

WEEKLY REPORT TO THE CITY COUNCIL

January 9, 2014

Members of the City Council
City of Tacoma, Washington

Dear Mayor and Council Members:

ACTION REQUESTED

1. As a reminder, the **City's 26th Annual Dr. Martin Luther King, Jr., Birthday Celebration will be held on Monday, January 20th**, at the Greater Tacoma Convention and Trade Center. Doors open at 10:00 a.m. and the program will begin at 11:00 a.m. If you have not already done so, please RSVP by tomorrow, Friday, January 10th, Noon, so a seat and parking can be reserved for you and your guest(s).

COUNCIL AGENDA

2. On Tuesday's Council agenda for your consideration is **Resolution No. 38821, which declares surplus and authorizes the sale of approximately 10.82 acres of property within the Tacoma Rail Mountain Division right-of-way**, located from East D Street to Puyallup Avenue, to Central Puget Sound Regional Transit Authority (Sound Transit) for the amount of \$4,000,000 and the conveyance of approximately 1.22 acres of Sound Transit property located near the intersection of Pacific Avenue and South 26th Street.

At the December 10th Council meeting, a Public Hearing was held regarding this proposed Council action. After the public hearing through emails, Council Members Mello and Boe requested more information related to the development potential for these properties; short/long term City use; current thinking about the use of these properties; if the use benefits outweighed the cost/liability of the properties; zoning and allowable uses; size and encumbrances that exist; and, costs to make the parcels useable. Public Works Director Kurtis Kingsolver provides the attached memorandum in response.

3. On Tuesday's Council agenda for your consideration is **Resolution No. 38819, which appoints individuals to the Human Services Commission**. Candidates for these appointments are scheduled to be interviewed at today's Public Safety, Human Services, and Education Committee (PSHSE) meeting. Since the recommendations will be made after the agenda is published, Exhibit A will show blanks where names would normally appear. At the request of staff, due to Commission quorum issues, the resolution has been scheduled for Tuesday and will be amended at the Council meeting to add the names of individuals recommended for appointment by the PSHSE Committee. If you have any questions, please contact City Clerk Doris Sorum at 591-5361.

STUDY SESSION/WORK SESSION

4. The **City Council Study Session** of Tuesday, January 14, 2014, will be held in Room 16 of the Tacoma Municipal Building North, at Noon. Discussion items will be: (1) **Legislative Update**; (2) **Other Items of Interest**; (3) **Agenda Review**; (4) **Closed Session – Labor Negotiations**; and (5) **Executive Session – Pending and Potential Litigations**.

At Tuesday's Study Session, **Government Relations Officer Randy Lewis** will provide **Council a Legislative Update**.

5. The updated **Tentative City Council Forecast** and **Consolidated Standing Committee Calendars** are attached for your information.

GRANT APPLICATIONS

6. The City applied for the following grant:
 - **South Downtown Brownfields Assessment Grant** – Funding to conduct an inventory, characterize, and assess, and to plan with community involvement related to brownfields sites in the South Downtown. The City is requesting \$600,000, with no City match required.

MARK YOUR CALENDARS

7. You have been invited to the following events:
 - **Pierce County Legislative Dinner on Wednesday, January 22nd, 6:00 p.m. – 8:00 p.m.**, at Ramblin Jacks Restaurant, located at 520 East 4th Avenue, Olympia.
 - **Pierce County Summit Appreciation Luncheon on Thursday, January 30th, 11:00 a.m. – 1:30 p.m.**, at the Hotel Murano, located at 1320 Broadway.

Sincerely,



T.C. Broadnax
City Manager



TO: T.C. Broadnax, City Manager
FROM: Kurtis D. Kingsolver, P.E., Public Works Director/City Engineer /KD
SUBJECT: Sound Transit Remnant Parcels
DATE: January 7, 2014

At the December 10, 2013 City Council meeting, a public hearing was held regarding the proposed sale of approximately 10.82 acres of real property within Tacoma Rail Mountain Division property to Sound Transit for its Sounder Commuter Rail Service. The terms of the proposed Purchase and Sale Agreement include Sound Transit conveying to the City, at no cost, approximately 1.22 acres of remnant parcels and \$200,000 for landscape design and improvements on the property. Council Members Boe and Mello requested information regarding the remnant parcels to assist in an analysis of the economic development potential of the remnant parcels.

Following is the requested information:

1. Zoning - and allowed uses
 - **Warehouse/Residential District (WR)**
 - This district is intended to consist principally of a mixture of industrial activities and residential buildings in which occupants maintain a business involving industrial activities.
 - Preferred - industrial located entirely in a building and residential.
 - Allowable - retail, office, and governmental.
 - No minimum or maximum off-street parking requirements.
 - 100 foot height limit with FAR bonus features.
 - Consistency with VIA Brewery District Development Concept Study (with yellow highlighting of key portions on attached map).
2. Square footage of each parcel and any encumbrances that might exist - such as easements, underground utilities, topography for berms.

The approximate size of the six parcels is listed below and will be confirmed with City staff prior to closing:

South Parcels - Approximately 35,286 SF

Parcel A - 12,152 SF

Parcel B - 4,741 SF

Parcel C - 18,393 SF

North Parcels - Approximately 17,976 SF

Parcel D - 8,260 SF

Parcel E - 6,775 SF

Parcel F - 2,941 SF

Underground utilities on parcels A, B and C on the south side of the Sound Transit track consist of a 48-inch diameter sewer pipe and a 72-inch diameter storm water pipe. The top of the storm pipe in parcels A and B is approximately seven feet below the existing grade. The top of the storm pipe in parcel C is approximately eight feet below the existing grade on the west side and 17 feet on the east side. The top of the sewer pipe in parcels A and B is



approximately 10 feet below the existing grade. The top of the sewer pipe in parcel C is approximately 10 feet below the existing grade on the west side and 22 feet on the east side. The three parcels contain utility easement areas for the sewer and storm water pipes that cover the majority of the parcels.

Parcel F contains a small utility easement area for an old storm water conveyance system.

The topography varies on each of the six parcels. Sound Transit will retain an 80 foot wide rail right-of-way for the existing track and a future second track to the south. The boundary of the 80 foot right-of-way is 25 feet north and 55 feet south from the center of the existing track. The existing berm is contained within Sound Transit's right-of-way. The proposed property to be conveyed to the City basically follows the grade of the adjacent streets.

There are no other encumbrances that will impact any potential uses of this property by the City.

3. What costs would have to be borne to make the parcels useable - such as sheet piling of the berm and creation of retaining walls, etc....?

