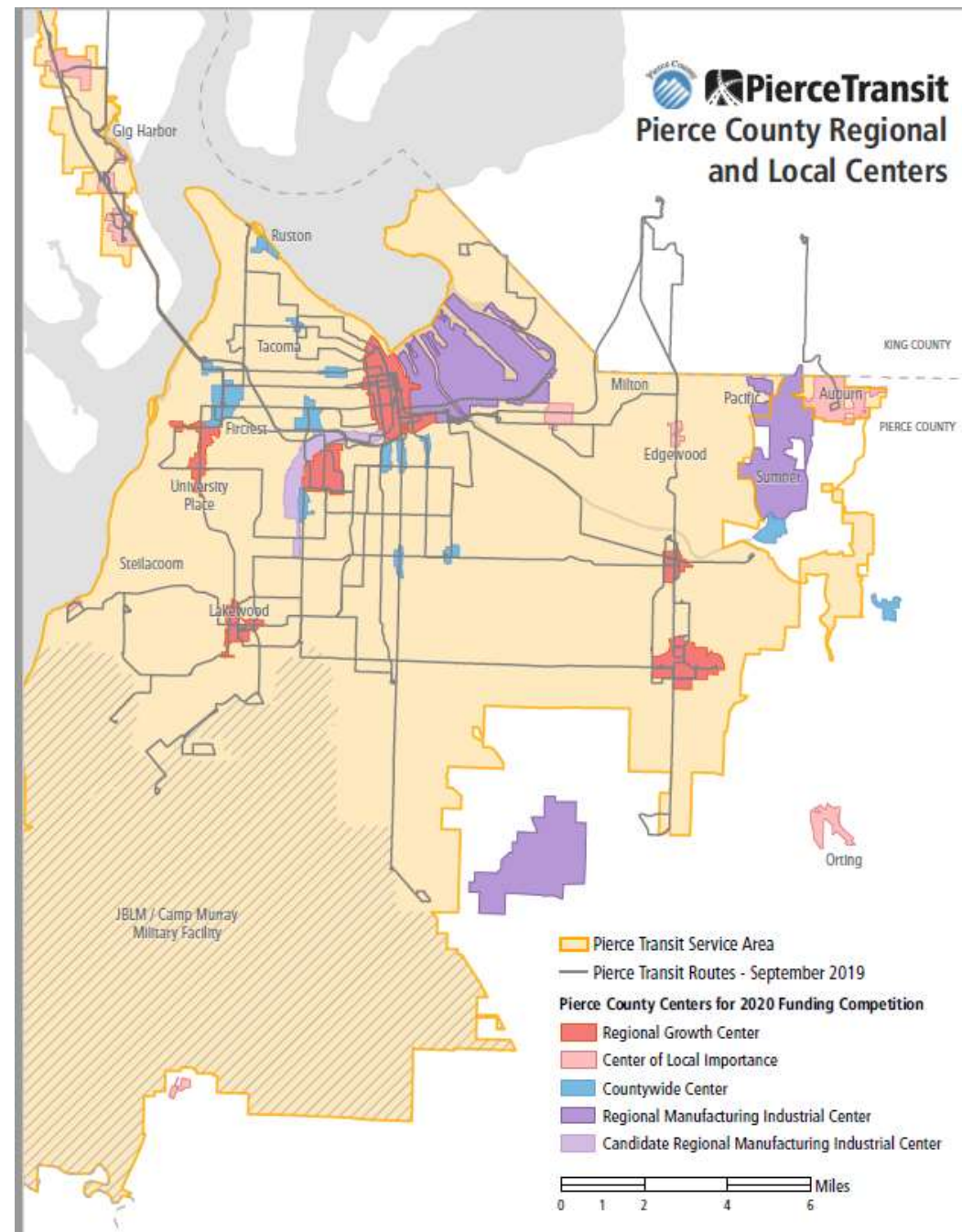


# DESTINATION 2040

## Pierce Transit • Long Range Plan Update

### Long Range Plan

- Updated every 3-5 years
- 20-30 year Vision
- Capital Plan
- Operations Plan
- Investments



# LRP Update's Purpose, Goals, and Objectives

*Benefits of the Plan!*

**199%**

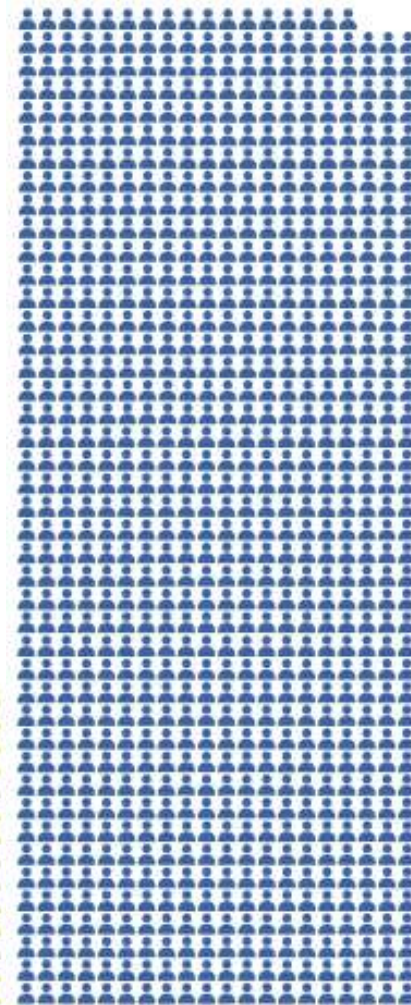
Average Daily Boardings

**47%**

Service Hours

0.9% Vision Scenario  
**85,700**  
average daily weekday boardings

2018 Ridership  
**28,700**  
average daily weekday boardings



## City of University Place Proposes Adopting a Form-Based Code



In March 2019, University Place hired a team of architects and urban designers to develop a form-based code (FBC) for the City. FBCs foster predictable built results and a high quality public realm by using physical form, scale and character, rather than separation of uses, as the organizing principle for the code. An FBC is a regulation—not a mere guideline—adopted into City, Town or County law. A form-based code offers a powerful alternative to conventional zoning regulation. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are presented in both words and clearly drawn diagrams, along with other visuals.<sup>6</sup>

For University Place, it would apply to properties and streets within the designated Regional Growth Center, including the high-density Town Center, 27th Street Business District, and Northeast Mixed Use District. The FBC will address preferred building types and placements, along with building, frontage, street, public space, landscape, and signage standards, architectural guidelines, and transit provisions. The work assessed "opportunity sites" that are ripe for redevelopment, illustrate project potentials, and develop a regulation plan that will identify suggested street grids for areas that would benefit from the establishment of a finer street grid that creates more blocks, intersections, and corner parcels. As Pierce Transit plans for additional service or high capacity transit routes in downtown Tacoma, west Tacoma, and University Place, having these corridors transition early from an automobile dominant, "drive by" land use pattern to one with a rich and diverse mix of uses at a pedestrian scale, including much higher densities, could provide the demand for these upgraded fixed route services to succeed as soon as they begin operating.

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<sup>6</sup> Source: Form-Based Codes Institute at Smart Growth America website. "Form-Based Codes Defined" [www.formbasedcodes.org/definition/](http://www.formbasedcodes.org/definition/)

## New Transit Oriented and Infill Development Projects

### Brewery Blocks

This \$65 million development south of the University of Washington campus in downtown Tacoma, between 21st and 23rd Streets, facing South C and Commerce Streets, will be served by the Jefferson Avenue BRT with stations less than a quarter mile away at S. 21st Street. Once completed, the project will include 209 “Brewery Loft” apartments, 25,000 square feet of retail and office space, a 75,000-square foot Class A office building, two restaurants, a tavern focusing on draft ciders, and a microbrewery.

Figure 4-5: Brewery Blocks Rendering



*Brewery Blocks, being developed south of the University of Washington-Tacoma between 21st and 23rd streets, will be a mix of businesses, residential lofts and restaurants.*

*Rendering by Horizon Partners Northwest*

### TRAX

A long-awaited mixed use redevelopment project at 415 E. 25th Street, adjacent to the Tacoma Dome Station and across from Freighthouse Square, will be built on property formerly owned by Pierce Transit. The seven-story structure will include 115 market rate apartments over 15,000 square feet of retail space, plus an indoor farmers' market. Because of the minimal amount of parking provided (i.e., just one-half stall per housing unit), an ORCA pass will be provided to every resident. The building will emphasize bicycle and car-share parking instead. Construction costs are estimated at \$35 million. The site also has an eight-year multifamily property tax exemption from the City of Tacoma.

