

## WEEKLY REPORT TO THE CITY COUNCIL

November 27, 2013

Members of the City Council  
City of Tacoma, Washington

**Dear Mayor and Council Members:**

### ITEMS OF INTEREST

1. **City Administrative offices will be closed on Thursday, November 28<sup>th</sup> and Friday, November 29<sup>th</sup>**, in observance of the Thanksgiving holiday.
2. Interim Public Works Director Kurtis Kingsolver provides the attached **Transportation Benefit District (TBD) progress update thru October 2013**. Our focus this year was primarily residential streets. Next year, although staff will continue working on residential streets, our primary focus will shift to the arterial street system. In April of 2014 staff will provide a final report to the Board for all of 2013.

### COUNCIL AGENDA

3. At last Tuesday's Study Session, Council made requests **for revisions to the draft Legislative and Federal Policy Agendas**. Government Relations Officer Randy Lewis provides the attached revised draft agendas with strikethroughs and underscores to the revised and added language from Tuesday's discussion. In addition, I requested two items be added in support of Metro Parks projects. This item, **Resolution No. 38789**, will be on Tuesday's Council's agenda for your consideration. Randy will provide additional information by Tuesday related to the loss of liquor revenue and the new revenue generated by marijuana sales.
4. At Tuesday's Council meeting, Mayor Strickland will introduce **Resolution No. 38788, pledging the City's support for implementing the Puget Sound Regional Council's *Growing Transit Communities Strategy* and authorizing execution of the *Growing Transit Communities Compact***. Some background information appears in the attached memorandum from Interim Planning and Development Services Director Peter Huffman.

### STUDY SESSION/WORK SESSION

5. The **Joint City Council/Public Utility Board Study Session** of Tuesday, December 3, 2013, will be held in Room 16 of the Tacoma Municipal Building North, at Noon. Discussion items will be: (1) **MyAccount – Customer Payments Website Upgrade**; (2) **Tacoma Power Integrated Resource Plan**; and, (3) **Mountain Rail Division Annual Review**. Immediately following the Joint Study Session, there will be a regular Council Study Session with the following discussion items: (1) **South Downtown Subarea Plan and Final Environmental Impact Statement**; (2) **Other Items of Interest**; (3) **Agenda Review**; and, (4) **Executive Session – City Manager Performance Review**.

At Tuesday's Joint City Council/Public Utility Board Study Session, Tacoma Public Utilities staff will provide a briefing on "**MyAccount**" which is the upgraded website for customer payments.

As a second item, staff will share information on **Tacoma Power's Integrated Resource Plan (IRP)** planning process and the findings. Tacoma Power strives to minimize customer costs and risks, while at the same time it must secure sufficient quantities of electricity to meet customer demand in an uncertain future. This challenge is addressed through the Integrated Resource Planning process. The 2013 IRP indicates that, going forward, the best approach is to focus on energy conservation. An aggressive conservation effort will slow the growth in customer demand for electricity and, in turn, delay the need to acquire new physical generating assets through the mid-2020's.

In addition at the Joint Study Session, an **annual review for the Mountain Rail Division** will be provided.

As a first item on the regular Council Study Session, Planning and Development Services staff will provide an **update on the South Downtown Subarea Plan and Final Environmental Impact Statement (FEIS)** in advance of the Council public hearing also being held on Tuesday. The Planning Commission forwarded its Recommendation of Approval of the Plan to Council on November 6<sup>th</sup>. The South Downtown Subarea Plan will become a new element of the Comprehensive Plan and contains several associated changes to the Tacoma Municipal Code, including Feather Sign Regulations and Downtown Fencing Standards. Additional background information appears in the attached memorandum from Peter Huffman.

6. The updated **Tentative City Council Forecast Calendar** is attached for your information.

### **COUNCIL REQUESTS/INQUIRIES**

7. Interim Public Works Director Kurtis Kingsolver provides the attached memorandum in response to concerns raised by several Council Members related to the **recent wire thefts in the City and the anticipated schedule for restoring damaged circuits.**

## **GRANT AWARDS**

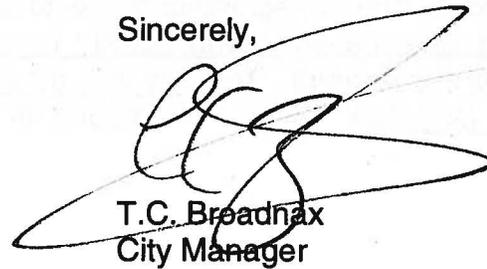
8. The City was awarded the following grant:
- **2013 Washington State Criminal Street Gang Prevention and Intervention Grant Program** – Funding for the Tacoma Gang Reduction Project to continue to implement the Office of Juvenile Justice & Delinquency Prevention's Comprehensive Gang Model. The project will continue to carry out the Council's priority of reducing youth violence and gang activity by using the key finding identified in the 2011 gang assessment. The City was awarded \$133,000, with a required match of 25% (\$33,250), which is included in the current biennial budget.