The 80 foot wide right-of-way retained by Sound Transit will contain the rail berm. The remnant portions of parcels A, B and C located between Sound Transit rail property and South Tacoma Way/South 26th Street are currently sloped to meet the adjacent roadway. A wall on parcel A adjacent to South C Street could increase the useable area, but terracing the slope to provide landscaping options is probably a more feasible option.

The remnant parcels D and E located north of the Sound Transit rail property sit below the rail tracks and South C Street. Potential redevelopment would most likely occur with adjacent property and at that time the parcels could be graded. A retaining wall adjacent to Pacific Avenue would most likely be required at a cost of approximately \$100,000.

The smallest remnant, parcel F, is located north of the Sound Transit rail property and behind the Elephant Car Wash. Potential use of the remnant parcel would most likely occur with a redevelopment of the adjacent property.

4. What are the options for these parcels so encumbered - terracing the properties for a community garden, etc...?

Parcels A, B and C located between Sound Transit rail property and South Tacoma Way/South 26th Street are probably best suited as open space and a gateway. The draft *Brewery District Development Concept* includes ideas for public art, ped/bike paths as well as creative, green and efficient use of this urban space. The shape and size of the parcels combined with the utility easements limit development options. The property to be conveyed to the City follows the grade of the existing streets. There will be a negative impact to this area if these parcels are not attractively maintained.

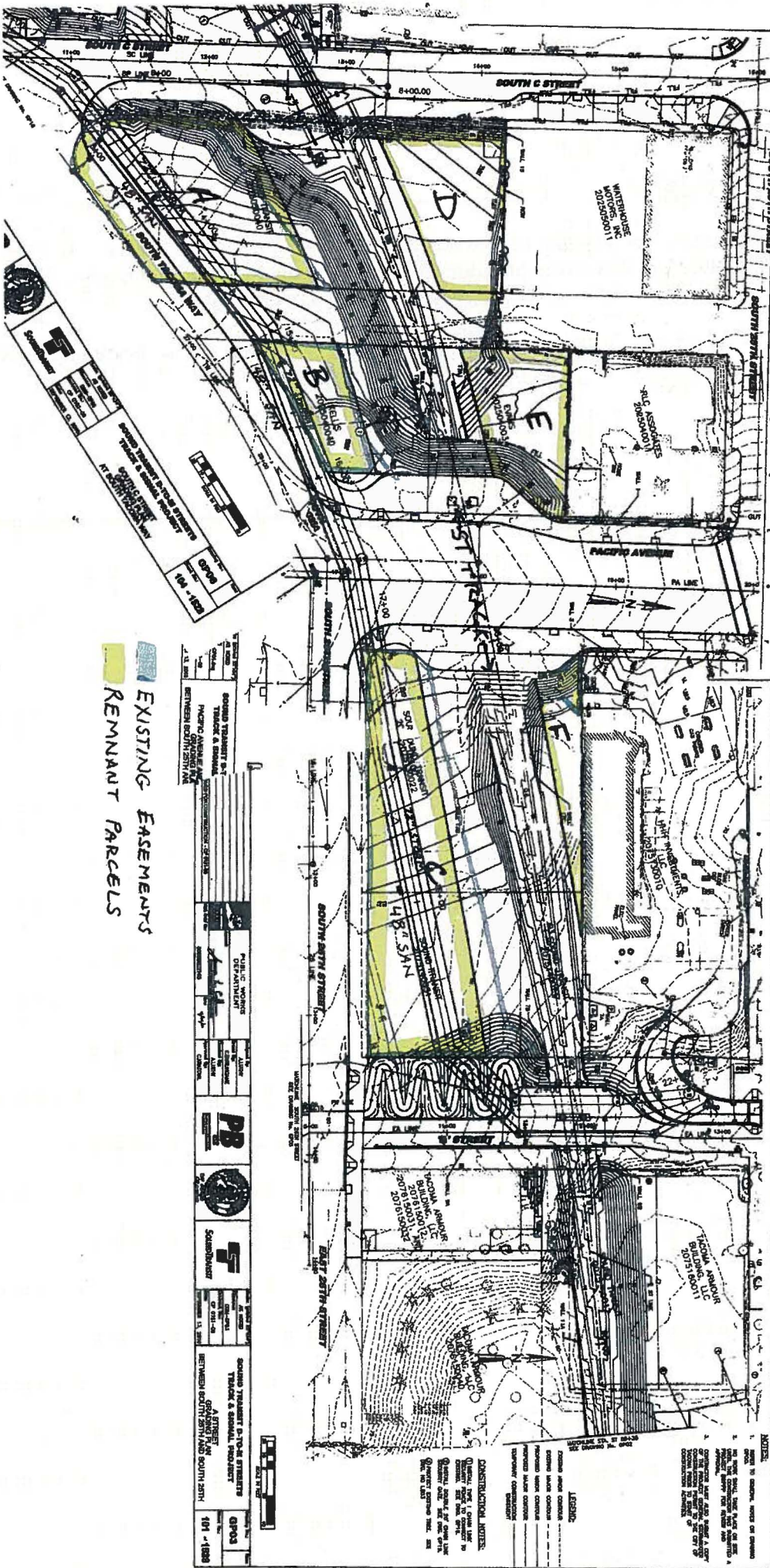
Parcels D, E and F located north of the Sound Transit rail property and adjacent to existing buildings probably would not be independently developed. However, the parcels could be



combined with adjacent property and existing City right-of-way to increase the size and opportunities of future development. There will be a negative impact to this area if these parcels are not attractively maintained prior to future development.

If you have any additional questions, please contact me or Chris Larson, Engineering Division Manager, at (253) 591-5538 or clarson@cityoftacoma.org.