Figure 4-6: TRAX mixed-use development across from Freighthouse Square



*Rendering by IHB Architects*



## James Center North

The Tacoma Housing Authority (THA) is a public housing authority focused on providing high quality, affordable housing and supportive services to persons and families in need. THA owns 6.92 acres of the James Center North development and will be exploring the opportunity to provide mixed-income, mixed use, transit-supported redevelopment for the existing five parcels of land on the west side of S. Mildred Street, between S. 12th and S. 19th Streets in Tacoma's west end. The site is occupied by four retail/commercial buildings, including a Fred Meyer supermarket, casual dining, medical support, a hair salon, and a Buddhist temple.

The intent of the project is to develop a model for a compact, pedestrian-oriented development pattern in West Tacoma. This will incorporate transit-oriented development standards, mixed-use strategies, and mixed-income housing opportunities through public-private partnerships. The site will eventually be served by the Tacoma Link Streetcar extension from the Hilltop District when it reaches Tacoma Community College in 2039.

Figure 4-7: James Center North, a mixed-income, mixed use, transit-supported redevelopment



Source: Tacoma Housing Authority

## Lakewood plans 'game changer' development to include retail, restaurant, residential

BY JOSEPHINE PETERSON

FEBRUARY 16, 2021 05:00 AM, UPDATED FEBRUARY 16, 2021 09:55 AM



Lakewood is looking to redevelop nearly 29 acres into a center for apartments, restaurants, retail and entertainment. [CITY OF LAKEWOOD](#)



Lakewood has begun soliciting proposals from developers to create a restaurant, retail and apartments near the Sounder Station.

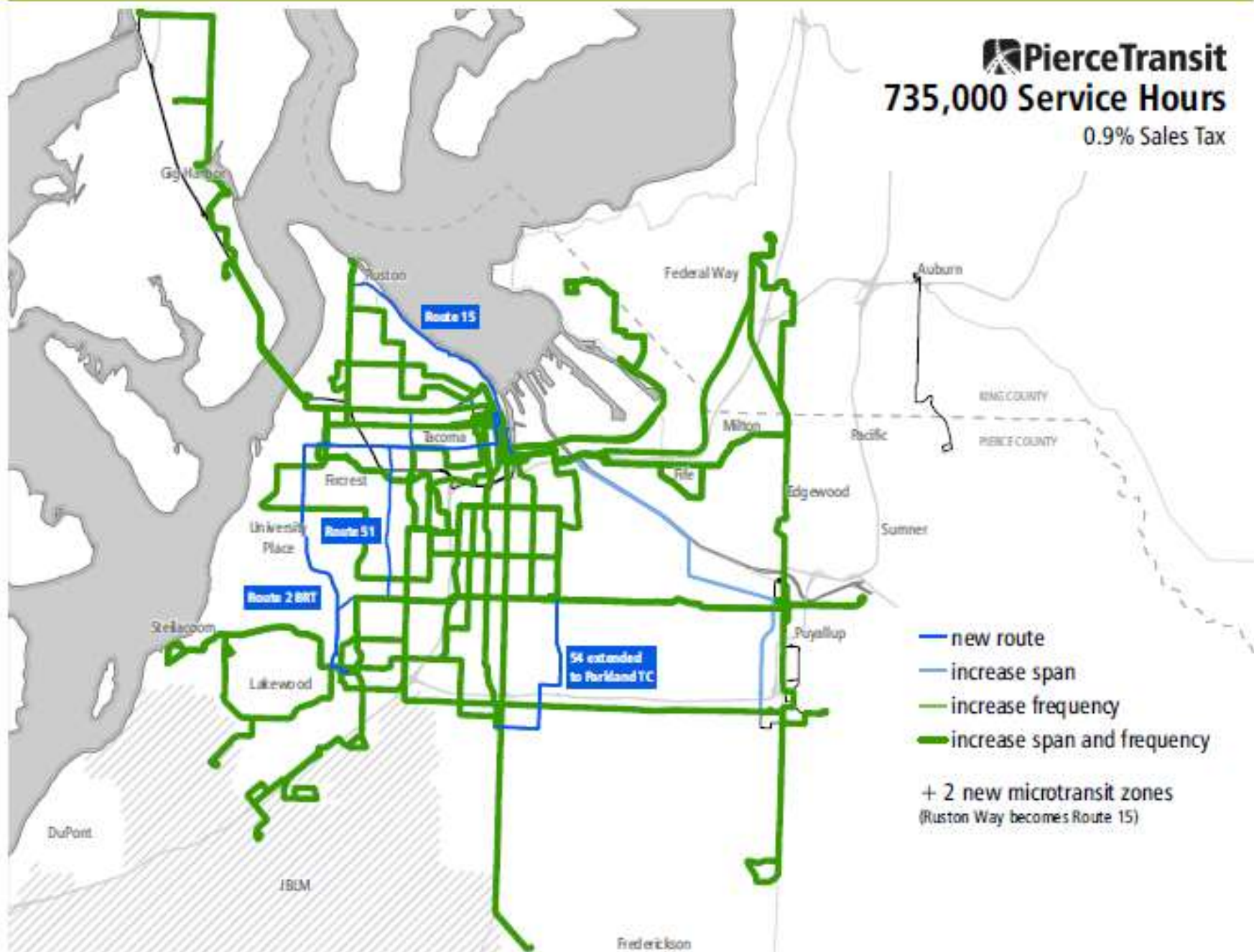
The city uploaded a listing for Lakewood Landing on a [commercial real estate site](#) the week of Feb. 8.

PROPOSED EXPANSION NETWORK

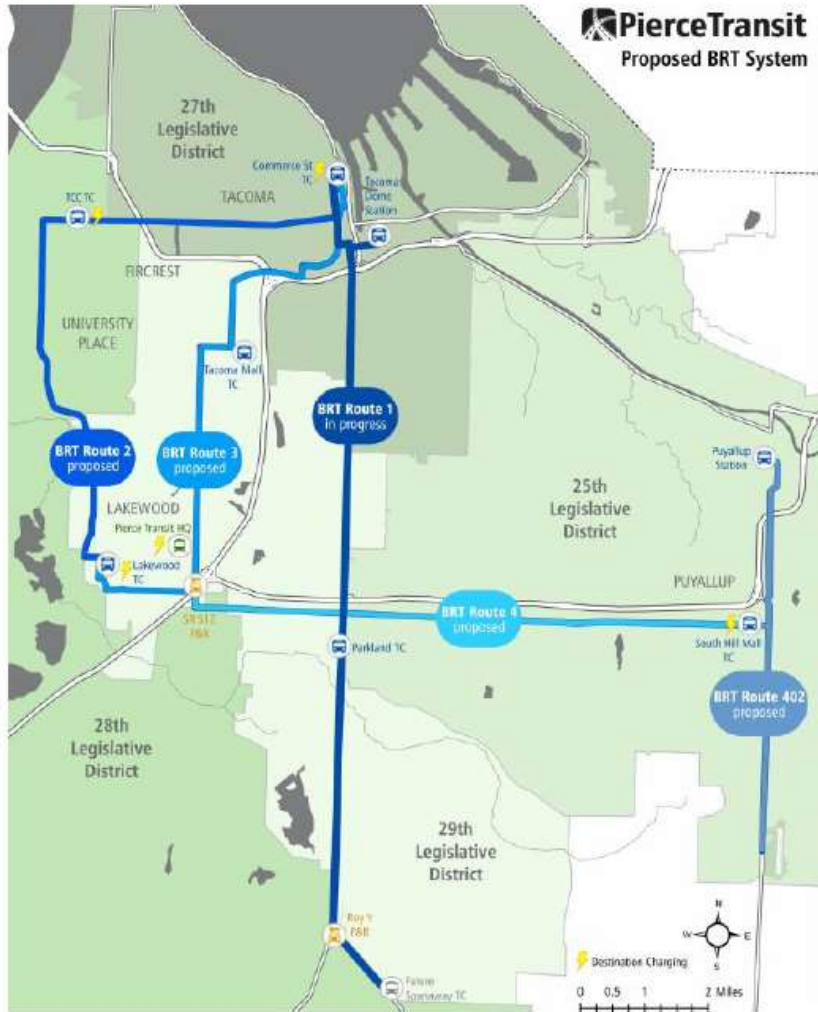


735,000 Service Hours

0.9% Sales Tax



# Bus Rapid Transit System Expansion



- Pierce Transit invested \$850K for BRT System Expansion Study
- Will inform build out of remaining four BRT lines + identify electrification needs for network
- Anticipate BRT 2 will replace current Route 2
- Asking State Legislature for \$10M investment for study and electrification infrastructure of BRT 2