## **MARK YOUR CALENDARS**

9. You have been invited to the following events:
- **Zoolights Program and Lighting Ceremony on Friday, November 29<sup>th</sup>, 4:35 p.m.**, at Point Defiance Zoo and Aquarium, located at 5400 North Pearl Street. Gates open at 4:00 p.m., with Zoolights from 5:00 to 9:00 p.m.
  - **68<sup>th</sup> Annual Holiday Tree Lighting Ceremony on Saturday, November 30<sup>th</sup>, 5:30 p.m.**, in the Pantages Lobby, located at 901 Broadway.
  - University of Washington-Tacoma celebrates the beginning of the demolition and construction of the new **University Y Student Center** with the **Groundbreaking on Monday, December 2<sup>nd</sup>, 12:30-1:30 p.m.**, at 1710 Market Street, Tacoma.
  - **The Tacoma Area Commission on Disabilities and the Human Rights Commission Joint Year End Celebration on Thursday, December 5<sup>th</sup>, 4:00 p.m.**, at the Tacoma Area Coalition of Individuals with Disabilities, located at 6315 South 19<sup>th</sup> Street.
  - **Singing Christmas Tree-15 Performances from Friday, December 6<sup>th</sup>, through Sunday, December 22<sup>nd</sup>**, various times, at Life Center Church, located at 1717 South Union Avenue.
  - The City and Downtown Merchants Group invitation to view the Pacific Avenue Streetscape improvements at the **"Pac the Ave" special event on Saturday, December 7<sup>th</sup>, 3:00 p.m. to 5:00 p.m.**, on Pacific Avenue between 7<sup>th</sup> and 9<sup>th</sup> Streets.

- **Port of Tacoma Security Open House on Wednesday, December 11<sup>th</sup>, 11:00 a.m. to 2:00 p.m.**, at the Fabulich Center, Suite 106, located at 3600 Port of Tacoma Road.
- **Tacoma-Pierce County Chambers Public Officials Holiday Reception on Wednesday, December 11<sup>th</sup>, 5:00 – 8:00 p.m.**, at the Hotel Murano, located at 1320 Broadway Plaza.

Sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

T.C. Broadnax  
City Manager

TCB:crh  
Attachments



**TO:** T.C. Broadnax, City Manager

**FROM:** Kurtis D. Kingsolver, P.E.  
Interim Public Works Director/City Engineer /KDK

**SUBJECT:** Tacoma Transportation Benefit District (TBD) Progress Update

**DATE:** November 27, 2013

The Public Works Department is hereby providing the October 2013 progress update for work accomplished this year utilizing funds provided through the TBD.

The table below summarizes the allocated budget, the amount spent to date, and the remaining balance as well as highlights of the type of work performed for each program identified in Exhibit A of Resolution No. TBD 004, which was adopted by the TBD Board on April 30, 2013.

<b>Tacoma Transportation Benefit District Fall Update - Through October</b>				
<b>Program</b>	<b>Budget Allocation</b>	<b>Expenditures to Date</b>	<b>Balance</b>	<b>Highlights</b>
Street Rehabilitation	\$3,633,100	\$1,496,283	\$2,136,817	62 Residential Chip Seals completed  27 Residential Street Paving Blocks completed  16 Lane Miles of Crack Sealing completed  6311 Temporary Pothole Repairs completed <sup>1</sup>  1630 Permanent Pothole Repairs completed <sup>2</sup>
Non-motorized	\$306,900	\$78,970	\$227,930	48 ADA Compliant Curb Ramp Upgrades completed
Traffic Signal	\$60,000	\$52,430	\$7,570	8 Traffic Signal Detection Upgrades/Improvements completed
<b>Totals to Date</b>	<b>\$4,000,000</b>	<b>\$1,627,683</b>	<b>\$2,372,317</b>	

<sup>1</sup>As of October 31st, Street Operations had temporarily repaired a total of 13,327 potholes, of which 6,311 were paid for by TBD.

<sup>2</sup>As of October 31st, Street Operations had completed a total of 4,478 permanent pothole repairs of which 1,630 were paid for by TBD.

Please contact me at (253) 591-5269 if you have any questions.