Attachments



EXISTING EASEMENTS
 REMNANT PARCELS

NO.	DESCRIPTION	DATE	REVISION	BY	CHKD.
1	GENERAL RECORDING & TYPING	08/03/03			
2	FIELD SURVEY	08/03/03			
3	REVISIONS	08/03/03			
4	FINAL AS-BUILT SURVEY	08/03/03			
5	GENERAL RECORDING & TYPING	08/03/03			
6	FIELD SURVEY	08/03/03			
7	REVISIONS	08/03/03			
8	FINAL AS-BUILT SURVEY	08/03/03			
9	GENERAL RECORDING & TYPING	08/03/03			
10	FIELD SURVEY	08/03/03			
11	REVISIONS	08/03/03			
12	FINAL AS-BUILT SURVEY	08/03/03			

- NOTES:**
- REFER TO ORIGINAL, SURVEY OR RECORDING PLANS FOR ALL DIMENSIONS AND DESCRIPTIONS.
 - ALL DIMENSIONS AND DESCRIPTIONS ARE GIVEN IN FEET AND DECIMALS THEREOF.
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- LEGEND:**
- SOLID LINE: BOUNDARY LINE
 - DASHED LINE: EASEMENT
 - DOTTED LINE: REMNANT PARCEL
 - SOLID LINE WITH DASHES: EASEMENT
 - DOTTED LINE WITH DASHES: REMNANT PARCEL
 - OTHER: AS SHOWN
- CONSTRUCTION NOTES:**
- GENERAL RECORDING & TYPING
 - FIELD SURVEY
 - REVISIONS
 - FINAL AS-BUILT SURVEY
 - GENERAL RECORDING & TYPING
 - FIELD SURVEY
 - REVISIONS
 - FINAL AS-BUILT SURVEY
 - GENERAL RECORDING & TYPING
 - FIELD SURVEY
 - REVISIONS
 - FINAL AS-BUILT SURVEY



Parcels A and B looking east from South C Street towards Pacific Avenue



Parcels A and B looking west from Pacific Avenue towards South C Street



Parcel C looking east from Pacific Avenue towards A Street



Parcel C looking west from A Street towards Pacific Avenue



Parcels D and E looking east from South C Street towards Pacific Avenue



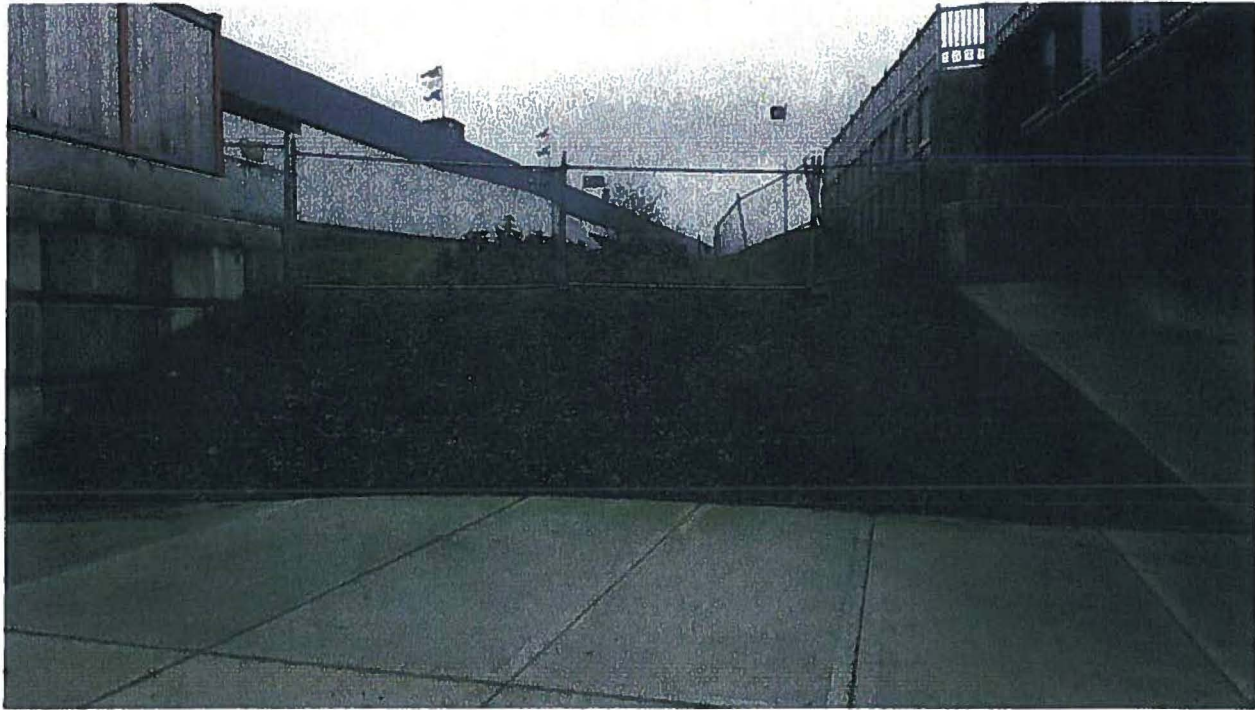
Parcel D looking west from Parcel E towards South C Street



Parcel E looking east towards Pacific Avenue



Parcel E looking west from Pacific Avenue towards South C Street



Parcel F looking east from Pacific Avenue

3.0 DEVELOPMENT OBJECTIVES AND VISION



The Brewery District will be a sustainable neighborhood based on the adaptive re-use of historic buildings, local creative production, and a population mix of students, artists, and local workforce. This will be achieved via a series of progressive interventions, from the temporary and small scale designed to help change the perception of the area, to larger scaled public-private redevelopment. From the preceding analysis it is clear that zoned capacity is not the problem, nor is location – but the challenge lies in creating methods that encourage desirable **placemaking + activated uses**. A multi-layer approach will help respond to the shifting market, as well as lay out a long term strategy for the continued health of the District.

A variety of uses will transform this under-utilized district into a vibrant neighborhood with an emphasis on creative business, education, production, arts and culture. The District represents an important opportunity for developing local identity, housing, employment and transportation options.

The following objectives provide a general framework for public redevelopment projects within the Study Area and are intended to help best achieve the neighborhood Vision. Most importantly, the objectives will help the City and the neighborhood stakeholders to consider the neighborhood as an integrated place, from economics to urban design, rather than a set of disassociated projects.

Development Objectives

- 01 Conduct proactive outreach to the private sector to foster public-private partnerships for redevelopment sites in accordance with the community vision.
- 02 Advocate for and leverage an integrated approach between transportation access and land use development to spur the creation of a livable, walkable neighborhood and capitalize on the substantial transportation investments in the area.
- 03 Use community-based partnerships to diversify risk and incubate local businesses within both renovated and new structures in the District. Encourage the location of companies that produce goods, artistic craft and green technology.
- 04 Apply a range of sustainability strategies for the long term health of the neighborhood.
- 05 Invest in pedestrian and bicycle system improvements that will continue to realize connections between the Brewery District and surrounding residential and commercial areas particularly the University of Washington Campus.
- 06 Build city capacity to optimize existing resources through creative, interim and long term land use strategies.