# Transit: A Strong Community Asset

*A transit-rich community is a thriving community*

- Delivers people to jobs, health care, school, appointments
- Tool for attracting employers, employees
- Family-wage jobs
- Generate \$4 in economic returns for every \$1 invested
- Reduces congestion and air pollution
- Less expensive than driving; 10xs safer

# TOD & the One Tacoma Plan

TOD Advisory Group

February 22, 2021

Brian Boudet, Planning & Development Services



# Tacoma's Growth Strategy

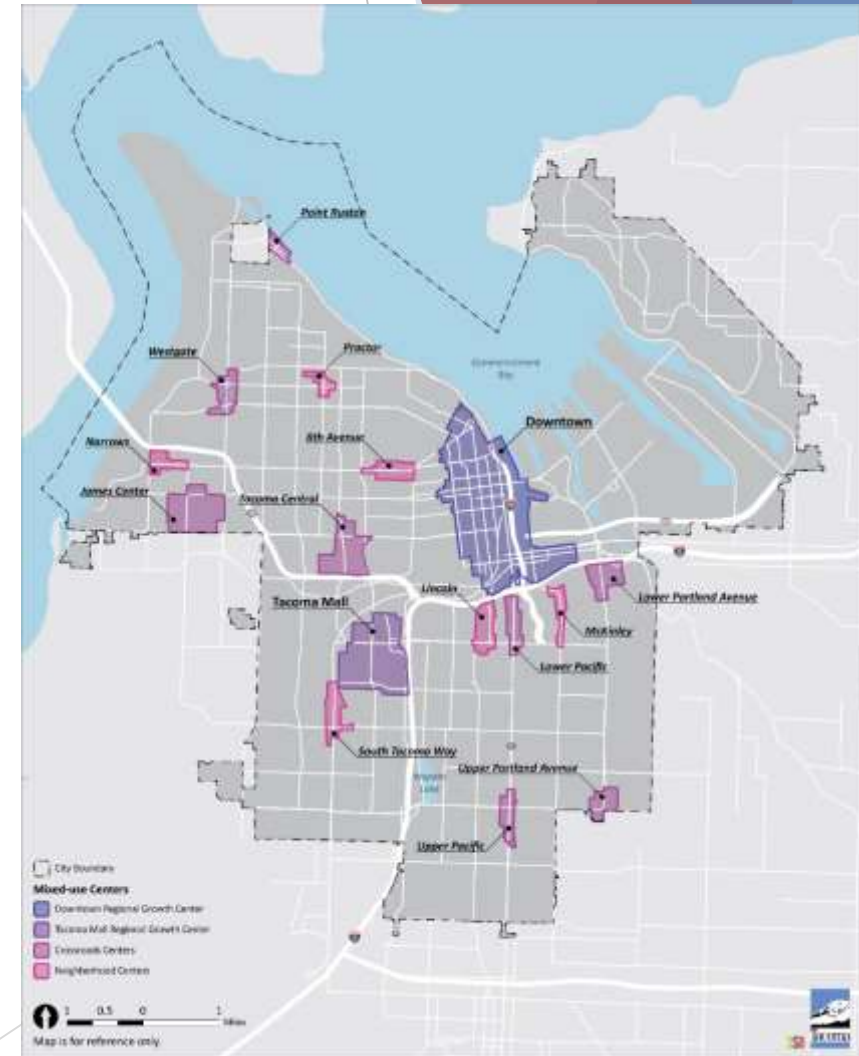
## Focus on Mixed-Use Centers

- Primary areas for growth and change in Tacoma over the next 25 years
- Compact, walkable and pedestrian-oriented urban places
- Connected by public transit and active transportation networks
- Anchor complete neighborhoods - live, work, shop, play, learn, connect

Four types (size, scale, service area, role, density):

- Downtown Regional Growth Center
- Tacoma Mall Regional Growth Center
- Crossroads Center
- Neighborhood Center

Urban Form Element



# Coordinated Planning

## Partner with transit agencies

- Integrate land use and transportation planning
- Promote transit-oriented or transit-supportive development
- Support multimodal transit access
- Improve the reliability, availability, and convenience of bus, streetcar, and light rail transit options for all users and modes
- Balance livability objectives with industrial activities

Transportation Master Plan

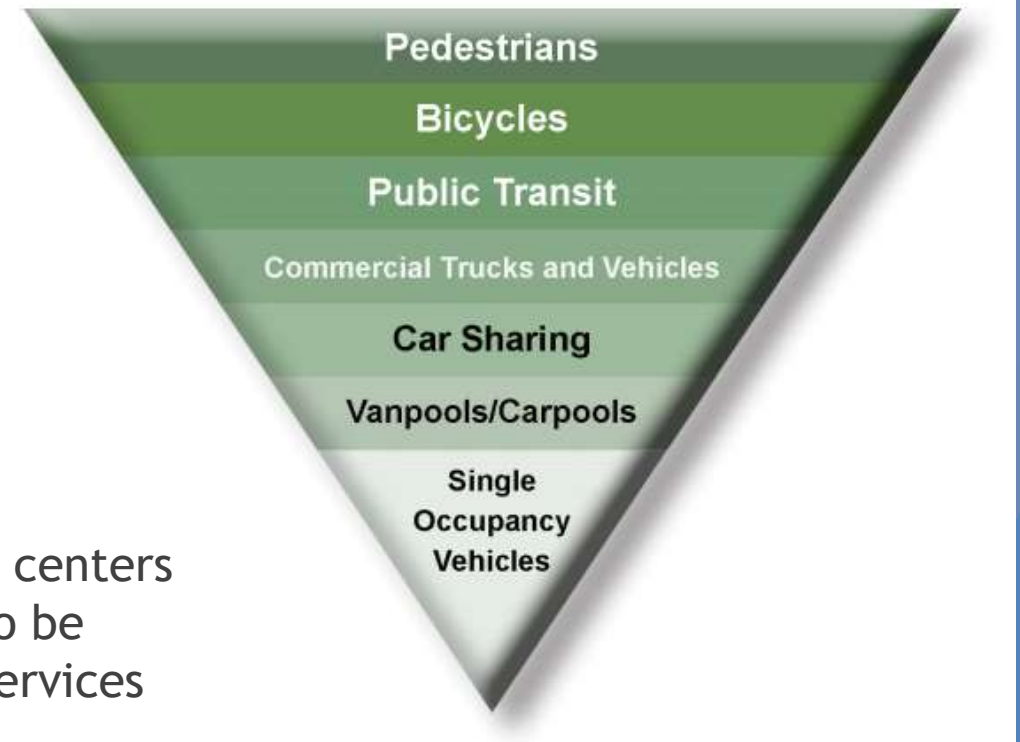




# Transit Station Areas

## Maximize access to and benefits of high-capacity and high-frequency transit

- Encourage housing and employment growth in transit station areas
- Maximize the ability of people to benefit from the regional connections
- Increase transit access to employment
- Priority is given to growth in station areas located in centers since they provide more people with opportunities to be close to both transit and to commercial and public services
- Support a range of transit station area types, with differing priorities for growth, depending on the station type and context