Attachment

**EXHIBIT A****DRAFT 2013-2014 TRANSPORTATION BENEFIT DISTRICT SPENDING PLAN**

<b>PROGRAM</b>	<b>BUDGET</b>	<b>PROGRAM PURPOSE</b>
<b>Street Rehabilitation</b>	<b>\$ 3,633,100</b>	<b>The purpose of the Street Rehabilitation Program is to maintain Tacoma's roadways, both residential and arterial. Repair and maintenance of the right-of-way promotes safety, enhances mobility, and protects the environment. Through planned maintenance and repairs of streets, Street Rehabilitation improves the quality of life and promotes economic development within the City.</b>
<b>Nonmotorized &amp; Sidewalk/Curb Ramp</b>	<b>\$ 306,900</b>	<b>The purpose of the Nonmotorized &amp; Sidewalk/Curb Ramp Program is to increase the efficiency and safety of pedestrians, bicyclists, and people of all ages and abilities in the right-of-way. Through planned maintenance and network connectivity, Nonmotorized &amp; Sidewalk/Curb Ramp improves congestion levels, promotes safety, enhances mobility and accessibility, and protects the environment.</b>
<b>Traffic Signal/Signal Upgrade</b>	<b>\$ 60,000</b>	<b>The purpose of the Traffic Signal/Signal Upgrade Program is to maximize the movement of all modes of transportation throughout the City through corridor and intersection improvements. Maintenance and repair of infrastructure will improve safety and congestion.</b>
<b>TOTAL BUDGET</b>	<b>\$ 4,000,000</b>	

# 2014 City of Tacoma Legislative Agenda

## Summary agenda:

- The City supports a transportation funding package that completes SR-167 and other local projects.
- The City seeks new local transportation funding tools, including street utility.
- The City seeks new economic development tools.
- The City opposes any efforts to restrict or diminish its authority to tax and license.

## Detail agenda:

### Economic development:

The City supports the use of economic development tools that facilitate urban redevelopment and encourage development, including affordable housing, in transit station areas to carry out the goals of the regional transit supportive community initiative. This ~~may~~ includes, but is not limited to, value capture tools like tax increment financing, local improvement district legislation, and restored funding of existing tools such as local infrastructure financing. The City will also propose legislation allowing the reuse of tax foreclosure property for affordable housing.

The “paramount” duty of the State is to “make ample provision for the education of all children...” and the Legislature is faced with a significant challenge to meet this responsibility in light of the McCleary decision by the State Supreme Court. Any solution to this problem cannot create winners and losers between the state’s school districts and must still provide the opportunity for local communities to meet unique local needs. New revenue will be required to meet the requirements of the court decision. Further, the State must continue the restoration of funding to higher education institutions that it began in 2013. One way would be to emphasize funding for select clusters or sectors of our economy such as cyber security, clean water, health care and others.

### Environment:

The City supports creation of a sustainable funding source to assist local governments with obligations under Federal storm water regulations. Such funding should be tailored to favor those jurisdictions that are currently required to implement their permit obligations over those that have successfully sought to delay implementation. Funding should also foster innovation in meeting permit goals for both water quality and quantity. The City also supports funding for stormwater quality improvements at Wapato Lake.

The City has operated a successful waste oil recycling program for several years. The program involves accepting household waste oil at the landfill and at select retail stores. Liability issues make it difficult for the City to continue the retail store component of this program, greatly reducing the convenience of recycling used oil and thereby increasing the likelihood that this oil will instead find its way to the City stormwater system and local waters. The City supports legislation that will reduce the liability issues or otherwise incentivize continuation of this important program.

**Fiscal:**

The City believes local control of tax and regulatory processes is in the best interest of city residents and businesses. Local control allows innovation and greater flexibility to match taxes and regulations to a changing local economy. The City will oppose special interest efforts to restrict or otherwise regulate its authority to license and tax, including but not limited to collection and control of the municipal business and occupation tax.

As part of its 2013 budget, the Legislature partially restored the diversion of local liquor excise taxes and capped fees authorized to local government in Initiative 1083. The City supports full restoration of this revenue to local government.

The State is implementing commercial sales for the personal use of marijuana. Initiative 502 authorized significant fees and taxes on the production and sales of marijuana but did not provide for the State to share any of that revenue with local government. As it is in cities where much of the production and the retail marijuana stores will be located, it is cities that will have to deal with any impacts from these businesses. The City supports changes to Initiative 502 to allow sharing of State marijuana fees and taxes with local governments where marijuana retail stores are located. Passage of Initiative 502 also makes changes to legislation covering the medical use of cannabis necessary. The City believes the medical cannabis law should be suspended so long as Initiative 502 remains in force because Initiative 502 grants far greater access to cannabis without the ad hoc, inconsistently regulated nature of the previous statute.

The voters of Tacoma have approved a permanent levy of 50 cents per thousand to pay for essential emergency medical services provided by the Tacoma Fire Department. Despite this approval, other provisions of state property tax law have resulted in reductions of this revenue and increased pressure on the City's General Fund to make up the difference. Revenue for this vital public service must be better protected. The City supports changes to

EMS levy statutes that will increase the maximum levy rate to 75 cents per thousand and also protect the levy from erosion by placing it outside the 1 percent limit on taxes.