There was a time when development was left to developers. The public sector, including local and state government, established the parameters within which development could take place through zoning ordinances, building codes, and comprehensive plans and then stepped out of the way in the hope that development would occur. However, many cities discovered that this passive role in the real estate development process did not always result in the amount and kind of investment the community had hoped for – particularly in complex infill sites or revitalizing neighborhoods.

Development incentives ranging from grants to loans to tax abatements were created to encourage the investment of private capital into projects broadly defined as being in the public good. In addition, there are also certain projects that require active participation from the public and nonprofit sectors. These projects are defined as *Community Initiated Development (CID)* and are coordinated by a co-development team.

While there are an infinite variety of activities that might constitute a CID project, each one is distinguished by four characteristics:

- The idea originates from the public or nonprofit sectors, not from a private-sector developer.
- A co-development team is part of the process until the development is completed, whether or not a private-sector developer ultimately is involved.
- There is substantial commitment of public or nonprofit resources to the development. These resources would certainly include money, but may also include nonfinancial resources as well.
- The project itself is deemed to have substantial public benefit in addition to the financial returns the building generates.

The City of Tacoma has had an assortment of experience with Community Initiated Developments. Some of the most recent include the Thea Foss Esplanade, the Centre for Urban Waters in partnership with the UWT, Greater Tacoma Convention and Trade Center, and the South Park Parking Garage/Pacific Plaza.

A CID in the Brewery District?

Understanding that an alternative development approach may be necessary to achieve the community vision, the project team focused on two opportunity sites (Catalyst Site A and Catalyst Site B) already in public ownership. Each was studied for its potential to provide the neighborhood with public benefit.

Chartering a new organization to undertake these proposed opportunities may be one implementation strategy. For example, a Public Development Authority is a public entity modeled on a private organization. They function as municipal corporations that operate independently from other branches of government. Further consideration should be conducted by the City to understand the pros and cons of using this development approach in the Brewery District.

Catalyst Site A

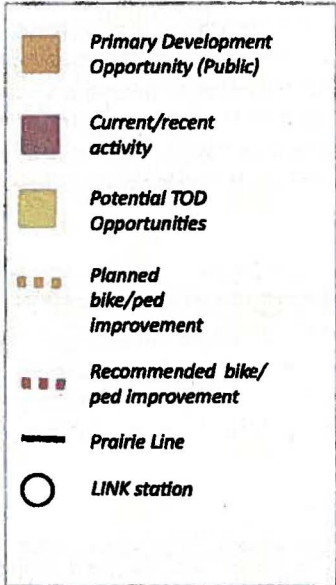
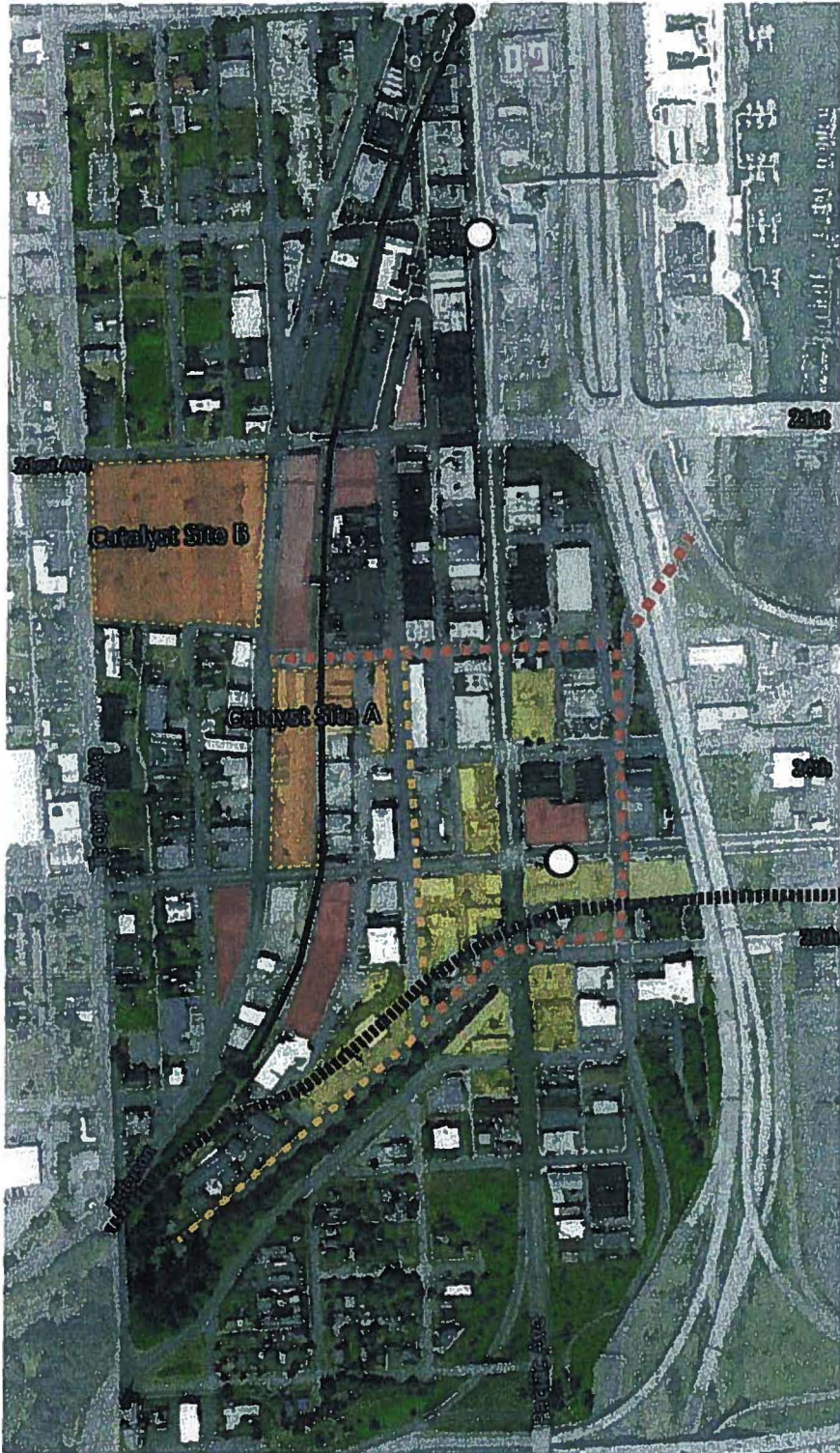
The group of municipal buildings along Holgate between 24th and 23rd is an area with cohesive street character envisioned as the location for a new public destination. *Catalyst Site A* would encompass not only the structures within the City ownership, but also public right-of-way, and adjacent planned infrastructure improvement; the Prairie Line.