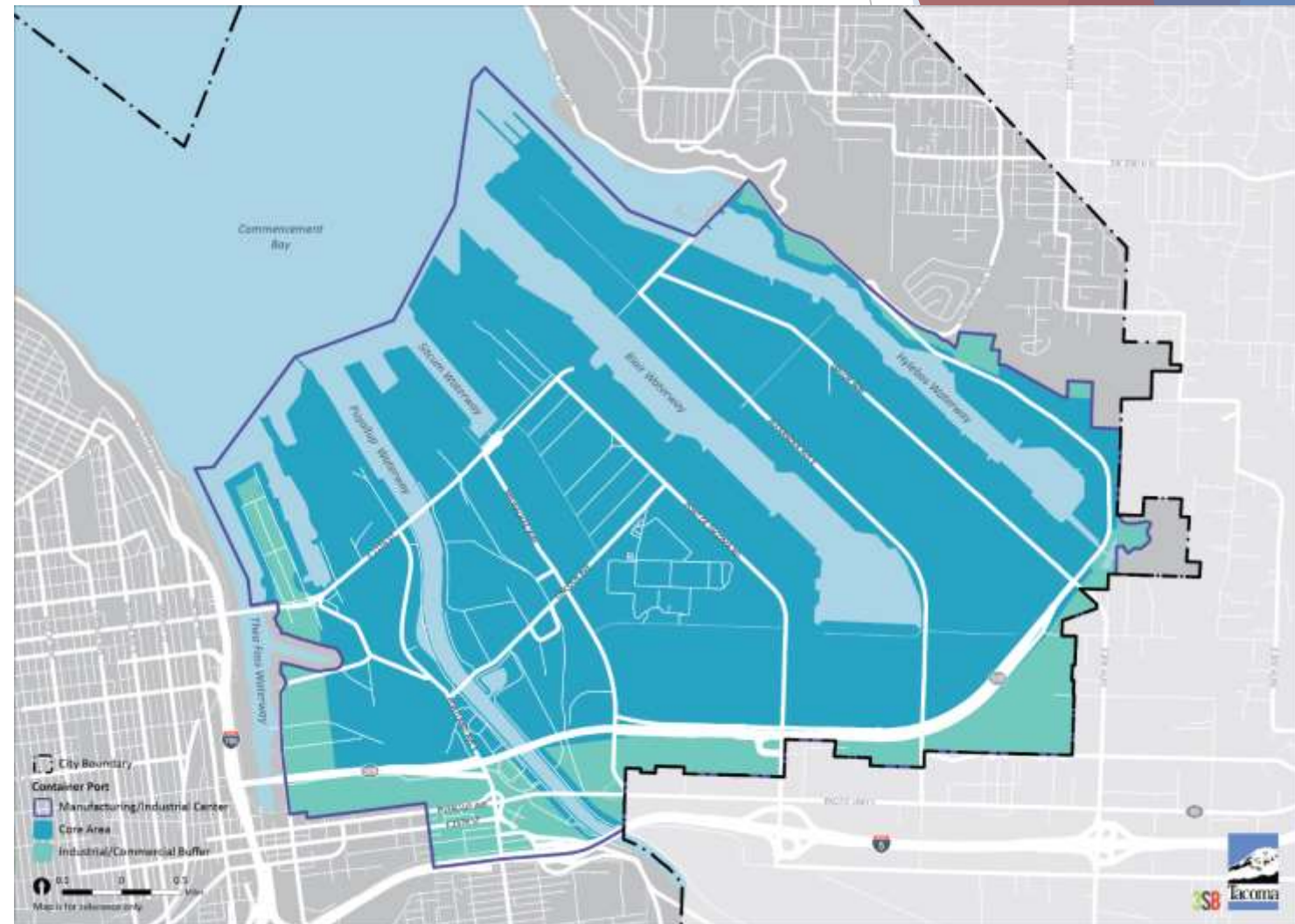


# Transit Facilities

- Integrate transit stations into surrounding communities
- Enhance pedestrian and bicycle connections to provide safe access
- Design areas to enhance personal safety within the station and the station area
- Enhance connections between major destinations and transit facilities
- Within centers, encourage high density concentrations of housing and commercial uses
- Design, locate and provide facilities that support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness, livability, sustainability, and equity
- Encourage public facilities to be of the highest design quality

# Employment and Access

- Protect and preserve transportation infrastructure needed for efficient multimodal movement of goods within and between the Port's Core Area, Buffer Area, and the regional transportation system
- Within employment areas, encourage concentrations of jobs and employment-focused land uses in and around transit facilities



Port Container and Public Facility & Services Elements

# Dome District

- The South Sound region's most important transit hub
- Create a community with a diverse range of housing and employment opportunities in close proximity to the Tacoma Dome Station
- Currently lacks housing and services to support a mixed-use, transit-oriented, walkable neighborhood
- Reconfigure Puyallup Avenue to create an attractive pedestrian and bicycle-friendly route through and between the Dome and Brewery Districts
- Manage parking to support transit access and promote transit ridership
- Catalyst projects will be most effective if they reinforce the core of the District (near East D & East 25th St)

South Downtown Subarea Plan



# TOD - Tacoma Examples

## Successes and Challenges

- Downtown - Commerce Street
- Downtown - UWT/Museum District/Foss Waterway
- Downtown - Tacoma Dome District
- Hilltop Link Extension



# Takeaways

(“Lessons Learned” suggested by Time Bates, Sound Transit)

<b>Site Planning</b>	Consider how station site planning and construction staging lands can influence development outcomes
<b>Market Realities</b>	Ground TOD plans in market realities
<b>Financing / Delivery</b>	Explore how financing and delivery decisions impact development project design and feasibility
<b>Local Investments</b>	Timely local decisions and investments can guide and improve TOD outcomes
<b>Limitations</b>	Expect limitations on development in close proximity to tracks and stations

# ***2021 Agency Outlook***

***Responding to the pandemic and economic recession***

*City of Tacoma TODAG*

*Feb 22nd*



# Agenda

- Describe COVID-19 impacts on construction, ridership and service.
- Preview new service opening between 2021-2024.
- Discuss recession's impact on revenues and project costs, and the 2021 realignment process to adjust project plans and schedules.



# ***Our values and priorities***

## ***Our six values***

Collaboration, Customer Focus, Inclusion & Respect, Safety, Integrity, Quality.

## ***Our strategic priorities***

A commitment to equity and fairness, environmental stewardship, partnerships and the communities we serve.

# *Powering progress*



# Powering Progress

- All construction currently continues at full speed, with strict worker safety protocols.
- 28 light rail stations under construction throughout the region, opening in stages between 2021– 2024.



*Test trains at U District Station*

# Currently under construction

## Light rail extensions

- **Northgate** (3 stations, opening **this year**).
- **Hilltop Tacoma** (6 stations, 2022).
- **East Link** (10 stations, 2023).
- **Lynnwood** (4 stations, 2024).
- **Federal Way** (3 stations, 2024).
- **Downtown Redmond** (2 stations, 2024).

## Other

- **Operations & Maintenance Facility East** (2021).
- **Puyallup Station garage** (2022).



# *Ridership changes & service levels*



# *Ridership & service changes*

- Ridership down 70-80%, particularly on commuter-heavy routes.
- Ridership and service levels are mostly stable, but operator shortages a continuing problem.
- Some express bus routes suspended until more workers return to offices.
- ST operating the longest trains possible to promote social distancing.



# Current service levels

- **Link** – Service every 12 minutes during weekday peak hours, 15 minutes off-peak and weekends, 30 minutes late night.
- **Sounder** – 9 Sounder South roundtrips, 2 Sounder North roundtrips.
- **Tacoma Link** – full service.
- **ST Express** – some routes running full service, some routes reduced or suspended.

# *Keeping riders safe*

## *Action Plan*

- Masks required, and compliance is high (90+%).
- Increased frequency and depth of cleaning onboard vehicles.
- Weekly mask distribution.
- Increased passenger communications on safety and ridership.
- Increasing airflow and filtration to keep air fresh and clean.



# Passenger communications

*We got you covered.*



**Cover your face  
when  
you ride.**

*Protect yourself and others.*



*We got you covered.*



**Touch-free  
payment and  
fare checking.**

*Ride touch-free with ORCA or  
Transit GO Ticket.*



# Passenger communications



# Passenger communications

We got you covered.



## Keeping you safe.

*All stations and vehicles are sanitized daily.*



We got you covered.



## Maintain social distance.

*Protect yourself and others.*



# Passenger communications

## *All Aboard campaign*

- New campaign promoting personal safety and inclusion onboard buses and trains.

