# Agenda

**Date/Time:** Jan. 27, 2020, 4:00 pm  
**Location:** Tacoma Municipal Building, 747 Market Street, Room #248  
**Attendees:** TODAG Members, City Staff, Sound Transit, VIA-Architecture  
**Purpose:**  
- Chair and Co-Chair selection  
- Sound Transit Update: ST3 Central Link Extension Station / Locations

<table>
<thead>
<tr>
<th>Item</th>
<th>Lead</th>
<th>Approx. Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Call to Order</strong></td>
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</tr>
<tr>
<td>1. Introductions</td>
<td>Staff</td>
<td>5 min.</td>
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<tr>
<td>2. Previous Meeting Notes Review</td>
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<tr>
<td>3. Announcements</td>
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<td>4. Public Comment</td>
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<tr>
<td><strong>Discussion/Action Items</strong></td>
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<tr>
<td>1. Chair/Co-Chair Selection</td>
<td>All</td>
<td>15 min.</td>
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<tr>
<td>2. ST Central LINK Station Concepts</td>
<td>All</td>
<td>90 min.</td>
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<tr>
<td>- Clarifying Questions</td>
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<tr>
<td>- Group Input</td>
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<td>3. Future Agenda Items</td>
<td>All</td>
<td>5 min.</td>
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<tr>
<td>- TODAG Work Plan</td>
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<td>- ULI-TAP Report Follow-up</td>
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<tr>
<td><strong>Communication Items</strong></td>
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<tr>
<td>1. Closing Comments</td>
<td>Chair</td>
<td>5 min.</td>
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<tr>
<td><strong>Adjournment</strong></td>
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**Next Meeting:** March 16, 2020, 4:00 pm (tentative)
Meeting Notes

Meeting Number: 5
Meeting Date: December 16, 2019

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

Visitors Present: Sue Comis (Sound Transit), Chan & Christina (ST Consultants), Greg Ball (VIA-Architecture)
City Staff Support: Ian Munce (PDS), Brian Boudet (PDS)
Meeting Facilitator: Keith Walzak (VIA-Architecture)

Item 01: Introductions
- Meeting called to order at 4:05pm in Room 243 of TMB by Keith Walzak
- No Announcements / No Public Comment

Item 02: Chair / Co-Chair Selection
- This item was pushed to the January 2020 meeting

Item 03: Tacoma District Overview
- Ian Munce provided an overview, including the following highlights:
  o Dome District visioning and plan occurred prior to ST3 Central LINK Light Rail Extension funding approved by voters
  o District zoning only looked at current zoning structure – proposed new zone classifications were not taken into consideration
  o The City does not require SEPA review in the transit district
  o Public/Private Partnerships will be required to advance a full vision for the LINK extension station
  o Freighthouse Square Bldg. – need to understand the owner’s intent
    ▪ Not a historically designated structure, but significant
  o Public – Public – Private Partnerships potential
    ▪ City of Tacoma, Sound Transit, State, Pierce Transit, private development, etc.
  o ULI-TAP report is supportive and consistent with vision
  o Possibility of a PDA (Public Development Authority)
  o What is Sound Transit’s interest?
    ▪ A bigger vision / concept would require a partnership agreement
  o Ian stressed that a vision for how it fits together in this place must come from THIS committee
  o Amtrak Station – intentional design to encourage useful space adjacent to the station
    ▪ For a new station, what is the amenity, the ‘there-there’?
Item 04: Station Design Best Practices
- Greg Ball (VIA -Architecture) presented 5 Case Studies and discussed how each relates to the key design consideration the group has been exploring

Item 05: Sound Transit Central Link Station Locations
- Sue Comis and the Sound Transit Consultant team provided an overview of the six proposed light rail transit stations locations
- The Group, utilizing an evaluation matrix, began a discussion about each of the station locations as they relate to the key design principles of Multi-Modal Connectivity, Economic Development, Placemaking and Urban Form, Social and Cultural, and Community Benefit
- The TODAG asked clarifying questions and provide some initial input
- See attached summary of initial input

Item 06: Future Agenda Items
HOT TOPICS
- Summarize final TODAG input on proposed LiNK station locations
- Chair / Co-Chair selection
- TODAG 2020 Work Plan