The State provided a sales tax credit that allowed construction of the Greater Tacoma Convention & Trade Center as well as other public facilities around the state. The sales tax credit runs for 25 years. Along with other public facility districts, the City supports legislation that will extend the sales tax for 15 additional years. This will reduce the impact of bond repayment on the convention center and, potentially, the City's General Fund.

Tax breaks for specific businesses and industries can serve as an important economic development tool. For example, the City supports a change in current law that discourages owners of large yachts from using Washington boatyards for major repair and retrofit. It is also necessary to review all tax breaks periodically to determine their success and usefulness. According to a New York Times report, Washington forgoes more than \$2.3 billion a year in revenue due to tax breaks. The City supports establishment of a systematic legislative review and sunset process for tax breaks.

#### Neighborhoods:

The City has launched a popular program of neighborhood clean-up and nuisance abatement. While this program has had some success, limitations in state law on a city's authority to apply a lien to property that contains a public nuisance have complicated this effort and frustrate citizens. The City supports harmonizing the lien authority of cities with that of counties. A city should be able to apply a lien against property to allow the City to recover its costs in abating a nuisance. Liens should remain on the property until the costs of abatement are paid and the lien should have the same rank as state and local taxes in case of sale or foreclosure.

#### Transportation:

The City supports adoption of a new transportation revenue package, which may include tolling. Completion of SR-167, finishing the current I-5/SR-16 HOV project and initial work on improvements to I-5 at Joint Base Lewis-McChord must be in the package. Initial planning for extension of I-5 HOV lanes beyond S. 38<sup>th</sup> Street is also a priority. The City will separately seek funding for SR-163 improvements at the entrance to Point Defiance Park in support of the Destination: Point Defiance project.

The City supports increasing the councilmanic authority for transportation benefit district vehicle license fees from \$20 to \$40, yet this authority will raise only a portion of the funds needed to address the backlog of funding for city streets. A more complete solution is needed; therefore the City will seek supports adoption of authority to create a fee based

street utility. Similar funding mechanisms are in use in other states and result in a much higher level of citizen satisfaction with the maintenance of local streets.

Tacoma and Seattle have been authorized to operate speed cameras outside of school zones under a pilot program. Tacoma's camera, located on Bay Street, has significantly reduced speed and serious injuries. Rather than renewing this program through the budget process, the City supports a narrowly drafted amendment to the traffic camera statute to authorize any city to operate a speed camera in an area with demonstrated serious accident levels in which it would be dangerous for a traffic officer to be stationed.

# 2014 City of Tacoma Federal Policy Agenda

## Summary agenda:

- The City opposes changes to tax exempt municipal bonds.
- The City urges the House to pass the Main Street Fairness Act in 2014.
- The City will actively work to protect JBLM during any BRAC process.
- The City supports passage of legislation rewarding innovation in stormwater solutions.

## Detail agenda:

### Access to Affordable Health Care

The citizens of Tacoma have overwhelmingly expressed support for legislation providing access to affordable health care for everyone. The nation spends more per capita on health care than any industrialized nation yet there are 30,000 people in Tacoma and 47 million in the United States uninsured. Under the Affordable Care Act these numbers should begin to decline. The City continues to support universal access to affordable health care.

### Community Development Block Grant

The City supports continuation and enhancement of the Community Development Block Grant program. Although there have recently been modest increases to appropriations to this program, it has been reduced by over 50 percent in the last decade. The City supports increases in the program to cover increasing costs of vital safety net programs.

### Economic Development Tools

An important tool in helping cities build the infrastructure that supports the local economy has been the use of tax exempt municipal bonds. In recent years, the administration and Congress have repeatedly considered proposals to cap or eliminate the use of these bonds as part of various deficit reduction plans. The Federal government needs to be investing more in the nation's infrastructure, not making it harder for local government to do so. The City strongly opposes proposals to cap or eliminate tax exempt municipal bonds.

### Harbor Maintenance Tax (HMT)

A tax on the value of imports is assessed on products entering the Port of Tacoma and other US seaports. The revenue from this tax is used to pay for harbor and waterway dredging and improvements. Other than a small amount used in the Lake Washington Ship Canal, none of the HMT revenue is spent on the natural deep water ports of Puget Sound. The tax places Puget Sound ports at a competitive disadvantage with British Columbia ports and the revenue primarily benefits other US ports that also compete with Tacoma. The City supports the Port of Tacoma and other Puget Sound ports in seeking changes to the HMT to level the playing field. ~~This may take the form of applying the tax to imports entering the US via Canadian ports, allowing broader uses of the revenue for the benefit of deep water ports, or other approaches.~~ The National League of Cities has endorsed a realignment of the HMT and City will work with NLC on this issue.