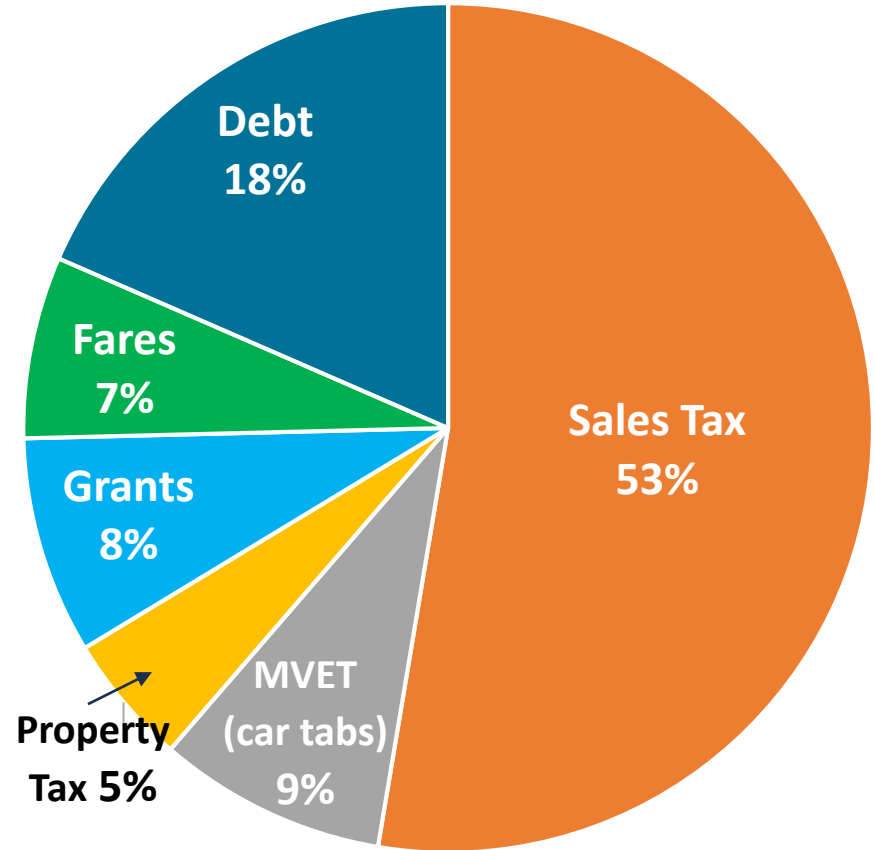


# *Realigning expansion plans*



# Revenue sources

- Tax revenues fund 66%.
- Debt funds 18%.
- Grants fund 8%.
- Fares fund 7%.



# *Financial changes*

## *Current 25-year capital program runs 2016-2041*

- **Lower Revenue:** Lower sales, motor vehicle excise, and rental car taxes due to recession.
- **Higher Costs:** Construction costs remain at record levels due to continued growth in property values and hot construction market.

# *Financial changes through 2041*

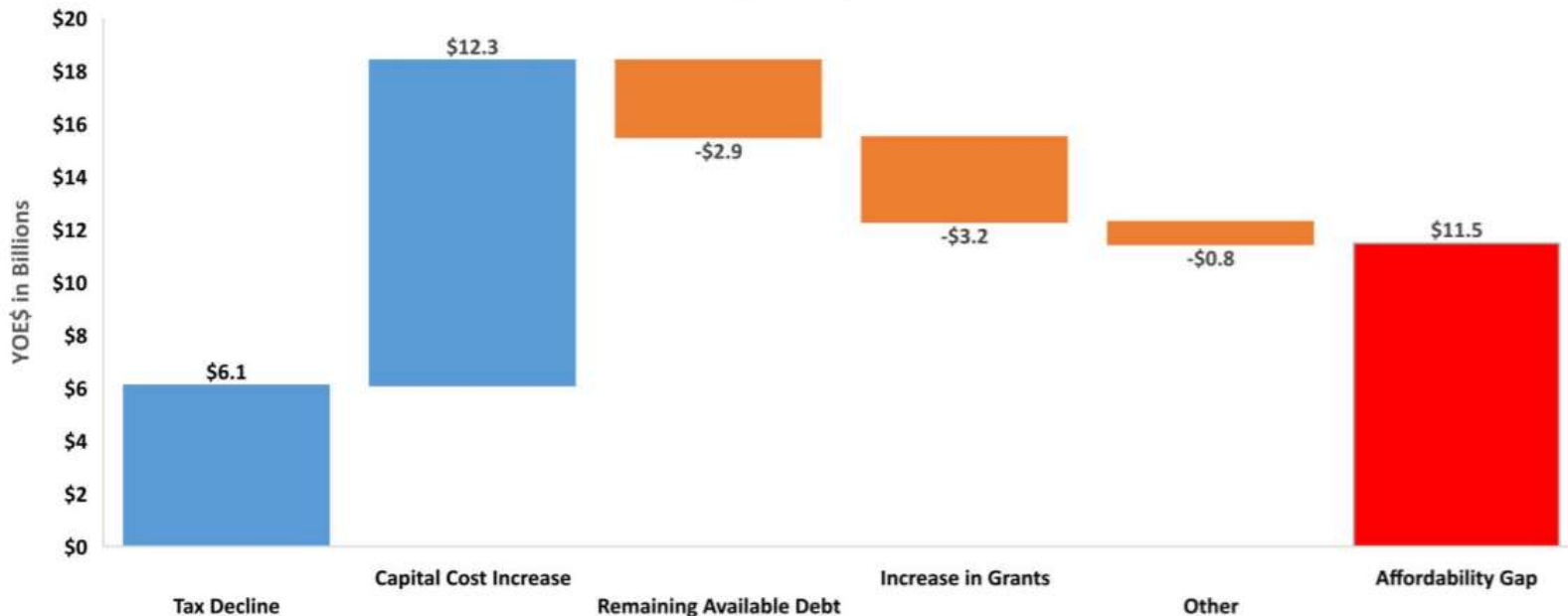
*Current 25-year capital program runs 2016-2041*

- **Revenue:** \$6.1 billion lower.
- **Costs:** \$12.3 billion higher. in estimate cost increases.
- **Offsets:** \$6.9 billion in new debt, higher grants and other revenue.
- **Overall:** \$11.5 billion affordability gap.



# Financial changes through 2041

Fall 2019 vs Jan 2021  
Change 2017-2041  
(In Billions)



# *Realignment tools available to Sound Transit*

- **Cutting costs** through reduced project scope, suspending or canceling projects, etc.
- **Raising new revenues** through issuing higher debt or seeking additional state or federal funding.
- **Delaying or phasing projects** to spread costs over time and keep total agency debt within current legal limits.

# Next steps

## *Anticipated realignment work through July*

February	Discuss realignment approaches.
March	Define approaches for public engagement.
April	Seek public feedback and discuss cost review results.
May	Discuss public feedback and Board priorities.
June	Develop realignment plan(s).
July	Adopt realignment plan(s).

*Thank you.*



 [soundtransit.org](https://www.soundtransit.org)





February 22, 2021

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

RE: Puyallup Avenue Transit/Complete Street Improvement Project

Dear Co-Chairs Moore and Nyland,

On behalf of the Transit-Oriented Development Advisory Group (“TODAG”), I am expressing our support for the City of Tacoma’s effort in accepting the \$2.1 million grant awarded to the City through the Puget Sound Regional Council’s (“PSRC”) competitive regional process to fund the design phase of the Puyallup Avenue Transit/Complete Street Improvement Project (“Project”).

The successful completion of the Project is an integral part of making South Downtown Tacoma a truly multimodal, interconnected, transit-oriented development (TOD) district, and will help capitalize the future investments of Pierce Transit’s Bus Rapid Transit (BRT) and Sound Transit’s Tacoma Dome Link Extension (TDLE) projects.