In the current economic climate, a phased incremental redevelopment of *Site A* will have the greatest immediate impact on the overall Brewery District. The City should suggest that the City move forward with public realm and lower cost improvements to reshape perception of the area. Furthermore constructing an adaptive re-use project, adding new public or active uses into the City Shops and Stables and other associated structures will alter area perception. By taking on this challenge first, the City may see profound changes to the value of its larger property at *Catalyst Site B*.

Catalyst Site B

Located at 21st and Jefferson, the site consists of two vacant blocks under scrutiny by both City and the UWT. This site is not without interest from the private market, however there is a desire by the community that it be designed with the greatest benefit to the neighborhood and as a complement to the University's existing investments.

During the Brewery District process, stakeholders revealed ambitious plans for the site including large scale mixed use development, civic uses and dense housing. These aspirations must be considered by the City in light of the fact that much of downtown land is not taxable, and the parcel's redevelopment must ensure revenue—business and occupation tax, sales tax and property tax—to the extent feasible. A preliminary capacity study and site evaluation was completed with feedback from stakeholders and the UWT to test ideas. These studies may be used for broader discussion to secure a proof of concept as well as a project proforma which includes a desired level of amenity. Development Concepts are explored in Chapter 4.0, Development Vision-Meeting Objectives.



Sounder
AMTRAK

(Map 14) Study Area Development Overview

Advocate for and leverage an integrated approach between transportation access and land use development to spur the creation of a livable, walkable neighborhood and capitalize on the substantial transportation investments in the area.

The study area occupies what should be some of the most valuable real estate in the region; in close proximity to downtown employment, near entertainment and education complexes, and nearby to major amenities such as the Foss Waterway. Furthermore the Brewery District's access to local and regional serving transit will be bolstered by the addition of new AMTRAK and Sounder service at the Dome District Transit Center (See Map 15).

The District's strategic location downtown is only growing in importance, as policy makers realize the full array of cross benefits related to development near transit. While parts of the study area already display characteristics typical of transit oriented development, such as fine grained, pedestrian oriented buildings, and walkable streets, challenges remain.



Current condition at 25th Street and Pacific Avenue



A long term vision for the downtown at 25th and Pacific Ave- this development scenario assumes taller heights can be achieved within the WR zone (accessible via a bonus amenity system).

A summary of primary and collateral benefits of transit oriented development (TOD) are listed below:

Public Benefit:

- Reduce GHG emissions and other air pollution from vehicle use;
- Respond to public health concerns and encourage more walking and cycling;
- Respond to changing demographics by building housing that will meet the needs of current and future residents;
- Support local employment by providing alternative transport modes for employees and lessening congestion;
- Increase property and sales tax revenues.

Private Sector Benefit:

- Increase land values, rents and real estate performance;
- Increase retail sales (through population growth);
- Reduce parking costs by providing alternative choices;
- Increase access to labor pools;
- Improve the affordability of the region by allowing residents to own fewer cars and spend less on transportation.⁶

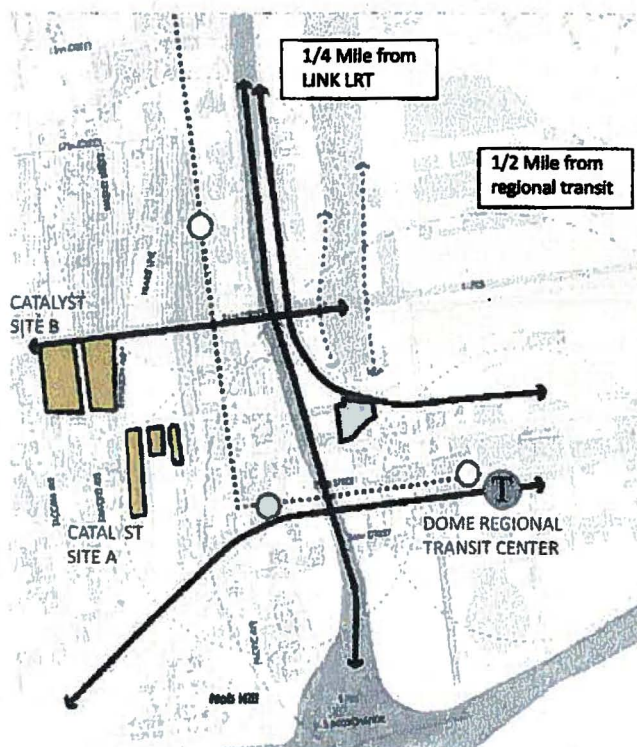
The Sound Transit Board established a TOD program in 2001. The program evaluates “opportunity sites” and existing land uses at station areas, including the Dome District.⁷ However, to date the Sound Transit approach to TOD within downtown Tacoma has been centered upon providing funding support for shared parking structures, including forthcoming mitigation in the ST2 funding package related to the D to M Sounder extension. Wary of falling short of broader TOD objectives, both the Dome District, and Brewery District communities are pushing for an expanded definition of TOD - beyond parking structures- instead to a set of complementary policies that both knit new transit infrastructure into existing community fabric and viable development strategies that will respond to the transit system for more livable, walkable neighborhoods.⁸

02.1 Commuter Rail, Urban Design and TOD

These issues have come to the fore during the D to M Sounder extension project, a regionally/federally funded project that will cut a swath across the study area. The project will have great benefit for south downtown commuters. This will not only improve travel times between Tacoma and Portland on AMTRAK but it will also increase the number of commuter trains adding access to Lakewood and eventually points south to Olympia. The plans include an elevated crossing at Pacific Ave.

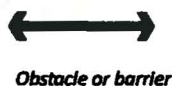
Brewery District community members have expressed concern that remnant parcels adjacent to the D to M elevated alignment will be affected by soft market economic realities of the south portion of downtown. Parcels adjacent to or in close proximity to the tracks will be slow, or may fall completely to develop at higher intensities due to a less robust real estate market, significant noise impact, and competing opportunities within the downtown.

The set of clustered sites (shown on the pages following) directly to the south of the D to M alignment are particularly impacted by a sewer line that will be expensive to move. As a result, a thoughtful approach to these sites to incorporate active open space, dog parks or public art with appropriate lighting is required. The intention of the design will be to promote downtown, add visual appeal as an entryway, and create a gateway to the Brewery District, one of Downtown’s most urban neighborhoods.