Meeting ended at 6:00pm
<table>
<thead>
<tr>
<th>STATION LOCATION OPTION</th>
<th>MULTI-MODAL CONNECTIVITY</th>
<th>ECONOMIC DEVELOPMENT</th>
<th>PLACEMAKING + URBAN FORM</th>
<th>SOCIAL + CULTURAL</th>
<th>COMMUNITY BENEFIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. PORTLAND AVE. OPTION A</td>
<td><img src="https://via.placeholder.com/15" alt="Station Concept Meets Expectations" /></td>
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<td>B. PORTLAND AVE. OPTION B</td>
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<td>1. TACOMA DOME 25TH - WEST</td>
<td><img src="https://via.placeholder.com/15" alt="Station Concept Falls Short of Expectations" /></td>
<td><img src="https://via.placeholder.com/15" alt="Station Concept Meets Expectations" /></td>
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<td>3. TACOMA DOME 26TH STREET</td>
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**ST CENTRAL LINK EXTENSION | CONCEPTUAL STATION/LOCATION INPUT**

*CITY OF TACOMA TODAG (DEC 16, 2019)*

**DESIGN PRINCIPLES**

**MULTI-MODAL CONNECTIVITY**
- Integrated multi-modal design
- Multi-modal transfers
- Pedestrian + bike access
- Safety + security
- Legibility, wayfinding + navigation
- Traffic management
  - Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events

**ECONOMIC DEVELOPMENT**
- Development / redevelopment opportunities adjacent to station locations
- Crafting distinct places
- Attracting diverse business mix
- Employment opportunities

**PLACEMAKING + URBAN FORM**
- Placemaking experiences
- Streets, civic spaces
- Iconic architectural response (station design)
- Future infill development
- Mix of uses, housing
- Employment opportunities

**SOCIAL + CULTURAL**
- Culturally sensitive resources
- Historic structures
- Street level activation
- Puyallup Tribe Trust Lands
- Public art opportunities

**COMMUNITY BENEFIT**
- Development / redevelopment opportunities adjacent to station locations
- ST surplus properties
- Adjacent private development parcels
- Future infill development
- Mix of uses, housing
- Employment opportunities

**THINK ABOUT...**
- Integrated multi-modal design
- Multi-modal transfers
- Pedestrian + bike access
- Safety + security
- Legibility, wayfinding + navigation
- Traffic management
- Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events
- Development / redevelopment opportunities adjacent to station locations
- Crafting distinct places
- Attracting diverse business mix
- Employment opportunities
- Placemaking experiences
- Streets, civic spaces
- Iconic architectural response (station design)
- Future infill development
- Mix of uses, housing
- Employment opportunities
- Culturally sensitive resources
- Historic structures
- Street level activation
- Puyallup Tribe Trust Lands
- Public art opportunities
- Development / redevelopment opportunities adjacent to station locations
- ST surplus properties
- Adjacent private development parcels
- Future infill development
- Mix of uses, housing
- Employment opportunities
- Dome District vision / character
- Local retail / small businesses
- Civic space
- Programmed events
- Street fairs/ farmers market
## DESIGN PRINCIPLES

### MULTI-MODAL CONNECTIVITY
- Integrated multi-modal design
- Multi-modal transfers
- Pedestrian + bike access
- Safety + security
- Legibility, wayfinding + navigation
- Traffic management
- Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events

### ECONOMIC DEVELOPMENT
- Development / redevelopment opportunities adjacent to station locations
- ST surplus properties
- Adjacent private development parcels
- Future utiliy development types
- Mix of uses, housing
- Employment opportunities

### PLACEMAKING + URBAN FORM
- Placemaking experiences
  - Streets, civic spaces
- Iconic architectural response (station design)
- District / neighborhood identity
- Signature amenity space or other public spaces
  (Portland Ave. and Dome District station)

### SOCIAL + CULTURAL
- Culturally sensitive resources
  - Streets, civic spaces
- Historic structures
- Street level activation
- Puyallup Tribe Trust Lands
- Public art opportunities

### COMMUNITY BENEFIT
- Development / redevelopment opportunities adjacent to station locations
  - ST surplus properties
  - Adjacent private development parcels
- Future infill development types
  - Mix of uses, housing
- Employment opportunities
- Culturally sensitive resources
  - Historic structures
- Street level activation
- Puyallup Tribe Trust Lands
- Public art opportunities