We understand that by accepting the grant, the City is committed to constructing the Project as originally scoped in the grant application. Through our review and discussion of the Project over the last few months, we believe it is imperative that the Project needs to factor in the community’s interests and concerns and the original scope of work may be subject to modifications accordingly. Therefore, we strongly recommend that the City, upon accepting of the grant, allow adequate flexibility through the design phase of the Project to ensure our concerns and recommendations are addressed to the fullest extent possible. In addition, we offer the following design principles and priorities for the City’s consideration and incorporation into the final design of the Project:

1. **TOD Design Principles** – The Project provides significant opportunities, if designed appropriately, to substantially create TOD Neighborhoods (not just TOD projects). To help realize this vision and expected outcome, we recommend that the design of the Project adhere to the following TOD design principles that we have developed and endorsed and are also using for evaluating the BRT and the TDLE projects:
  - (1) Multimodal Connectivity
  - (2) Economic Development Opportunities
  - (3) Placemaking/Urban Form
  - (4) Social + Cultural Impacts
  - (5) Community Benefit



## Tacoma Transportation Commission

Puyallup Avenue Transit/Complete Street Improvement Project

February 22, 2021

Page 2 of 3

- 2. Three Distinct Districts** – Recognize the three distinct character areas along the Puyallup Avenue corridor and apply distinctive, yet compatible design considerations for these areas. As illustrated in the diagram below, the corridor can be generally divided into the following segments:
  - Segment 1 – The Neighborhood District between Pacific Avenue and E. C Street
  - Segment 2 – The TOD District between E. C Street and E. G Street
  - Segment 3 – The Industrial District between E. G Street and Portland Avenue



- 3. Pedestrian Oriented Amenities** – Provide crosswalks and wider sidewalks (at a minimum width of 12 feet, where possible) with appropriate amenities and features, and add attractive street lighting, to ensure a safe, comfortable and friendly walking, shopping, and outdoor dining environment and experience for pedestrians. Implementation of these pedestrian oriented amenities should be prioritized for both Segments 1 and 2, with emphasis on Segment 2 – the TOD District. Further emphasis should also occur around the three intersections at G, D and C streets, as these nodes are at the heart of the Puyallup Avenue corridor, a regional transportation hub, and a gateway to Downtown Tacoma and the Tacoma Dome. Higher pedestrian counts and activity are anticipated in this area, particularly where Puyallup Avenue intersects E. D Street, a designated north-south pedestrian connector between the Tacoma Dome and the Foss Waterway.
- 4. Bicycle Connectivity** – Provide protected, connected bicycle lanes along the entire Puyallup Avenue corridor, to the extent possible.
- 5. Transit Lane** – Designate a Business Access and Transit (BAT) lane on one side of Puyallup Avenue (likely the south side) to accommodate buses, and as appropriate, higher-occupancy vehicles. Recognize that encouraging and growing transit ridership is key to promoting transit-oriented development, augmenting regional high capacity transit services, enhancing mobility benefits for underserved populations traversing the corridor, and reducing tailpipe emissions.
- 6. Traffic Calming** – Apply traffic calming methods and devices, such as narrower traffic lanes, reduced speeds, textured intersections and crosswalks, in the design and traffic operation on the Puyallup Avenue corridor and the adjacent side streets to improve safety for all users. Again, this is especially critical in Segments 1 and 2.

## Tacoma Transportation Commission

Puyallup Avenue Transit/Complete Street Improvement Project

February 22, 2021

Page 3 of 3

7. **On-street Parking** – To the extent possible and without sacrificing Item #3 above, accommodate short-term on-street parking, load/unload zones, and on-demand and delivery parking along Puyallup Avenue in front of current businesses in Segments 1 and 2 to protect investments already made in this area. Inclusion of diagonal parking along adjacent side streets is also seen as desirable to ensure no net loss of on-street parking in the immediate area.
8. **Freight Mobility** – Ensure safe and efficient freight mobility and truck maneuverability balancing freight needs with Items #3 – #7 above. Recognize that Puyallup Avenue (between E. D St. and Portland Ave.) is identified in the Transportation Master Plan element of the Comprehensive Plan as a Primary Street within Tacoma’s Freight Priority Network.
9. **Adopted Planning Policies** – Maintain consistency with the South Downtown Subarea Plan and the Transportation Master Plan, to the extent feasible and consistent with the priorities in Items #2 – #8 above.

As the Project moves forward, we anticipate that we will be given an opportunity to further elaborate on the above-mentioned design principles and priorities, and continue to be an active sounding board for the Project. We acknowledge that there may be potential adjustments, tradeoffs, and compromises that will need to be considered and accommodated during the design phase and expect these to be made with the concurrence of the TODAG or any successor group representing the Dome District and the Project area.

The City Council’s Resolution No. 40303 that established the TODAG states that “proposals by the TODAG will be forwarded to and reviewed by the City’s Transportation Commission, for concurrence with adopted transportation and land use plans and policies.” We are hereby forwarding to the Transportation Commission our support for the Project’s grant acceptance and our recommendations on supplemental design considerations. We understand the Commission will forward our recommendations to the City Council.

If you have any questions about this recommendation, please contact TODAG’s staff liaison, Brian Boudet, Planning Manager, Planning and Development Services Department, at (253) 573-2389 or [bboudet@cityoftacoma.org](mailto:bboudet@cityoftacoma.org).

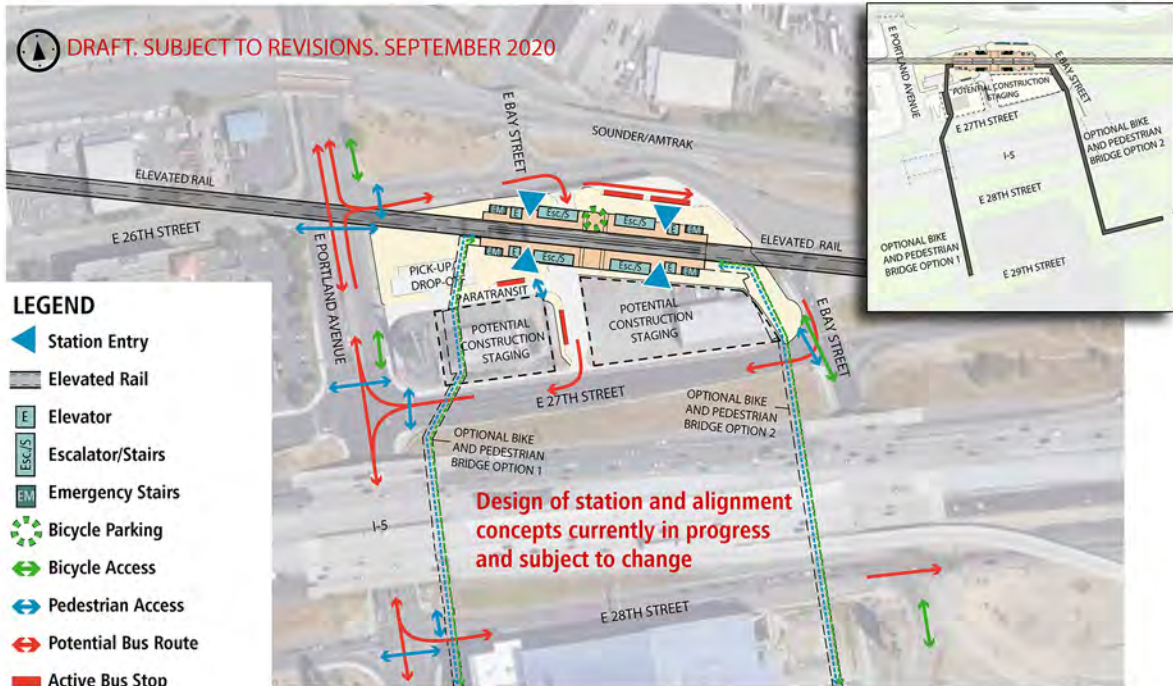
Respectfully,

**Imad H. Bahbah, RA, SARA**  
Chair

- c. Councilmembers Robert Thoms, Tacoma City Council, District No. 2  
Kurtis Kingsolver, Director, Public Works Department  
Mark R. D’Andrea, Project Manager, Public Works Department  
Brian Boudet, Planning Manager, Planning and Development Services Department



DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020



### LEGEND

Station Entry

Elevated Rail

Elevator

Escalator/Stairs

Emergency Stairs

Bicycle Parking

Bicycle Access

Pedestrian Access

Potential Bus Route

Active Bus Stop

**Design of station and alignment concepts currently in progress and subject to change**

## TACOMA PORTLAND AVENUE STATION DESIGN CONCEPT AND CIRCULATION





DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020



### LEGEND

- Station Entry
- Elevated Rail
- Elevator
- Escalator/Stairs
- Emergency Stairs
- Bicycle Parking
- Bicycle Access
- Pedestrian Access
- Potential Bus Route
- Active Bus Stop