(Map 15) Access and Station Locations

The areas that can accommodate a 5-minute walk (around 1/4 mile) from LRT and a longer 10-minute walk (1/2 mile) from regional commuter rail are predicted to have a higher level of transit patronage, and are considered station catchment areas for station area planning purposes.



6. Benefits shown are adapted from the study: National Cooperative Highway Research Program, TRB, (2005). *Transit-Oriented Development: Developing a Strategy to Measure Success*, Research Results Digest No. 294, p 5

7. See Sound Transit website at <http://www.soundtransit.org/documents/html/board/motions/html/MotionM2000-90.html>

8. The City of Tacoma conducted a “Station Area Analysis and Development Strategies” Study in 1999 as a complement to the then new LINK light rail line. A number of these strategies are still applicable and should be pursued with renewed focus and energy.

To this end, partnerships between the City nonprofits and local transit agencies should be designed to help under-utilized residual land evolve into specific opportunities. Exploration of the opportunities adjacent to the alignment is located on page 37.

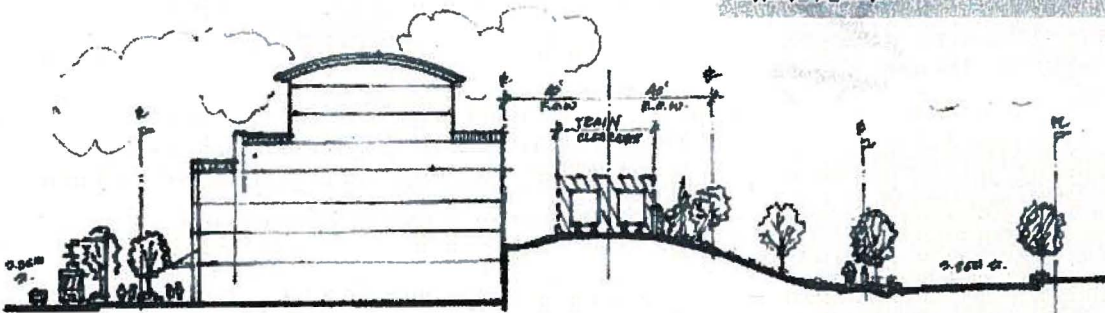
Residual properties to the north of the alignment although they may have an ambitious *long term vision* of full build-out will also need a *temporary vision* for the future. The City and its partners should consider a method to land-bank these areas for future high intensity development so they do not result in additional blight or long term underutilization such as surface parking.

Conceptual diagrams showing community aspiration for urban development adjacent to or near the tracks are found below.

Learning from Best Practice: A 2008 Transportation Research Board report *The Effects of TOD on Housing, Parking and Travel* documents how despite their intensive uses, TOD projects produce considerably *less traffic* than conventional development.⁹

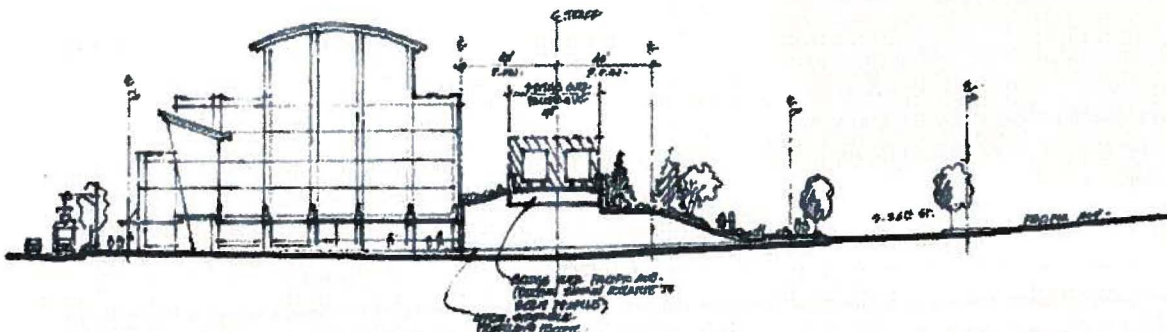
In the study, mid- to high-rise apartment projects near the Washington DC Metro Rail stations were found to have trip generation rates 60% below that predicted by the ITE (Institute of Transportation Engineers) manuals. According to the research, higher density transit-oriented developments result in a high level of trip chaining, generating a significant number of internal trips, due to good walking conditions and integration between diverse uses. As a result, the paper emphasizes that TOD planning should take advantage of locational efficiencies through minimized parking requirements, and a design that seeks to enhance station area walking to and from destinations.

9. Arrington, GB, Cervero, R (2008). *TOD Report 128 The Effects of TOD on Housing Parking and Travel*, TRB, Retrieved at onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_128.pdf