## **Housing**

The fate of thousands of homeowners holding problematic mortgages is a serious community issue because as more and more houses become vacant and blighted, they attract crime and send healthy neighborhoods into a downward spiral. The City supports Federal legislation to allow bankruptcy courts or federal insurance programs to modify or otherwise protect mortgages in danger of foreclosure.

The Tacoma Housing Authority was selected to be a Moving to Work (MTW) agency by the Department of Housing and Urban Development. MTW status is very valuable for THA and its clients, as it allows far greater flexibility in use of HUD funds and operation of programs to better meet the needs of the community. The City supports continuation of the MTW program.

## **Immigration**

A comprehensive approach to reform of the nation's immigration laws is overdue. The City supports reform that provides a clear path to citizenship for young people who came to this country as children through no fault of their own as well as a separate process that eventually can result in citizenship for millions of undocumented adults already here. Border security and disincentives to businesses that exploit undocumented workers must be a part of the package.

## **JBLM**

Joint Base Lewis-McChord has begun a land use planning process. The City supports this effort and will actively participate. It is important to both minimize land uses incompatible with successful base operation while also assuring continuing opportunities for economic development in the area. A Federal Base Realignment and Closure study may begin in 2014. JBLM plays a vital role in the nation's security, but the community must not take the continued presence of the base for granted. The City will actively support preserving and strengthening the role of JBLM, including facilities such as the base commissaries, during the BRAC process.

## **Main Street Fairness**

Local sales tax revenue has been affected by the growth of internet sales. Washington has adopted destination based sales tax legislation as part of the national effort to encourage adoption of the Main Street Fairness Act, authorizing state sales taxes on interstate internet sales. The legislation is supported by many large brick and mortar retailers, small business groups, and major internet sales businesses. Earlier in 2013 the Senate passed the legislation with a strong bipartisan vote. The City urges the House of Representatives to support the Main Street Fairness Act in 2014.

## **Marijuana**

The voters of Washington have approved the decriminalization of personal use of marijuana and directed the establishment of a state controlled system of licensing and taxation of the drug. The City believes the Federal government needs to respect the decision of Washington residents and not attempt to interfere with either the decriminalization or the establishment of a retail sales marketplace.

### **Stormwater**

Increasingly strict Federal stormwater goals can be achieved with financial assistance and a willingness on the part of regulators to support innovation. The Innovative Stormwater Solutions Act will encourage the Environmental Protection Agency to promote innovative solutions and provide grant funding for innovative projects. It will also establish Centers of Excellence across the nation to develop proposals, industry standards and training and technical assistance. The City supports designation of The Center for Urban Waters as one of these centers and supports passage of the Innovative Stormwater Solutions Act.

### **Telecommunications**

The City opposes legislation which grants Federal authority over City rights of way, franchise authority, and taxation in the name of providing advantages for telecommunications companies to compete with cable companies. Such actions will surely lead to the cable firms wanting the same treatment and lead to uncompensated damage to City streets and loss of tax revenue used for City services, including cable services currently provided.

### **Transportation**

The City is appreciative of the passage of the MAP-21 transportation program, but believes Congress has not completed its work. This two-year funding program does not begin to address the growing infrastructure problem in this country: both in the need to rebuild aging facilities as well as being able to develop capacity for growth where needed. The City urges action to provide new long-term funding for transportation projects- including those that benefit transit and non-motorized transportation. The City believes new funding should recognize that the greatest need for transportation spending is in the nation's metropolitan regions.



**TO:** T.C. Broadnax, City Manager

**FROM:** Peter Huffman, Interim Director, Planning and Development Services Department

**SUBJECT:** Growing Transit Communities Strategy and Compact

**DATE:** November 26, 2013

At the December 3, 2013 City Council meeting Mayor Strickland will introduce a resolution pledging the City's support for implementing the Puget Sound Regional Council's *Growing Transit Communities Strategy* and authorizing execution of the *Growing Transit Communities Compact*.

The Growing Transit Communities Partnership, a broad coalition of stakeholders from the public, private, and nonprofit sectors, came together in 2010 to identify what will be needed to create the sustainable, equitable communities envisioned in adopted regional plans and supported by the region's commitment of nearly \$20 billion in high-capacity transit investments. These plans and investments present a once-in-a-lifetime opportunity to shape the region and ensure that transportation improvements support sustainable development and foster vibrant, healthy neighborhoods for all.