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<thead>
<tr>
<th>STATION LOCATION OPTION</th>
<th>THINK ABOUT...</th>
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<tbody>
<tr>
<td>A. PORTLAND AVE. OPTION A</td>
<td>(2) (3) (0)</td>
<td>(5) (1) (0)</td>
<td>(4) (2) (0)</td>
<td>(2) (3) (1)</td>
<td>(3) (3) (0)</td>
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<tr>
<td>B. PORTLAND AVE. OPTION B</td>
<td>(4) (1) (1)</td>
<td>(2) (2) (2)</td>
<td>(4) (1) (1)</td>
<td>(3) (2) (1)</td>
<td>(4) (1) (1)</td>
</tr>
<tr>
<td>1. TACOMA DOME 25TH - WEST</td>
<td>(2) (3) (1)</td>
<td>(3) (3) (0)</td>
<td>(5) (1) (0)</td>
<td>(5) (1) (0)</td>
<td>(5) (1) (0)</td>
</tr>
<tr>
<td>2. TACOMA DOME 25TH - EAST</td>
<td>(4) (1) (1)</td>
<td>(3) (3) (0)</td>
<td>(3) (2) (1)</td>
<td>(4) (2) (0)</td>
<td>(4) (2) (0)</td>
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<tr>
<td>3. TACOMA DOME 26TH STREET</td>
<td>(3) (1) (2)</td>
<td>(3) (2) (1)</td>
<td>(2) (3) (1)</td>
<td>(3) (2) (1)</td>
<td>(3) (3) (0)</td>
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<td>4. TACOMA DOME CLOSER TO SOUNDER</td>
<td>(0) (0) (6)</td>
<td>(0) (0) (6)</td>
<td>(0) (2) (4)</td>
<td>(0) (3) (3)</td>
<td>(0) (2) (4)</td>
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- STATION CONCEPT FALLS SHORT OF EXPECTATIONS
- STATION CONCEPT MEETS EXPECTATIONS
- STATION CONCEPT EXCEEDS EXPECTATIONS
Design Principles (key)

MMC - Multi-Modal Connectivity
ED - Economic Development
P+UF - Placemaking + Urban Form
S+C - Social + Cultural
CB - Community Benefit

**INDIVIDUAL RESPONSE #1**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>STATION</th>
<th>COMMENT</th>
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<tbody>
<tr>
<td>A</td>
<td>Portland Ave. Option A</td>
<td>No comment</td>
</tr>
<tr>
<td>B</td>
<td>Portland Ave. Option B</td>
<td>No comment</td>
</tr>
<tr>
<td>1</td>
<td>Tacoma Dome 25th West</td>
<td>Multi-modal connection only&lt;br&gt;Limits economic development especially beyond the station&lt;br&gt;Does not fit overall vision</td>
</tr>
<tr>
<td>2</td>
<td>Tacoma Dome 25th East</td>
<td>Multi-modal connection only&lt;br&gt;Limits economic development especially beyond the station&lt;br&gt;Does not fit vision</td>
</tr>
<tr>
<td>3</td>
<td>Tacoma Dome 26th St</td>
<td>Multi-modal connection only, not convenient to other modes&lt;br&gt;Limits economic development beyond D St.&lt;br&gt;Does not fit vision</td>
</tr>
<tr>
<td>4</td>
<td>Tacoma Dome Closer to Sounder</td>
<td>25th St. remain open&lt;br&gt;Retains and promotes the opportunity for future development&lt;br&gt;Vibrant station opportunity&lt;br&gt;Possible to incorporate street level activation&lt;br&gt;Meets/exceeds vision, does not take over existing street use</td>
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**INDIVIDUAL RESPONSE #2**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>STATION</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Portland Ave. Option A</td>
<td>Side platforms will confuse riders /overwhelmed by heavy demand&lt;br&gt;Reduced ability to develop immediately adjacent to the station</td>
</tr>
<tr>
<td>B</td>
<td>Portland Ave. Option B</td>
<td>Easy access from the street level to platform; spans Portland Ave. – good for peds&lt;br&gt;Availability of parcels south of station for development</td>
</tr>
<tr>
<td>1</td>
<td>Tacoma Dome 25th West</td>
<td>Garish, complex, viaduct-like design&lt;br&gt;Cave-like environment (?) in urban form across the roadway</td>
</tr>
<tr>
<td>2</td>
<td>Tacoma Dome 25th East</td>
<td>Lack of connectivity to Tacoma Link&lt;br&gt;Same as above</td>
</tr>
<tr>
<td>3</td>
<td>Tacoma Dome 26th St</td>
<td>Relative proximity to Tacoma Link&lt;br&gt;Same as above</td>
</tr>
<tr>
<td>4</td>
<td>Tacoma Dome Closer to Sounder</td>
<td>All have development potential&lt;br&gt;Proximity, modernized amenities, can catalyze new development&lt;br&gt;Avoids impacts to 25th St.; plaza near Tacoma Link Station; enclosed improve space&lt;br&gt;Street level not obscured by shadow&lt;br&gt;Street entrance allows for high-quality, congregated space, non-transit, but transit-supportive uses&lt;br&gt;Potentially enclosed structure (climate)</td>
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## INDIVIDUAL RESPONSE #3