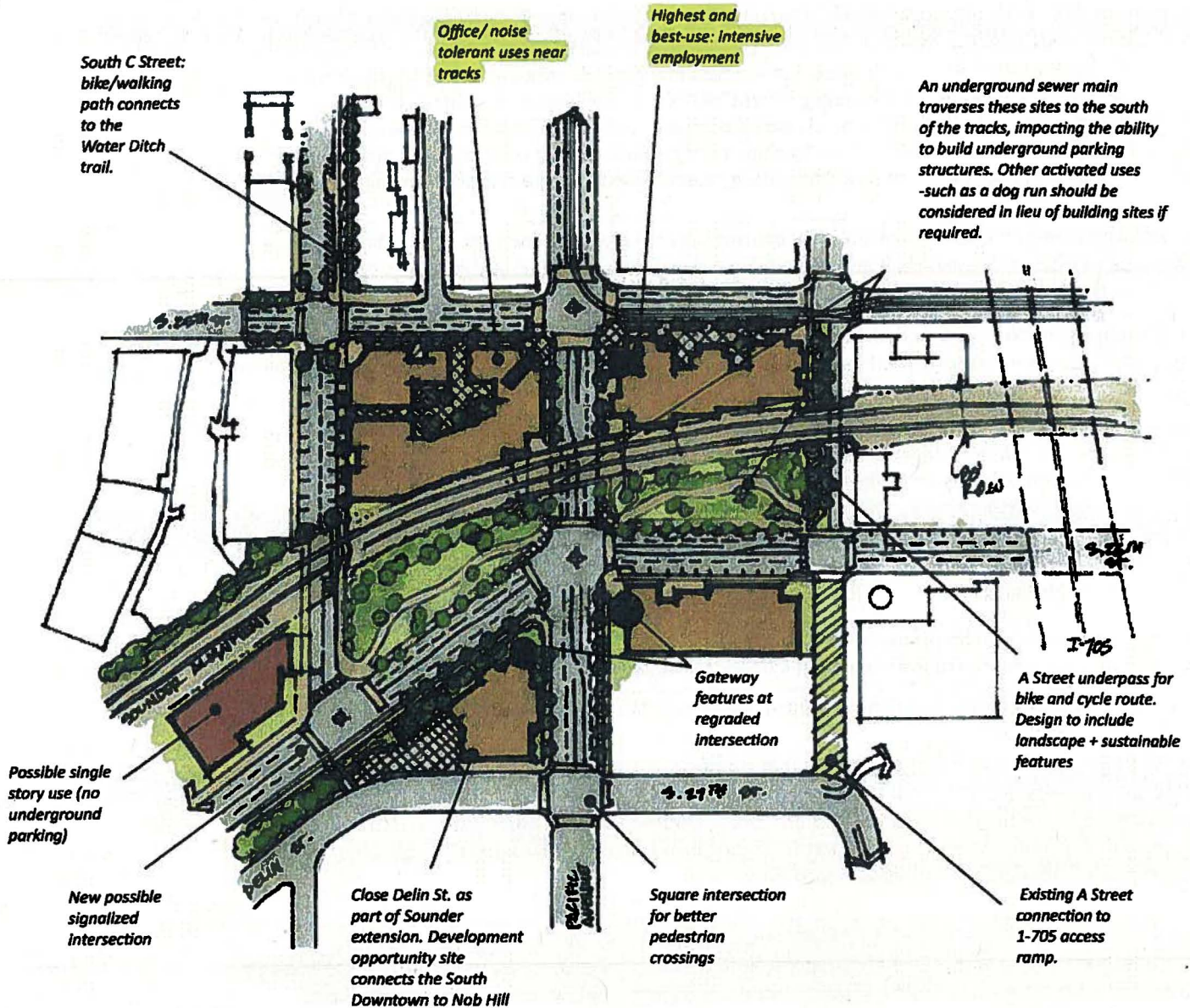
MID-FLOOR SECTION OF 5.56' - 9.25' OF EAST OF PACIFIC AVENUE -

SCALE: 1/8" = 1'-0"



SECTION THROUGH BAY @ PACIFIC AVE. LOOKING EAST

SCALE: 1/8" = 1'-0"



D to M Concept Development Plan
BCRA Illustration

Assumptions and Notes

1. Residual land parcels may be developed against or over the tracks; ST to allow easements upon request.
2. Sound walls on first floors on all buildings abutting the tracks; with a potential for overlooks and windows at higher floors.
3. Potential for lighting and appropriate CPTED (Crime Prevention in Environmental Design) below Pacific Ave crossing. Design challenge to adequately respond to need for surveillance and activated space through landscape, lighting design, and adequate pedestrian space.
4. Pedestrian connections are emphasized with consideration of local and regional transit proximity with activated open space elements.
5. Treatment of the south downtown area with priority urban design, as a "gateway" with appropriate architectural features at corners.

REGULATORY CHANGES	
Require new development within the WR zone to meet best practice TOD principles for pedestrian-oriented design via an overlay, or altering existing zoning. 'Intent' of the WR zone should encompass diversity of uses sought in the district beyond industrial, encouraging ground level work-live and/or walk-in trade along Commerce, Holgate and the Prairie Line. The City should also consider placing limits on stand-alone parking garages within this district, and/or ensure that parking garages have adequate activation and high quality urban design.	\$
Consider alternative methods to incentivize development within station catchment areas, this process should conduct a gap analysis of the existing bonus amenity system and work with legal and economic experts to redesign the process.	\$\$
Consider rezoning the Nob Hill R-4 to Downtown Residential to complement its walking location to major transit centers. A related Bonus Amenity Incentive program should contain a specific option for enhanced connectivity in exchange for height.	\$\$
Ensure that models/standards related to mixed-use i.e. a) trip estimates, and b) parking requirements within walking distance (1/2 mile of the commuter rail and 1/4 mile of LRT stations) capture best practice thinking related to TOD. Adjusted figures should be circulated, and made available to key parties.	\$\$
WORK WITH PARTNERS	
Continue to meet with local financiers + developers to educate local lenders on the benefits of Transit Oriented Development and encourage inclusion of location efficient mortgage programs.	\$
Collect/share data related to transit use, setting ambitious mode share targets for stations and prioritize investments in these areas to achieve vibrancy and better placemaking.	\$\$
Consider methods to support infrastructure upgrades within the TOD station areas that may be too significant for an individual project to finance.	\$\$\$
D TO M USER BENEFIT + ALIGNMENT INTEGRATION	
Public realm improvements associated with the D to M alignment including, landscaping, public art, bike/ped paths should fit the alignment into existing urban context. These include CPTED and safety considerations, as well as creative, green and efficient use of urban space.	\$\$\$
City Panel may work with Sound Transit to clarify future use and develop an interim or temporary use land policy. For example, Sound Transit should consider a flexible management structure that adds temporary uses to contribute to visible place-making, open space amenities, and discourage the under-utilization of parcels.	\$\$
On-going, cross-sectional partnerships between the City, Pierce Transit, and Sound Transit are needed to realize efficiencies and effort to provide a framework for future public input to address the urban design quality, placemaking and ridership intensification.	\$

Priority Action Steps

**City of Tacoma 2013-2014
City Council Forecast**

Date	Meeting	Subject	Department
2014			
January 14, 2014	Study Session	Legislative Update	GRO
		Closed Session - Labor Negotiations	HR
		Executive Session - Pending and Potential Litigation	Legal
	City Council Meeting		
January 21, 2014	Study Session	Tacoma Link Expansion	ST/GRO/PW
		Overview of STAR Project	CMO/EPS
	Committee of the Whole	Special Event Program Improvements	CED
	City Council Meeting		
January 28, 2014	Study Session	Pierce Co Community & Tech Colleges Legislative Initiatives	5 College Presidents
		Legislative Update	GRO
	City Council Meeting		
February 4, 2014	Study Session		
	Committee of the Whole		
	City Council Meeting		
February 11, 2014	Study Session	Legislative Update	GRO
	City Council Meeting		
February 18, 2014	Study Session	Tacoma Smelter Plume Cleanup Update	WSDOE/PDS
	Committee of the Whole		
	City Council Meeting		
February 25, 2014	Study Session	Legislative Update	GRO
	City Council Meeting		
March 4, 2014	Study Session		
	Committee of the Whole		
	City Council Meeting		
March 11, 2014		CANCELLED	
March 18, 2014	Joint Utility Board Study Session		
	Committee of the Whole		
	City Council Meeting		
March 25, 2014	Study Session	Legislative Update	GRO
	City Council Meeting		
April 1, 2014	Study Session		
	Committee of the Whole		
	City Council Meeting		
April 8, 2014	Study Session	Legislative Update	GRO
	City Council Meeting		
April 15, 2014	Study Session		
	Committee of the Whole		
	City Council Meeting		
April 22, 2014	Study Session	Legislative Wrap-up Report	GRO
	City Council Meeting		
April 29, 2014	Study Session		
	City Council Meeting		
May 6, 2014	Study Session		
	Committee of the Whole		
	City Council Meeting		
May 13, 2014	Study Session		
	City Council Meeting		
May 20, 2014	Study Session		
	Committee of the Whole		
	City Council Meeting		
May 27, 2014		CANCELLED	