This summer, following an extensive eighteen-month collaborative process, the Partnership adopted the *Growing Transit Communities Strategy*. This document presents consensus approaches to development in the region's high-capacity and high frequency transit areas and identifies the tools and resources needed to implement the region's adopted plans with a focus on three overarching goals:

- Attract more of the region's residential and employment growth near high-capacity transit
- Provide housing choices affordable to a full range of incomes near high-capacity transit
- Increase access to opportunity for existing and future community members in transit communities

The goals and recommendations in the *Growing Transit Communities Strategy* are wide-ranging, have been developed with the recognition that some approaches may work in some locations but not in others, and are clear that each partner retains flexibility to pursue the actions most appropriate to local needs and conditions. The region's continued success will require an ongoing, dedicated partnership of a wide variety of public, private, non-profit, and community stakeholders.

The Compact is not legally binding and does not mandate adoption of any particular policies or actions, but will solidify the City's position as a leader in the Growing Transit Communities initiative and will advance partnerships with a wide spectrum of public, private, and nonprofit agencies/organizations to leverage transit investment and create new resources and tools to build sustainable communities.

If you or Council members have any questions, please contact Special Assistant Ian Munce, 253-573-2478.



**TO:** T.C. Broadnax, City Manager

**FROM:** Peter Huffman, Interim Director, Planning and Development Services Department 

**SUBJECT:** **South Downtown Subarea Plan and Final Environmental Impact Statement (FEIS)**

**DATE:** November 26, 2013

At the December 3<sup>rd</sup> Study Session, Planning and Development Services Department staff will provide an update on the South Downtown Subarea Plan and FEIS in advance of the City Council public hearing also being held on December 3<sup>rd</sup>. The Planning Commission forwarded its Recommendation of Approval of the South Downtown Subarea Plan to the Council on November 6, 2013. The South Downtown Subarea Plan will become a new element of the Comprehensive Plan and contains several associated changes to the Tacoma Municipal Code including Feather Sign Regulations and Downtown Fencing Standards.

As a Puget Sound Regional Council Growing Transit Communities Catalyst Project partner, the City of Tacoma received a \$500,000 grant to develop the South Downtown Subarea Plan and area-wide EIS. As the second largest city in the Puget Sound region, Tacoma is the most important business center in the South Sound region and the South Downtown Subarea Plan and FEIS capitalize on this potential and plan for expected future growth.

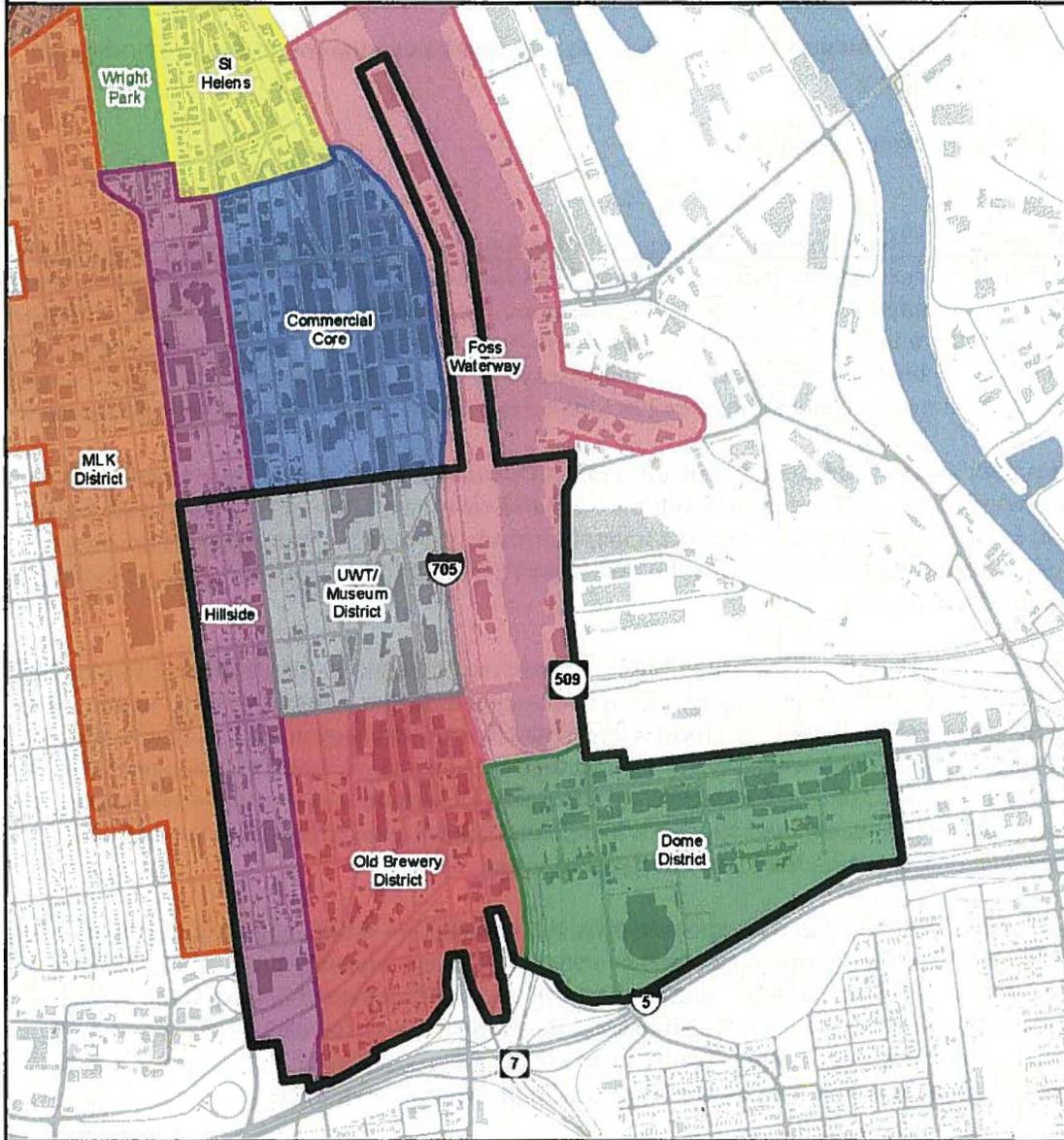
The overarching goal of the Plan is to promote economic development in South Downtown. The Project plans for significant growth in the subarea based upon population and employment allocations established by the PSRC and Pierce County to conform to the State Growth Management Act, which requires regions, counties, cities and towns to plan for forecasted growth. The Subarea Plan is intended to provide innovative planning and policy interventions to help South Downtown achieve its tremendous potential for economic development, an outcome that will deliver a broad range of equitable social and environmental benefits at both the local and regional scales.