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<thead>
<tr>
<th>ITEM</th>
<th>STATION</th>
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</table>
| A    | Portland Ave. Option A | Comment not legible  
Occupies major opportunity site |
| B    | Portland Ave. Option B | Better opportunity to exit to either side of Portland Ave. to catch bus in either direction  
Protects/preserves opportunity site  
Station could create a gateway; celebrates new casino (full view)  
Better way to traverse streets |
| 1    | Tacoma Dome 25th West | Close to other mode  
Protects many opportunity sites  
Ugly streetscape will hinder redevelopment  
Very awkward |
| 2    | Tacoma Dome 25th East | Close connection to bus /Sounder  
New development site along Puyallup  
Less buried (?) between buildings |
| 3    | Tacoma Dome 26th St | Opportunity to move busses to 26th St. under train tracks/covered)  
Redevelop Puyallup frontage; close to development sites  
Less awkward to surrounding land uses  
Closer to neighborhoods  
Opportunity to weave together major destinations w/pedestrian bridges |
| 4    | Tacoma Dome Closer to Sounder | Direct access to Sounder and Tacoma Link  
Eliminates small business / Freight hours Square  
Protects streetscape (on 25th St.) |

## INDIVIDUAL RESPONSE #4

<table>
<thead>
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<th>ITEM</th>
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<tbody>
<tr>
<td>A</td>
<td>Portland Ave. Option A</td>
<td>No Comments</td>
</tr>
<tr>
<td>B</td>
<td>Portland Ave. Option B</td>
<td>Bad leftover development sites (parcel configuration?)</td>
</tr>
<tr>
<td>1</td>
<td>Tacoma Dome 25th West</td>
<td>Bus transit option is less desirable; improve ped connection between bus /light rail</td>
</tr>
</tbody>
</table>
| 2    | Tacoma Dome 25th East | Amtrak connection is streamlined; future extension on 25th is less desirable for TD sites;  
Bus to light rail connection is primary, Amtrak is secondary  
Reduces dev. Capacity at key sites  
Nice entryway to city – shows that we value transit; easy to find; already a major thoroughfare  
Welcoming w/dual entrances, plaza; less disruption to Tribal lands, Freight House Square  
Fill ‘empty hole’ feeling in that area; less chance for pedestrian/car accidents; space for public art along sides |
| 3    | Tacoma Dome 26th St | Far from other connections; bus to light rail is worse  
Prioritizes access to Dome Not other modes or future development  
Impacts Tribal development site  
Possible event space underneath? |
| 4    | Tacoma Dome Closer to Sounder | Improve bus to light rail; provide clear connection from Amtrak to station entrance  
Require active retail uses post construction; preserves redevelop opportunity w/minimal impact  
No structure on 25th, more ped friendly; I like the mezzanine is incorporated in FS!  
Provide a lot of opportunity! Identity! |

General comment: Tacoma Dome District prior to light rail; does this require a relook at capacity?
### INDIVIDUAL RESPONSE #5