Council Committee Report

(Subject to Change)

Economic Development Committee	
Committee Members: Campbell (Chair), Boe, Walker, Mello, Altemate -Thoms	2nd, 4th, and 5th Tuesdays
Executive Liaison: Nadia Chandler Hardy; Staff Support - Anita Gallagher	10:00 a.m. Room 248
CBC Assignments:	<ul style="list-style-type: none"> <li style="width: 50%;">• Tacoma Arts Commission <li style="width: 50%;">• Foss Waterway Development Authority <li style="width: 50%;">• Greater Tacoma Regional Convention Center <li style="width: 50%;">• City Events and Recognition Committee <li style="width: 50%;">• Public Facilities District
January 14, 2014 Broadway Center for the Performing Arts Renovation	Kim Bedier, Director, Public Assembly Facilities; Scott Painter, Operations Director, and Vic Sweberg, Chair of Facilities, Broadway Center for the Performing Arts
Future:	
January 28, 2014	
February 11, 2014 One-Stop Permitting Center Fourth Quarter 2013 Financial Indicators Report (tentative)	Peter Huffman, Director, Planning and Development Services Elly Walkowiak, Business Development Manager, Community and Economic Development

Government Performance and Finance Committee	
Committee Members: Lonergan (Chair), Campbell, Thoms, Strickland, Altemate-Lopez	1st, 3rd, and 5th Wednesdays
Executive Liaison: T.C. Broadnax; Staff Support - Reid Bennion	4:30 p.m. Room 248
CBC Assignments:	<ul style="list-style-type: none"> <li style="width: 50%;">• Public Utility Board <li style="width: 50%;">• Audit Advisory <li style="width: 50%;">• Board of Ethics <li style="width: 50%;">• Civil Service Board
January 15, 2014 Audit Advisory Board Meeting Moss Adams Audit Entrance Conference (TPU, ES)	Andy Cherullo, Finance Director
State Auditors Office Exit Conference (Accountability Audit Report)	Andy Cherullo, Finance Director
Future:	
January 29, 2014 CANCELLED	CANCELLED
February 5, 2014 Tax and License Code Changes Title 6 (Tentative)	Danielle Larson, Tax and License Manager

Infrastructure, Planning and Sustainability Committee	
Committee Members: Mello (Chair), Boe, Walker, Ibsen, Altemate-Campbell	2nd and 4th Wednesdays
Executive Liaison: Nadia Chandler Hardy; Staff Support - Carmen White	4:30 p.m. Room 16
CBC Assignments:	<ul style="list-style-type: none"> <li style="width: 50%;">• Sustainable Tacoma Commission <li style="width: 50%;">• Board of Building Appeals <li style="width: 50%;">• Planning Commission <li style="width: 50%;">• Transportation Commission
January 22, 2014 2013 Mobility Master Plan Accomplishments Downtown on the Go	Diane Wiatr, Active Transportation Coordinator, Office of Diane Wiatr, Active Transportation Coordinator, Office of
Future:	
February 12, 2014 Construction and Demolition Waste Services Environmental and Sustainability Management System	Mike Slevin, Director, Environmental Services Mike Slevin, Director, Environmental Services
Planning Commission 2013 Accomplishments and Proposed Work Plan for 2014	Lihuang Wung, Senior Planner, Planning and Development Services
February 26, 2014 Transfer of Development Rights Transportation Commission 2013 Accomplishments and Proposed Work Plan for 2014	Ian Munce, Special Assistant to the Director, Planning and Development Services Jennifer Kammerzell, Engineer, Public Works

Council Committee Report

(Subject to Change)

<i>Neighborhoods and Housing Committee</i>	
Committee Members: Walker (Chair), Boe, Ibsen, Lonergan, Alternate-Woodards	1st and 3rd Mondays 4:30 p.m.
Executive Liaison: Tansy Hayward; Staff Support - Christina Watts	Room 248
CBC Assignments:	<ul style="list-style-type: none"> <li style="width: 45%;">• Landmarks Preservation Commission <li style="width: 45%;">• Tacoma Community Redevelopment Authority <ul style="list-style-type: none"> • Tacoma Housing Authority
January 20, 2014 MLK	
Future:	
<p>February 3, 2014 2013 N&H Annual Report Committee Work Planning</p> <p>February 17, 2014 PRESIDENT'S DAY</p>	

<i>Public Safety, Human Services, and Education Committee</i>	
Committee Members: Woodards (Chair), Campbell, Lonergan, Strickland, Alternate-Melo	2nd and 4th Thursdays 4:30 p.m.
Executive Liaison: Tansy Hayward; Staff Support - Julie Stoitman	Room 248
CBC Assignments:	<ul style="list-style-type: none"> <li style="width: 45%;">• Citizen Review Panel <li style="width: 45%;">• Commission on Disabilities <ul style="list-style-type: none"> • Human Services Commission • Library Board • Human Rights Commission
January 23, 2014	
<p>UWT Urban Studies presentation on City of Tacoma Division of Human Services Strategic Plan Development</p> <p>Interviews - Tacoma Area Commission on Disabilities & Citizen Review Panel</p>	<p>Lisa Hoffman, Associate Professor of Urban Studies, UWT; Pamela Duncan, Contracting Services Manager, Neighborhood & Community Services</p> <p>Doris Sorum, City Clerk</p>
Future:	
February 13, 2014 Joint Meeting with Library Board of Trustees (confirmed)	Julio Quan, Chair, Library Board of Trustees; Susan Odenratz, Tacoma Public Library Director
February 27, 2014 Joint Meeting with Human Rights Commission (confirmed)	John Wallace, Chair, Human Rights Commission