The FEIS for the Plan was jointly sponsored by the University of Washington Tacoma and will be the principal environmental document that will be considered in the decision-making process for the Subarea Plan. The FEIS is "Planned Action" with the objective of eliminating the need for project-by-project environmental review associated with site-specific development or redevelopment – providing certainty for future development and simplifying and expediting the permitting process in order to foster the realization of high quality urban development in the South Downtown Subarea.

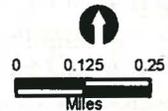
Attached is a map of the study area. All information relating to the South Downtown Subarea Plan and EIS is available for review or download on the Planning Services Division's website at [www.cityoftacoma.org/Planning](http://www.cityoftacoma.org/Planning) (and click on "South Downtown Subarea Plan & EIS"). If you or members of the City Council have questions about this information, please contact Ian Munce, Special Assistant to the Director, at 253-573-2478 or [imunce@cityoftacoma.org](mailto:imunce@cityoftacoma.org).

Attachment

# South Downtown Subarea Boundaries



 Downtown (South) Sub-Area Plan



Map is for reference only.



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

Date	Meeting	Subject	Department
<b>December 3, 2013</b>	Joint Utility Board Study Session	MyAccount – Website Upgrade for Customer Payments	TPU
		Tacoma Power Integrated Resource Plan	TPU
		Mountain Rail Division Annual Review	PW/Tacoma Rail
	Study Session	South Downtown Subarea Plan & FEIS	PDS
		Executive Session - City Manager Performance Review	Council/City Mgr
	Committee of the Whole	2014 Cancelled Council Meetings Discussion	Council
	City Council Meeting	Mid-Biennial Modification Presentation	Finance
		South Downtown Subarea Plan Public Hearing	CED
<b>December 10, 2013</b>	Study Session	MLK Subarea Plan & EIS	PDS
		Neighborhood Council Review Recommendations	CED
		Executive Session-City Manager Performance Review(tentative)	Council
	City Council Meeting		
<b>December 17, 2013</b>	Study Session	Tacoma Link Expansion	GRO/Sound Transit
	Committee of the Whole		
	City Council Meeting		
<b>December 24, 2013</b>		<b>CANCELLED</b>	
<b>December 31, 2013</b>		<b>CANCELLED</b>	
<b>2014</b>			
<b>January 7, 2014</b>	Study Session		
	Committee of the Whole	Special Event Program Improvements	CED
	City Council Meeting		
<b>January 14, 2014</b>	Study Session		
	City Council Meeting		
<b>January 21, 2014</b>	Study Session	Tacoma Link Expansion	ST/GRO/PW
		Overview of STAR Project	CMO/EPS
	Committee of the Whole		
	City Council Meeting		
<b>January 28, 2014</b>	Study Session		
	City Council Meeting		
<b>February 4, 2014</b>	Study Session		
	Committee of the Whole		
	City Council Meeting		
<b>February 11, 2014</b>	Study Session		
	City Council Meeting		
<b>February 18, 2014</b>	Study Session		
	Committee of the Whole		
	City Council Meeting		
<b>February 25, 2014</b>	Study Session		
	City Council Meeting		
<b>March 4, 2014</b>	Study Session		
	Committee of the Whole		
	City Council Meeting		
<b>March 11, 2014</b>	Study Session		
	City Council Meeting		
<b>March 18, 2014</b>	Joint Utility Board Study Session		
	Committee of the Whole		
	City Council Meeting		
<b>March 25, 2014</b>	Study Session		
	City Council Meeting		