**Design of station and alignment concepts currently in progress and subject to change**



## TACOMA PORTLAND AVENUE SPAN STATION OPTION DESIGN CONCEPT AND CIRCULATION

# Portland Avenue: Ped/Bike Bridge Options

## Portland Avenue Station



## Portland Avenue Span Station Option



## TACOMA CENTRAL 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)

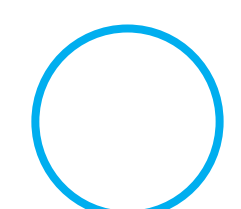
# ST CENTRAL LINK EXTENSION | CONCEPTUAL STATION/ LOCATION INPUT

## CITY OF TACOMA TODAY (DEC 16, 2019)

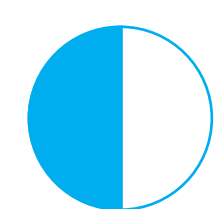
### DESIGN PRINCIPLES

	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
<b>STATION LOCATION OPTION</b> THINK ABOUT... <ul style="list-style-type: none"> <li>• Integrated multi-modal design</li> <li>• Multi-modal transfers</li> <li>• Pedestrian + bike access</li> <li>• Safety + security</li> <li>• Legibility, wayfinding + navigation</li> <li>• Traffic management               <ul style="list-style-type: none"> <li>- Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events</li> </ul> </li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Development / redevelopment opportunities adjacent to station locations               <ul style="list-style-type: none"> <li>- ST surplus properties</li> <li>- Adjacent private development parcels</li> </ul> </li> <li>• Future infill development types               <ul style="list-style-type: none"> <li>- Mix of uses, housing</li> </ul> </li> <li>• Employment opportunities</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Placemaking experiences               <ul style="list-style-type: none"> <li>- Streets, civic spaces</li> </ul> </li> <li>• Iconic architectural response (station design)</li> <li>• District / neighborhood identity</li> <li>• Signature amenity space or other public spaces               <ul style="list-style-type: none"> <li>(Portland Ave. and Dome District station)</li> </ul> </li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Culturally sensitive resources               <ul style="list-style-type: none"> <li>- Historic structures</li> </ul> </li> <li>• Street level activation</li> <li>• Puyallup Tribe Trust Lands</li> <li>• Public art opportunities</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Dome District vision / character</li> <li>• Affordable housing</li> <li>• Local retail / small businesses</li> <li>• Civic space</li> <li>• Programmed events               <ul style="list-style-type: none"> <li>- Street fairs / farmers market</li> </ul> </li> </ul>	
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					

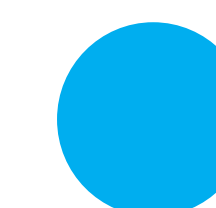
EXAMPLE



STATION CONCEPT FALLS SHORT OF EXPECTATIONS













STATION CONCEPT MEETS EXPECTATIONS

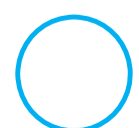


STATION CONCEPT EXCEEDS EXPECTATIONS

# ST CENTRAL LINK EXTENSION I CONCEPTUAL STATION/ LOCATION INPUT

## CITY OF TACOMA TODAY (FEB 22, 2021)

DESIGN PRINCIPLES	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
STATION LOCATION OPTION	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>Integrated multi-modal design</li> <li>Multi-modal transfers</li> <li>Pedestrian + bike access</li> <li>Safety + security</li> <li>Legibility, wayfinding + navigation</li> <li>Traffic management                             <ul style="list-style-type: none"> <li>Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events</li> </ul> </li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>Development / redevelopment opportunities adjacent to station locations                             <ul style="list-style-type: none"> <li>ST surplus properties</li> <li>Adjacent private development parcels</li> </ul> </li> <li>Future infill development types                             <ul style="list-style-type: none"> <li>Mix of uses, housing</li> </ul> </li> <li>Employment opportunities</li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>Placemaking experiences                             <ul style="list-style-type: none"> <li>Streets, civic spaces</li> </ul> </li> <li>Iconic architectural response (station design)</li> <li>District / neighborhood identity</li> <li>Signature amenity space or other public spaces                             <ul style="list-style-type: none"> <li>Portland Ave. and Dome District station</li> </ul> </li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>Culturally sensitive resources                             <ul style="list-style-type: none"> <li>Historic structures</li> </ul> </li> <li>Street level activation</li> <li>Puyallup Tribe Trust Lands</li> <li>Public art opportunities</li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>Dome District vision / character</li> <li>Affordable housing</li> <li>Local retail / small businesses</li> <li>Civic space</li> <li>Programmed community events                             <ul style="list-style-type: none"> <li>Street fairs / farmers market</li> </ul> </li> </ul>
A. PORTLAND AVENUE STATION	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>Better integration of different transit modes.</li> <li>Easier multimodal transfers for high-volume bus transfers.</li> <li>Safer, fewer bus patrons required to cross Portland for connection to Link Station.</li> <li>Less impact on throughput on Portland: No in-lane bus stops, lower ped crossing volumes (but one additional crossing compared to Span station)</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>Redevelopment, in particular amenities like child care, grocery/pharmacy/dry cleaners can be integrated into station location—no-one has to cross the street.</li> <li>Provides on-site employment opportunities and maintains capacity for industrial/manufacturing-compatible development along Puyallup Ave (new manufacturing/maker spaces, job training, etc.) that can support and grow family wage industrial jobs in the Tideflats.</li> <li>Development opportunities are bounded by I-5 and the BNSF railyard/705, with corresponding noise and air quality impacts. Housing development could unnecessarily introduce environmental injustices that do not exist today.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>Larger contiguous site provides greater opportunity for placemaking through integration of signature amenity civic space, iconic architecture, and neighborhood identity with the opportunity of providing on-site amenities and a shorter, more direct connection to the casino/south of I-5 area that can be integrated into the development of the south western lay down site.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>Greater opportunity for public art both on site and the ped 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.</li> <li>Opportunity to serve as a small commercial center (satellite) for housing on Tribal property and areas south of I-5.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>Opportunity to serve as a small commercial center (satellite) near housing south of I-5.</li> <li>Site provides the opportunity for programmed community events—similar to the Link Capitol Hill station which provides civic space and will host a farmer’s market.</li> <li>ST can write requests for development proposal to ensure that community benefits are integrated.</li> </ul>
B. PORTLAND AVENUE SPAN STATION	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>Less integration of different transit modes.</li> <li>Multimodal transfers for high-volume bus transfers less convenient.</li> <li>More bus patrons required to cross Portland for connection to Link Station, not as safe. Also true to a lesser amount for pick-up/drop-off on south side of 26<sup>th</sup>.</li> <li>Higher impact on throughput on Portland: In-lane bus stops, higher ped crossing volumes (but one less crossing compared to other station)</li> <li>Would require longer bridge to the casino/south of I-5 area</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>Less opportunity for integration of amenities like child care, grocery/pharmacy/dry cleaners.</li> <li>Bigger contiguous space for private development.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>Long, skinny site provides fewer opportunities for integrated development and iconic architecture with civic element.</li> <li>Little opportunity for integration of bridge to the casino/south of I-5 area.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>Opportunity for street level activation on Puyallup. However, this is the industrial end of Puyallup, with less likelihood for high quality connections to both the west and south.</li> </ul>	<p>Your Vote (pick one and delete the others):</p>  <p>Your Note:</p> <ul style="list-style-type: none"> <li>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.</li> </ul>