<table>
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<tr>
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</table>
| A    | Portland Ave. Option A | PT #4 500, 501  
Brings people to Casino, Tribal Health  
Distinctive pillars; strong visibility; can see EOC, freeway  
Borders much Tribal lands/businesses  
Encourages transit through visibility; reduces accidents for area pedestrians |
| B    | Portland Ave. Option B | PT #4 500, 501, straddles Portland Av.  
Lose soccer center |
| 1    | Tacoma Dome 25th West | Closer to buses  
Moves TDS (?) to gun shop |
| 2    | Tacoma Dome 25th East | Close to bus; impact greater than Sounder/ Amtrak, allows for bus expansion  
Less compensation as it displaces fewer businesses, allows shuttle pick-ups for special events, (4th of July)  
Nice entryway to city – shows that we value transit; easy to find; already a major thoroughfare  
Welcoming w/dual entrances, plaza; less disruption to Tribal lands, Freight House  
Fill ‘empty hole’ feeling in that area; less chance for pedestrian/car accidents; space for public art along sides |
| 3    | Tacoma Dome 26th St | Blah – not as exciting as other options  
Possible event space underneath? |
| 4    | Tacoma Dome Closer to Sounder | NO! Convenient to Sounder, Amtrak, FS amenities  
Saves ST $’s on tracks, trestle?; erases FS parking lot  
Covers Freighthouse Sq. – community outcry; Freighthouse is not strong enough to withstand |

General comment - Tacoma is the ‘NY of the West’ – need East Coast vibe, not mid-west; think GRAND-yet gritty

### INDIVIDUAL RESPONSE #6

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| A    | Portland Ave. Option A | Needs good transition from auto to ped  
Better to have crossing on both sides of Portland preferable  
Viewpoints should be identified  
Pedestrian safety should be prioritized  
Accessibility to casino and hotel |
| B    | Portland Ave. Option B | No comment |
| 1    | Tacoma Dome 25th West | No comment |
| 2    | Tacoma Dome 25th East | No comment |
| 3    | Tacoma Dome 26th St | Station near future apartments should be considered |
| 4    | Tacoma Dome Closer to Sounder | Accessibility to Dome is important  
Makes streetscape more appealing  
Open above road makes is feel open  
Connection to bus needs to be improved  
Look for inspiring views and safety perception  
Feeling of safety should be prioritized |
### INDIVIDUAL RESPONSE #7

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<tr>
<td>A</td>
<td>Portland Ave. Option A</td>
<td>No comment</td>
</tr>
<tr>
<td>B</td>
<td>Portland Ave. Option B</td>
<td>Remove pick-up/drop-off from Smoke Shop to allow better development pad</td>
</tr>
<tr>
<td>1</td>
<td>Tacoma Dome 25th West</td>
<td>All have development potential</td>
</tr>
<tr>
<td>2</td>
<td>Tacoma Dome 25th East</td>
<td>All have development potential</td>
</tr>
<tr>
<td>3</td>
<td>Tacoma Dome 26th St</td>
<td>All have development potential</td>
</tr>
<tr>
<td>4</td>
<td>Tacoma Dome Closer to Sounder</td>
<td>All have development potential</td>
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<tr>
<td>B</td>
<td>Portland Ave. Option B</td>
<td>No comment</td>
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<td>1</td>
<td>Tacoma Dome 25th West</td>
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<tr>
<td>2</td>
<td>Tacoma Dome 25th East</td>
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</tr>
<tr>
<td>3</td>
<td>Tacoma Dome 26th St</td>
<td>No comment</td>
</tr>
<tr>
<td>4</td>
<td>Tacoma Dome Closer to Sounder</td>
<td>No comment</td>
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Alternatives for EIS Updates

Tacoma Station Area

Preferred alternative:

Portland Avenue
Tacoma 25th-West

Other alternatives for EIS:

Tacoma 25th-East
Tacoma 26th Street
Tacoma Close to Sounder

25th-West
25th-East
26th Street
Close to Sounder
Portland Ave

Design Option

DRAFT for discussion purposes
Tacoma Dome Station Updates
TD Close to Sounder

This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

November 2019

1. Tail Tracks Above West End
   - Concept aims to retain the Amtrak station and western end of Freighthouse Square underneath the tail tracks

2. Potential Non-Transit Uses
   - Sound Transit is exploring whether non-transit uses could be allowed under the new station and guideway

3. Street frontage
   - Concept aims to have a building frontage on street, similar to the Amtrak station, if possible based on design constraints

4. Station platform location
   - Elevated station platform replaces Freighthouse Square east of the Sounder concourse
Tacoma Dome Station Updates
TD 25th West

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November 2019
Tacoma Dome Station Updates
TD 26th

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November 2019
Portland Avenue Station Updates

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November 2019

Sound Transit