November 22, 2013

TO: T.C. Broadnax, City Manager  
From: Kurtis Kingsolver, Interim Public Works Director *KK*  
SUBJECT: **Wire Theft Update**

This memorandum is in response to concerns raised by several Council Members related to the recent wire thefts in the City.

Due to increasing scrap metal prices over the past few years, wire theft throughout the nation has been a continually growing problem. In the past, security for copper wire was not considered. In addition, the security measures employed in the past are now easily circumvented, creating an enormous inventory of vulnerable infrastructure spread throughout the entire City. While the City routinely addresses wire theft throughout the year, there has been a significant increase in the amount of theft in the last few weeks.

As of November 1<sup>st</sup>, the City had a backlog of five known circuits that were out due to wire theft. Between November 1<sup>st</sup> and November 21<sup>st</sup>, the City had an additional 26 circuits reported. During that time, Public Works Signal and Streetlight crews were able to restore service to 15 of those 31 circuits leaving a current backlog of 16 circuits out.

Public Works crews are dispatched to the site as soon as possible, once the theft has been reported to make sure the condition is safe and to perform a preliminary assessment of the damage. In some cases, the extent of the damage is not fully known until crews initiate the repair.

Work is mostly being addressed in sequence; however, high use areas and outages on arterial streets are being prioritized ahead of residential thefts based on the higher public need. Public Works is also not replacing the wire until it can be properly protected. There isn't a one size fits all solution; and, some of the protection methods require materials with a long lead time. In some cases materials have been depleted rapidly due to the sudden spike in theft and have been on back order. Public Works has several methods of prevention that are being employed. The current methods being utilized appear to be working, but there is so much vulnerable infrastructure that easier targets are readily available.

In many cases, the infrastructure is damaged significantly in the process of the theft or in order to secure the wire. Therefore, modifications to the existing system are required, such as on 34<sup>th</sup> Street Bridge. In other cases, an attempt is made on a circuit that was previously secured by staff, such as within Salishan. In those cases the wire was not stolen, but in their attempt to steal the wire a significant amount of force was applied through a lever arm necessitating the replacement of the damaged wire.

The City is currently aware of the 16 circuits listed below that are out due to wire theft. Based on current resources and current priorities, these circuits are grouped by anticipated schedule with select comments. Additional thefts reported would be generally taken in sequence and restored subsequent to those listed below; however, residential light restoration may incur delays if additional reports of theft are received in high use areas or on arterial streets during this period.

The following circuits are anticipated to be restored by the end of the year:

- 34<sup>th</sup> Street Bridge
- 818 N. Alder
- Cedar from N. 16<sup>th</sup> to N. 21<sup>st</sup>
- S. 11<sup>th</sup> and Cushman
- 2119 N. Lawrence
- S. 9<sup>th</sup> Street From MLK to Sprague

The following circuits are anticipated to be restored by the end of January:

- S. 39<sup>th</sup> to S. 47<sup>th</sup> and Yakima – Series Circuit will require significant amount of trenching
- Lincoln Avenue Bridge – Significant level of effort & traffic control required

The following circuits are anticipated to be restored by the end of February:

- Lincoln Ave Loop Road - approach and loop – significant level of effort
- 1700-2200 Bay Street
- Bay Street and Q, Underpass, damaged infrastructure

The following circuits are anticipated to be restored by the end of March:

- E. 45<sup>th</sup> and Roosevelt
- 2600 Tyler (Cheney) – Under construction, contractor may have some responsibility
- 824 S. 28<sup>th</sup> (Yakima)

The following circuits are anticipated to be restored by the end of April:

- S. 66<sup>th</sup> and Lawrence
- E. 44<sup>th</sup> and T Streets

In addition to the measures to prevent theft here in the City, the State passed ESHB 1552 in its last regular session which will require scrap metal buyers to be licensed by the state. This bill goes into effect on January 1, 2014. The full bill can be found in the following link:

<http://apps.leg.wa.gov/documents/billdocs/2013-14/Pdf/Bills/Session%20Laws/House/1552-S.SL.pdf>