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



STATION CONCEPT EXCEEDS EXPECTATIONS

**DESIGN PRINCIPLES**

**STATION LOCATION OPTION**

	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
	<p><b>THINK ABOUT...</b></p> <ul style="list-style-type: none"> <li>● Integrated multi-modal design</li> <li>● Multi-modal transfers</li> <li>● Pedestrian + bike access</li> <li>● Safety + security</li> <li>● Legibility, wayfinding + navigation</li> <li>● Traffic management                             <ul style="list-style-type: none"> <li>- Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events</li> </ul> </li> </ul>	<p><b>THINK ABOUT...</b></p> <ul style="list-style-type: none"> <li>● Development / redevelopment opportunities adjacent to station locations                             <ul style="list-style-type: none"> <li>- ST surplus properties</li> <li>- Adjacent private development parcels</li> </ul> </li> <li>● Future infill development types                             <ul style="list-style-type: none"> <li>- Mix of uses, housing</li> </ul> </li> <li>● Employment opportunities</li> </ul>	<p><b>THINK ABOUT...</b></p> <ul style="list-style-type: none"> <li>● Placemaking experiences                             <ul style="list-style-type: none"> <li>- Streets, civic spaces</li> </ul> </li> <li>● Iconic architectural response (station design)</li> <li>● District / neighborhood identity</li> <li>● Signature amenity space or other public spaces                             <ul style="list-style-type: none"> <li>- Portland Ave. and Dome District station</li> </ul> </li> </ul>	<p><b>THINK ABOUT...</b></p> <ul style="list-style-type: none"> <li>● Culturally sensitive resources                             <ul style="list-style-type: none"> <li>- Historic structures</li> </ul> </li> <li>● Street level activation</li> <li>● Puyallup Tribe Trust Lands</li> <li>● Public art opportunities</li> </ul>	<p><b>THINK ABOUT...</b></p> <ul style="list-style-type: none"> <li>● Dome District vision / character</li> <li>● Affordable housing</li> <li>● Local retail / small businesses</li> <li>● Civic space</li> <li>● Programmed community events                             <ul style="list-style-type: none"> <li>- Street fairs / farmers market</li> </ul> </li> </ul>
<b>A. PORTLAND AVENUE STATION</b>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>
<b>B. PORTLAND AVENUE SPAN STATION</b>	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p> <p>Staff Note: The commenter provided the following comments in the e-mail that transmitted this matrix:</p> <p>I did not submit any notes because I did not have the opportunity to retour the site or do the community outreach I had hoped to accomplish before the deadline. While I feel more strongly about the non-span location after the Port of Tacoma presentation, as well as a stronger hope for excess land post-project, I feel that the pedestrian safety benefits and not having to cross Portland Avenue were very strong in the span model, particularly with so many youth in the neighborhood and the high speeds, and frequent intoxication which people travel in the area. But other than that I really have no strong preference, feel that there will be community benefit with both locations, particularly if we can magically have the funding for the pedestrian/bike access which sadly seems doubtful but, miracles, and still wish it was on the other side of the freeway.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p>



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS

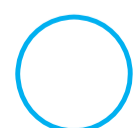


STATION CONCEPT EXCEEDS EXPECTATIONS

# ST CENTRAL LINK EXTENSION I CONCEPTUAL STATION/ LOCATION INPUT

## CITY OF TACOMA TODAG (FEB 22, 2021)

DESIGN PRINCIPLES	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
STATION LOCATION OPTION	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Integrated multi-modal design</li> <li>• Multi-modal transfers</li> <li>• Pedestrian + bike access</li> <li>• Safety + security</li> <li>• Legibility, wayfinding + navigation</li> <li>• Traffic management                             <ul style="list-style-type: none"> <li>- Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events</li> </ul> </li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Development / redevelopment opportunities adjacent to station locations                             <ul style="list-style-type: none"> <li>- ST surplus properties</li> <li>- Adjacent private development parcels</li> </ul> </li> <li>• Future infill development types                             <ul style="list-style-type: none"> <li>- Mix of uses, housing</li> </ul> </li> <li>• Employment opportunities</li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Placemaking experiences                             <ul style="list-style-type: none"> <li>- Streets, civic spaces</li> </ul> </li> <li>• Iconic architectural response (station design)</li> <li>• District / neighborhood identity</li> <li>• Signature amenity space or other public spaces                             <ul style="list-style-type: none"> <li>- Portland Ave. and Dome District station</li> </ul> </li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Culturally sensitive resources                             <ul style="list-style-type: none"> <li>- Historic structures</li> </ul> </li> <li>• Street level activation</li> <li>• Puyallup Tribe Trust Lands</li> <li>• Public art opportunities</li> </ul>	<p>THINK ABOUT...</p> <ul style="list-style-type: none"> <li>• Dome District vision / character</li> <li>• Affordable housing</li> <li>• Local retail / small businesses</li> <li>• Civic space</li> <li>• Programmed community events                             <ul style="list-style-type: none"> <li>- Street fairs / farmers market</li> </ul> </li> </ul>
A. PORTLAND AVENUE STATION	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>The complicated bus circulation exacerbates an already difficult station location for pedestrians. Kiss and Ride is well integrated.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>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.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>Not great opportunities for placemaking.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>None.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>None apparent.</p>
B. PORTLAND AVENUE SPAN STATION	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p> <p>Better in-line pulloffs for bus stop connections. Pickup and dropoff at the west station entrance appear easier to navigate than then pickup dropoff requiring riders to cross the street. Possible less crossing of Portland Ave for pedestrians since there is entrance access on either side. Safer?</p>	<p>Your Vote (pick one and delete the others):</p> <p><input checked="" type="radio"/></p> <p>Your Note:</p> <p>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.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>No great opportunities for placemaking. Only redeeming quality is the visual impact of it crossing Portland Ave.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>None.</p>	<p>Your Vote (pick one and delete the others):</p> <p><input type="radio"/></p> <p>Your Note:</p> <p>None apparent.</p>



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS

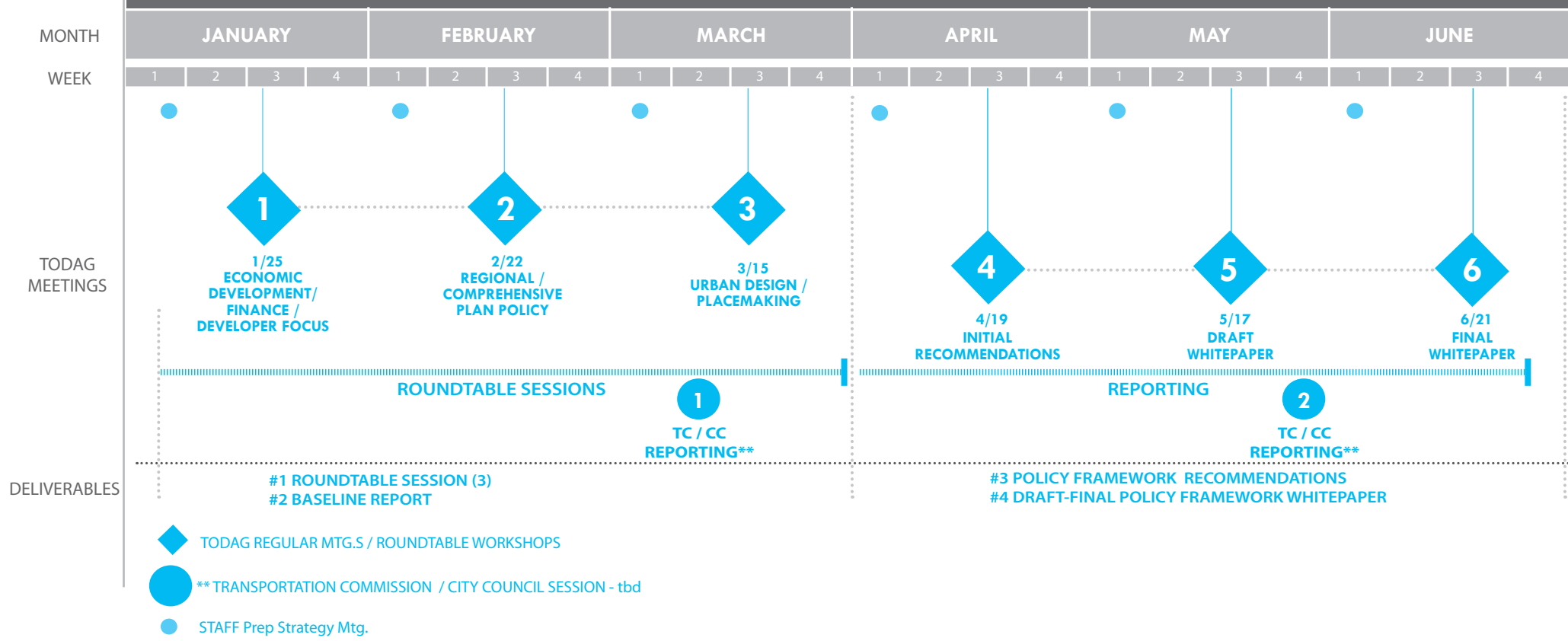


STATION CONCEPT EXCEEDS EXPECTATIONS





# TODAG - TOD ROUNDTABLE SCHEDULE TACOMA, WA



-  TODAG REGULAR MTG.S / ROUNDTABLE WORKSHOPS
-  \*\* TRANSPORTATION COMMISSION / CITY COUNCIL SESSION - tbd
-  STAFF Prep Strategy Mtg.